Proposed 2025 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program

Northeastern Illinois
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Regional
Transportation
Authority

This document contains the proposed 2025 regional and Service Board operating budgets and capital programs, to be considered for adoption by the RTA Board on December 19, 2024.

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Introduction

Transit momentum at risk without a fiscal cliff solution in 2025

The Regional Transportation Authority (RTA) has a responsibility to oversee the financing of, plan for, and coordinate the Chicago region's transit system, which is operated by CTA, Metra, and Pace—known as the "Service Boards"—and to be candid with them and the public about financial challenges. Annually, all four transit agencies collaborate to develop the region's Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program. Preparation of the 2025 budget comes as an operating fiscal cliff threatens the system's future and puts strong double-digit ridership growth at risk.

This document describes a 2025 budget that includes $4.147 billion in operating expenses for northeastern Illinois' transit system, an increase of 5.7% above the adopted 2024 budget. This increase reflects significant service restorations as the transit agencies continue to restore and expand service that was cut following ridership drops during the pandemic. Ongoing inflation, high labor expenses, and a continuing tight workforce also contribute to the increased expenses.

Federal relief dollars distributed by the RTA since 2020 continue to support transit operations for the upcoming budget year, making up about 20% of the budget. Independent analysis has shown that closing the 20% budget gap would require a 40% cut in service across the region, which would be devastating to our regional transit system and the riders it serves. The *Transit is the Answer* Coalition and the 2025 Legislative Agenda, described on the following pages, will continue to work to address this gap and address the structural problem resulting from years of overreliance on fare revenue for transit.

Despite the funding challenges, in 2024 the Chicago region's transit system continued to recover ridership, improve safety and security, and deliver transit options riders need. The region's transit system provides more than 1.2 million rides per day, with special events and off-peak trips outpacing pre-pandemic ridership numbers. Each agency has seen double-digit year-over-year growth, thanks to service expansions that would not have been possible without federal COVID relief dollars. In places where more service was added, riders have returned.

For example, CTA bus routes that have added service have seen a 21 percent increase in ridership, compared with a 14 percent rise on routes without added service. Metra has expanded midday and weekend service on every line in the last year. Their new simpler and easier to understand fare structure has resulted in record monthly pass sales. Pace's weekend ridership has increased approximately 30 percent over 2023 levels, driven by the faster, more frequent Pulse service. ADA Paratransit ridership is higher now than pre-pandemic.

This momentum is at risk, however, if the state does not find a funding solution to the system's fiscal cliff.

This budget also details the 2025-2029 Regional Capital Program of $9.469 billion, which is $3.5 billion larger than the 2024-2028 Capital Program, in large part due to funds for the Red Line Extension being programmed. The RTA evaluates its capital program based on 15 metrics defined in *Transit is the Answer*. These metrics provide different lenses for analyzing the capital program and understanding how it is accomplishing regional objectives, such as equity or accessibility, with the limited funding available.

While the current focus is on the operating funding crisis, funding challenges remain on the capital side as well. Major investment from state and federal legislation has been a good first step, but the unmet need remains great. The 10-year regional capital funding need for all the priority projects in this budget totals $42.7 billion, but the vast majority of that need (more than 75 percent) remains unfunded. To meet the needs spelled out by the Service Boards in the priority projects list, a level of capital investment of around $4 billion per year is needed over the next 10 years, yet the five-year program averages less than $2 billion per year.

Inaction will spiral transit cuts, but investment unlocks region's potential for generations

2026 will be a critical pivot point in transit's future in the Chicago region when nearly all COVID relief money will be spent, and the region faces a choice. Absent sustainable funding for transit operations, the system falls off the fiscal cliff, dramatic service cuts lead to immediate drops in ridership, making the budget gap larger and harder to solve. Or we invest in our region, securing sustainable funding and ridership grows with more service on the street.

The budget gap, which equals 20 percent of the region's operations budget, translates to a 40 percent cut in service across all operators, which would be devastating for the region and would set off a downward spiral that would be nearly impossible to escape. On the other hand, increasing annual operating funding by at least $1.5 billion a year from current levels allows the transit agencies to expand and improve service—for example, expanding Pace Pulse, increasing frequency across Metra lines, and overhauling CTA's bus service to work better for riders.

A future without a funding solution would mean a bus rider in the city will see current 15-minute headways become 25 minutes. In the suburbs 45 minutes turns into over an hour wait for a bus. A Metra line that previously ran 90 trains per day is down to 54. However, with funding of $1.5 billion annually, the picture is much better. The Service Boards could achieve 10-minute headways on urban bus, 30 minutes in the suburbs. A Metra line carrying 90 trains can expand to over 120, working to achieve the frequent all-day service Metra is envisioning. A $1.5 billion investment in transit would echo throughout the region, growing our GDP by $2.7 billion annually, adding 28,000 jobs, and taking 290 million miles of vehicle travel off our roads in just the first year.

Chicago ranks fifth worldwide for worst congestion and a 40% reduction in service would add 366 million vehicle miles to our already congested roads and cost the region $50 million a year in lost productivity. But importantly, it hurts our residents, costing them more than $1,600 a year and taking away precious time they could be spending with their families or just not sitting in traffic.

It's important to understand that going off the fiscal cliff is just the beginning of a negative feedback cycle. Less service will lead to lower ridership, which results in lower revenues and more cuts in service as budget gaps grow and become harder and harder to solve.

The greatest risk we face right now is inaction. We must act in the first half of 2025 to secure the future of the Chicago region's transit system. If Illinois does not act by spring 2025, CTA, Metra, and Pace will be forced to shift their focus from improvements and expansion to prepare for drastic service cuts and fare increases to balance their budgets.

If a funding solution comes later than spring of 2025, in the time it would take to re-hire operators and lure back riders, fare revenue will have fallen so far as to require even more funding from the State, sending the agencies into another cycle of uncertainty, scarcity, and potentially even more service cuts and fare increases.

There is significant lag time from when revenue is collected, forwarded to the RTA, and ultimately reaches the Service Boards. Delay in identifying new funding sources for the transit network would pose a significant challenge for the RTA, which has limited ability to bridge cash-flow interruptions.

2025 Legislative Agenda

To address the upcoming crisis, the RTA has developed a Legislative Agenda that calls for bold action in 2025. Again, we face a pivot point in the next year. The legislature can capitalize on recent momentum of post-pandemic ridership growth to increase state investment in transit service, leading to cleaner air, a stronger regional economy, and enhanced quality of life for all residents. Or, if the legislature fails to act, the system will be forced off a fiscal cliff and service will be cut, resulting in inequitable impacts on residents, more congestion, more pollution, and limited economic growth.

Building off *Transit is the Answer*, this legislative agenda focuses on securing the funds needed to improve the frequency and reliability of transit service across the region while implementing the reforms necessary to increase accountability and efficiency systemwide. The RTA is also advocating for reforming statewide transportation policy in ways that incentivize transit use and reduce emissions.

Policy Priorities

Fully fund the region’s transit system.

Chicago’s regional transit system is chronically underfunded and has gone through a series of service cuts, budget efficiencies, and fare increases since the 1990s. As the pandemic exposed, state operating funding levels are not sufficient to maintain the current system, limiting operators’ ability to deliver equitable and efficient transit service across the region and adapt to changing mobility patterns. Today, state funding makes up only 17% of the RTA’s operating revenue. In New York the state share is 28% and in Philadelphia it is 50%.

The RTA will lead the conversation with lawmakers to secure additional operations funding for transit and explain the impacts of different investment levels on the 8.5 million residents of the six-county region.

The RTA advocates for the State of Illinois to:

- Increase funding for transit operations to fill the projected 20% budget gap with new, sustainable revenue without any intermediate service cuts.
    - The structural 20% deficit is projected to grow each year as expenses increase.
    - Filling the structural gap and allowing the system to avoid severe cuts and dramatic fare increases and return to 2019 service levels is just a start.
    - Riders and communities across the region strongly support more significant investments in the regional network.
- Ultimately, increase annual operating funding by at least $1.5 billion a year from current levels to realize expanded and improved service consistent with regional priorities.

The immediate cliff is focused on operations. However, the state also partially funds the capital costs of building and maintaining the system. Recent federal and state capital legislation has made a big impact in addressing state of good repair needs, but we need more sustainable and predictable capital funding to maintain state of good repair and expand and rebuild facilities for the future. The RTA advocates for the State of Illinois to:

- Increase levels of sustainable capital funding to meet transit's infrastructure needs of $3.5 billion per year over the next 10 years, with a focus on additional PAYGO funds to address system maintenance and improve speed and reliability.

Develop a funding structure that is less reliant on rider fares and more focused on equity and access.

Raising funding levels alone won't solve transit's problem—there must be structural shifts to how transit is funded. The state-mandated recovery ratio of 50 percent—the highest requirement of its kind nationally—limits transit's ability to provide equitable service and collaborate.

The RTA advocates for the State of Illinois to:

- Eliminate the state-mandated 50% recovery ratio requirement and its associated financial penalties; transition recovery ratio to one of several performance metrics.
- Expand an equitable regional fare policy that includes fully funded free-and-reduced fare programs, estimated at $150 million annually, and ADA Paratransit service, estimated at $250 million annually. These $400 million in new funds would cover the cost of existing, mandated programs, but more funding is needed to avoid service cuts and maintain current service levels, let alone increase service to levels communities are seeking.

Reform transit governance to establish a stronger RTA that improves service and accountability for riders and taxpayers.

The RTA is advocating for new operations funding to come with reforms that would establish a stronger RTA that directly interacts with riders to address their day-to-day issues and has more influence on service, fare policy, and capital project prioritization. With the reforms outlined in this agenda, the RTA is advocating for change that would fundamentally shift the agency's role to one that leads a regional transit system that prioritizes improved rider outcomes. By engaging earlier in the planning and budgeting process, the RTA will hold the Service Boards accountable for meeting agreed upon goals and finding fiscal efficiencies.

These are areas featured in RTA's *Transit is the Answer* strategic plan where the RTA' s regional perspective and budgetary role could add value for riders and taxpayers. They are also featured in CMAP's *Plan of Action for Regional Transit*, which recommends a stronger RTA focused on systemwide planning, policy, and funding, allowing the Service Boards to focus on operational excellence.

The RTA advocates for the State of Illinois to:

- **Establish RTA as a rider hub for fares and customer service at the regional level to ensure all riders have access to simple, easy to understand fares and fare programs.** The RTA is well positioned for this role given the agency's responsibility overseeing the regional operating budget, where fares are a critical component. Over the long-term, centralizing fare technologies and vendor relationships will provide more data to plan service standards, prioritize capital projects, and increase responsiveness of critical technologies and services.
- **Direct a strengthened RTA to set regional service standards with policies and mechanisms in place to monitor and enforce compliance from operators.** RTA can use a regional lens to evaluate existing transit services and identify areas where improvement is needed, allowing everyone in the region to better understand the frequency and scope of transit that should be available in their communities. Leaders from each of the Service Boards would present quarterly to the RTA board with updates on service delivery, schedule coordination, and how they are meeting the region's agreed upon service standards, with the RTA Board having the ability to monitor and enforce compliance on an ongoing basis.

- **Empower RTA with greater responsibility for regional planning and capital project prioritization.** RTA can monitor the state of good repair of transit assets systemwide as a combined portfolio and track regional investment needs. RTA can partner with the Service Boards and roadway agencies to lead planning for major regional transit and transportation projects, including roadways with the potential for increased transit use.

Reform how the State plans, evaluates, and prioritizes transportation projects to reduce emissions and advance racial equity.

Transit is one of the most sustainable modes of travel, and the system is one of the strongest tools our region has in the fight against climate change. Transit accounts for just 2 percent of the region's transportation emissions, while cars and trucks account for 59 percent.

Statewide, Illinois spends more than $4.6 billion annually on highway and road investments compared to $1.3 billion on transit. This disparity continues to increase emissions and further entrenches a car-centric mobility network. Lawmakers should enact policies that continue to drive ridership growth and reduce single-occupancy vehicles on the road, which will reduce regional emissions and congestion.

The RTA advocates for the State of Illinois to:

- Set statewide and regional greenhouse gas emissions targets for the transportation sector and reform project evaluation processes to prioritize projects that reduce emissions, particularly in environmental justice communities.
- Evaluate and reform how the state spends federal transportation resources to support public transit systems, including flexing highway funds to transit.
- Evaluate and reform road system user fees including tolling, parking, and vehicle registration to support transit and reduce single-occupancy vehicle trips.
- Provide additional capital funding and explore innovative purchase-agreements to accelerate the transition to a zero-emission bus network. CTA and Pace are both committed to fully electrifying their bus fleets by 2040.

Strengthen partnerships and investment to enhance personal safety and security on public transit.

All riders and frontline workers deserve to feel safe on public transit. Rates of violent crime occurring on buses and trains are decreasing but there is much more work to do. A multi-faceted approach including additional police and social services personnel on the system is needed. RTA is ready to help lead and collaborate on security strategy and investment with the Service Boards and local municipal and county officials.

The RTA advocates for the State of Illinois to:

- Partner with transit agencies and local municipal and county officials to **increase law enforcement presence on the system**.
- Partner with transit agencies and local municipal and county officials to **increase social services presence on the system**.
- Help advance a multi-layered approach to improving personal safety and security across the system, including strategies identified at RTA's 2024 Safety and Security Summit in the following areas:
  - Enhance personal security for transit riders and workers and address perception of crime on transit.
  - Incorporate transit-specific strategies into social services initiatives.
  - Create safer, more welcoming environments in transit stations and stops.

Transit is the Answer implementation brings more reliable, affordable transit service

This budget continues to implement the RTA Regional Transit Strategic Plan, *Transit is the Answer,* which was adopted in February 2023. That plan set a vision of safe, reliable, accessible public transportation that connects people to opportunity, advances equity, and combats climate change. That vision and the plan's principles of Equity, Stewardship, and Commitment to Change, guide this budget and the work of the regional transit system going forward.

The 2025 budget will continue to make great strides toward achieving the goals of the plan. For example, on the action item to **Accelerate the transition to a zero-emission regional transit system and prioritize communities burdened by poor air quality**, 82% of Pace's 2025-2029 Capital Program will be used to replace diesel buses with electric buses. Between CTA and Pace, the regional capital program funds the purchase of nearly 300 electric buses. Major projects like the Red Line Extension will advance equity and ongoing work between the Service Boards and help to ensure the transit system is connecting people to opportunity. While these are critical investments in the electrification of the transit fleet, it is important to note that available and projected capital funding will be insufficient to complete the conversion unless additional resources are identified.

It's useful to look back at the significant progress made in 2024, to implement the plan's Action and Advocacy agenda with support from the Service Boards and other regional partners. Short summaries of a few items are below, but more information is available at www.transitistheanswer.org.

Implementation Highlights

Action: Make paying for transit more seamless and more affordable

Riding and paying for transit across CTA, Metra, and Pace should be easier to navigate. That's why the RTA is working with partners to launch a new Regional Day Pass in 2025 and streamline processes to improve rider experience.

In 2024, the RTA in partnership with Metra and Cook County, launched the Access Pilot Program, which provides reduced fare Metra rides to residents experiencing low incomes, targeted specifically to riders across the region who are also SNAP (Supplemental Nutrition Assistance Program) recipients. Serving more than 5,000 people so far, the pilot continues through July of next year and additional funding would allow the program to expand to CTA and Pace riders as well.

In July 2024, the RTA published a Fare Equity Report that looks at the various fare programs offered by the transit agencies and how to make them more affordable and seamless for riders. The Regional Day Pass—announced in June 2024—will allow riders to purchase one fare card to use on all three systems. Meanwhile, other administrative changes, such as ensuring that benefits provided to riders with disabilities will automatically renew, are making using transit easier for riders across the region.

Action: Adapt bus and rail service to meet the changing needs of riders

Transit is a lifeline for many riders, and since the start of COVID-19 how many residents use transit has changed.

The Service Boards continue to improve and adapt their service models, including CTA's Better Streets for Buses framework to improve street infrastructure for public transit, Metra's Systemwide Network Plan that will provide a roadmap to a regional rail model, and Pace's ReVision network revitalization plan that will reimagine Pace suburban bus service.

Service changes that have already occurred include CTA's restoration of 59 bus routes in 2024, bringing the bus system back to 98% of pre-pandemic scheduled service levels; Pace's expansion of its bus-on-shoulder initiative; the launch of the Pace Pulse Dempster Line bringing frequent service between Evanston and O'Hare Airport; and additional service to Metra's UP-N, MDW, and BNSF lines, which have helped catapult weekend ridership well past pre-pandemic levels.

In March 2024, the RTA launched a newly expanded, rider-focused Citizens Advisory Board (RTACAB), featuring the perspectives of a diverse group of 21 riders and agency leaders from across the region. The RTACAB advises the agency's staff and Board of Directors on accessibility, equity, and other impacts of its policies and programs. It has always included the chairpersons of CTA, Metra, and Pace Citizens Advisory Boards, as well as representatives from each of the six counties served in the RTA region, but the new RTACAB also includes eight new "rider representative" positions: two for the City of Chicago, one for Suburban Cook County, and one each for other counties in the RTA region.

In October 2024, the RTA convened a Suburban Transit Summit attended by 175 elected officials, stakeholders, and riders to discuss the changing needs of suburban riders and how to provide improved service in the future.

Advocacy item: Partner with roadway agencies to build more transit-friendly streets and advance bus rapid transit

Dedicated space on roads for Pace and CTA buses is critical to improving speed and reliability. It will take a coalition to inspire the political will within the highway and road agencies to build more transit-friendly streets and bus rapid transit (BRT) in the Chicago region. Through the COVID-19 pandemic, both CTA and Pace bus modes retained more riders than rail modes in our region. Buses often carry people more reliant upon transit and play a critical role in connecting neighborhoods in areas lacking access to the rail network.

In recent years bus speed, reliability, and ridership have faced challenges from growing congestion on local streets and competition with ride-hailing services. Transit-friendly streets can help free buses from congestion and give buses well-deserved priority over single-occupancy vehicles. The RTA has advocated for transit-priority or BRT to be included in major Chicago region roadway projects in 2024 such as North DuSable Lake Shore Drive or along Western Avenue.

Action: Make the transit system safer and more secure for everyone

All riders and operators deserve to feel safe on transit. That's why the RTA is working with partners to increase collaboration and launch new programs to make the transit system safer and more welcoming.

The RTA safety and security summit in February 2024 convened elected officials, social workers, law enforcement, transit advocates, riders, and agency staff to explore holistic solutions to transit's safety issues.

A new Transit Station Activation pilot launched under the RTA's Community Planning program in spring 2024, providing funding to activate transit stations and stops to make them feel safer and more welcoming. The pilot funded eight activations throughout the region including markets, live music, yoga classes, and more. Additional funding can achieve further progress on this item. Upgrades such as improved lighting and cleanliness, as well as increased staff presence, service levels, and ridership, all contribute to a safer system.

Violent crime numbers on transit are down, but there is more work to do, which is why in 2025 we are calling on the city, state, and other partners to support increased measures to improve safety and security.

Comment and join the *Transit is the Answer* Coalition to support transit's future

Since the adoption of *Transit is the Answer*, the RTA has launched and grown a coalition of transit supporters. The *Transit is the Answer* coalition meets quarterly with more than 100 members to discuss key initiatives of plan implementation, including safety and security, affordable fares, and more. These conversations have directly guided programs as they have been developed and will continue to give important feedback in 2025. We encourage people to join the coalition at https://transitistheanswer.org/

You can also subscribe to the Regional Transit Update to receive our newsletter and stay informed. We encourage people to stay involved and join us in our work to support transit in the next few years. We will need every one of you along the way.

"In 2025, the region faces a critical decision for the future. Inaction will doom the Chicago region's transit system to fall off the fiscal cliff and face cuts that make the system worse, or we can work together to achieve investment at levels that will unlock the region's potential and meet our shared goals on equity, climate change, and rider experience. The RTA and Service Boards stand together in advocating for the increased funding the system needs to continue to provide reliable, seamless, and affordable transit service for all."

– **Leanne Redden, RTA Executive Director**

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Regional Operations

This section summarizes the 2025 Regional Operating Budget and Two-Year Financial Plan, which is comprised of each Service Board's operating budget and the RTA Agency budget. This first section of the document contains high-level summaries of the regional budget. More complete details may be found in the subsequent CTA, Metra, Pace Suburban Service, ADA Paratransit, and RTA Agency sections.

Regional Operating Budget

The RTA's regional operating budget continues to rely heavily on the $3.540 billion of relief funding provided by the federal government to offset the residual impacts of the COVID-19 pandemic on ridership and fare revenue, but those funds will soon be spent leaving a major operating funding crisis after this budget year. While regional transit ridership continued to recover steadily in 2024 and sales tax collections have been stable, the Service Boards' combined system-generated revenue remains at about two-thirds of pre-pandemic levels. That revenue loss, combined with the expected exhaustion of federal relief funding and the increasing cost of providing transit service, manifest in this budget and two-year planning period with a projected operating budget shortfall in excess of $700 million beginning in early 2026.

The 2025 regional operating budget stands at $4.147 billion, 5.7% above the adopted 2024 regional budget. The Service Boards' 2025 operating budgets contain operating expense increases due to both higher service levels and added security, exacerbated by inflationary increases in labor, material, and other expenses. The remaining federal relief funding should balance the projected Service Board expense levels until early 2026, at which time new funding sources will need to be in place in order to avoid catastrophic service reductions and fare increases.

Unless otherwise noted, growth rates in this document are calculated by comparing 2025 Budget figures to 2024 Estimate figures, which the Service Board finance teams have reforecast based on the most recent financial results, ridership, and operating trends of the current year. Such a comparison generally provides a more useful and meaningful view than comparing the (2025) budget to the prior year (2024) budget.

Ridership

In 2024, RTA system ridership continued a steady recovery from the COVID-19 pandemic. Total ridership reached 66% of pre-COVID levels over the summer and is forecast to finish the year at about 376 million. As shown in Table 1, ridership for 2025 is budgeted to continue recovering to 427 million, an increase of 13.4% from 2024 but still less than 80% of the pre-COVID 2019 level of 550 million rides. Each Service Board is projecting ridership increases in their 2025 budgets, ranging from a 4.5% gain at Pace ADA Paratransit to 14.7% growth at CTA. Compared to pre-COVID ridership results, Metra's budget assumes ridership at 63% of 2019 levels, Pace at 68%, CTA at 80%, and ADA Paratransit at 108%.

Table 1. Regional Ridership Forecast

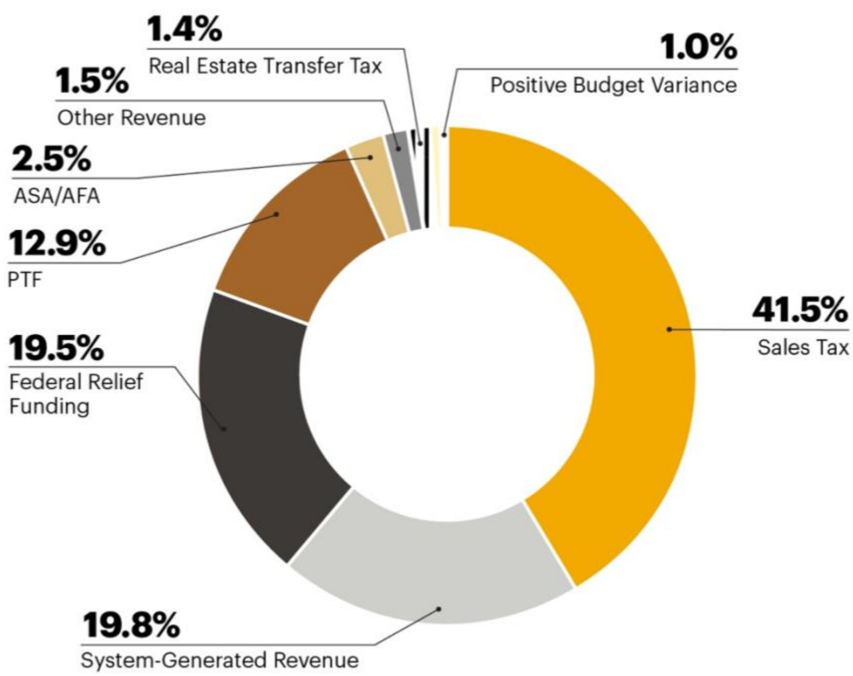
Ridership (in millions)	2024 Estimate	2025 Budget	2025 Growth	2025 as % of 2019
CTA	317.1	363.8	+14.7%	80%
Metra	36.5	39.0	+6.8%	63%
Pace Suburban Service	18.4	19.5	+6.1%	68%
ADA Paratransit	4.4	4.6	+4.5%	108%
System	**376.4**	**427.0**	**+13.4%**	**78%**

System-Generated Revenue

System-generated revenue consists primarily of passenger fares as well as ancillary revenue from sources such as the lease of space, advertising, and investment income. It also includes the state reduced fare reimbursement funding, which partially compensates the Service Boards for mandated free and reduced fare programs. No general fare increases are included in the 2025 CTA, Metra, Pace, and ADA Paratransit proposed budgets.

The Service Boards' 2025 proposed budgets anticipate $826.8 million of system-generated revenue, an increase of $49.4 million, or 6.4%, over the 2024 estimate. As shown in Figure 1, system-generated revenue accounts for only 20% of the $4.182 billion of total revenue estimated to be available for 2025 operations, with the balance coming from public funding sources and federal COVID-19 relief funding, discussed next.

Figure 1. 2025 Revenues: $4.182 Billion



Public Funding

Overall public funding for the 2025 budget is projected at $2.496 billion, an increase of $75.2 million or 3.1% from the 2024 estimate. About 42% of the region's revenue for operations is budgeted to come from the regional RTA sales tax imposed at 1.25% in Cook County and 0.5% in the collar counties. RTA sales tax receipts are expected to finish 2024 at $1.683

billion, an increase of 3.2% from 2023. As established with the 2025-2027 funding amounts adopted in August, sales tax is assumed to grow by 3.0% in 2025, to $1.734 billion, followed by growth of 2.6% in 2026 and 2027, finishing the planning period at $1.825 billion. The existing state surcharge of 1.5% on RTA sales tax collections is assumed to remain in place, reducing RTA and Service Board funding by more than $20 million per year.

The majority of state funding received by the RTA is based on a 30% match of RTA sales tax and Real Estate Transfer Tax (RETT) receipts. The match funding comes from the State's Public Transportation Fund (PTF), which is expected to provide $540.3 million for 2025 operations. RETT receipts are expected to increase by 3.0% in 2025 to $57.5 million, in line with the sales tax growth assumption. State Financial Assistance (ASA/AFA) for state funded reimbursement of debt service on RTA Strategic Capital Improvement Program (SCIP) bonds is budgeted at $103.4 million for 2025. Other miscellaneous revenue sources, including increased state funding support of $10.0 million for Pace ADA Paratransit service, comprise 1.5% of total revenue.

Federal Relief Funding and Positive Budget Variance

As shown in Figure 1, relief funding and positive budget variance associated with relief funding account for about 20% of the total 2025 revenue for operations. A total of $3.540 billion of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act, and American Rescue Plan (ARP) Act COVID-19 relief funding was provided to the RTA region. The Service Boards and RTA estimate that $2.568 billion or 72.5% of the region's federal relief funding will be drawn down by the close of 2024. The Service Board budgets and two-year plans project that relief funding will begin to exhaust in early 2026, requiring $771 million of new funding or budget balancing actions for that budget year, represented by the Budget Balancing Actions line item in Table 2.

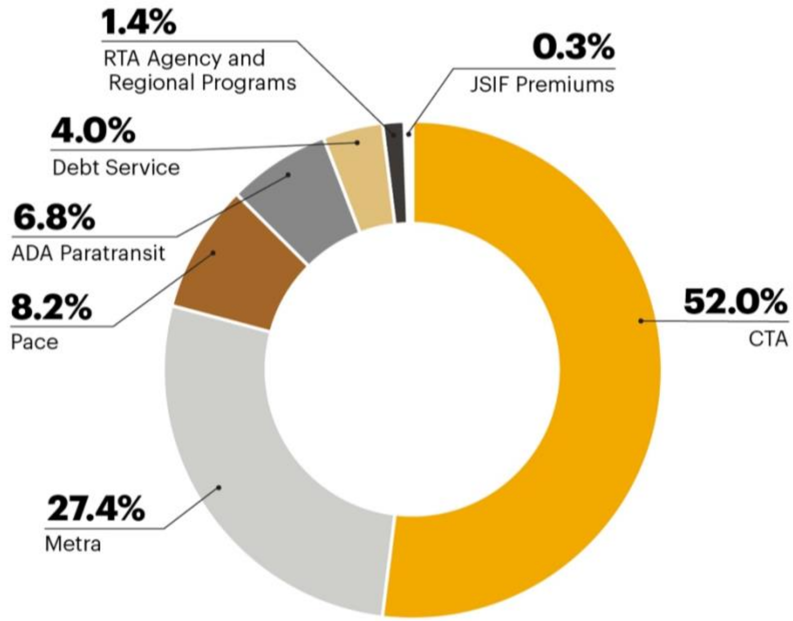
Although this current projection exceeds the $730 million 2026 budget gap estimated by the Ten-Year Financial Plan effort within the RTA strategic plan, many variables will continue to impact and potentially mitigate this forecast as we move forward, including ridership recovery, sales tax trends, and Service Board expense performance relative to budget. Nevertheless, if additional operating funding sources are not identified soon, extensive service reductions and/or fare increases will be required by the Service Boards to bring operating expenses back into balance with projected revenue.

Service Levels and Expenses

As shown in Figure 2, Service Board operating expenses comprise about 94% of the 2025 Regional Budget, largely driven by planned service levels and associated labor costs. CTA's budget assumes increased service on both bus and rail, while the Metra budget assumes weekday service near pre-pandemic levels and weekend service exceeding pre-pandemic levels, adjusted for new travel patterns. The Pace Suburban Service operating budget reflects continued service additions as well, but overall Pace service levels remain below pre-pandemic levels.

Each of the Service Boards anticipates significant 2025 operating expense growth relative to their 2024 estimates. CTA projects a 12.5% increase in expenses, driven primarily by labor, material, and other expenses. Metra operating costs are expected to increase by 12.9% due to higher labor expense and new regulatory requirements. Pace anticipates 13.2% expense growth driven by service additions and associated labor and fringe costs, as well as higher project management oversight costs. ADA Paratransit expenses are projected to increase by 7.6%, higher than the assumed 4.5% ridership growth, due to increased contractual wages for its purchased transportation.

Figure 2. 2025 Expenses: $4.147 Billion



RTA Agency and Regional Programs expenses are budgeted at $56.0 million, an increase of 6.9% from the 2024 estimate, primarily due to higher information technology, professional services, and office services expense. The 2025 RTA Agency net expense, or funding requirement, is budgeted to increase by 5.0% from 2024, to $40.4 million. The RTA Agency budget represents 1.4% of RTA system expenses.

Other regional expenses, which include debt service on bonds issued for Service Board capital funding and Joint Self Insurance Fund (JSIF) premiums, comprise the remaining 4.3% of regional expenses. The projected RTA debt service level of $167.8 million includes principal and interest expense on existing long-term bonds and on a new $130 million RTA bond issuance planned for 2025.

When RTA and regional expenses are combined with Service Board operating expenses, total 2025 expenses for the RTA system are projected at $4.147 billion, an increase of 11.3% over the 2024 estimate of $3.726 billion. However, Service Board and RTA operating expense growth rates from the 2024 budget are significantly lower, at a combined 5.7% from $3.924 billion. Total regional operating expenses are subsequently projected to increase by 5.3% and 2.4% in 2026 and 2027, respectively, reaching $4.473 billion by the end of the planning period.

Net Result and Recovery Ratios

As shown in Table 2, the regional operating budget and financial plan is balanced, with a net result of zero achieved by the utilization of federal relief funding and prior-year positive budget variance, shown in green, and by potential budget balancing actions in 2026 and 2027, shown in red. By including $858.4 million of federal relief funding in system-generated revenue, as authorized by the RTA Board, the 2025 CTA, Metra, and Pace operating budgets meet or exceed their individual RTA-specified recovery ratios of 42%, 39%, and 17%, respectively. The ADA Paratransit budget also meets the required recovery ratio of 7.5%, after applying authorized expense exclusions.

The resulting RTA regional recovery ratio for 2025 is budgeted at 49.8%, as allowed by the temporary state recovery ratio relief currently in place. After the 2025 RTA fiscal year, the temporary relief lapses and the 50% requirement returns. Even with federal relief funding and budget balancing actions included in the calculation, the RTA system is expected to fall short of the 50% statutory requirement in 2026 and 2027, indicating that an extension of the temporary relief, or permanent recovery ratio relief, is needed. For purposes of considering the two-year financial plan for adoption, tentative and unspecified regional-level revenue credits of $110 million and $120 million have been included for 2026 and 2027, respectively, to elevate the recovery ratio to the 50% requirement.

An additional recovery ratio calculation which excludes all federal relief funding and budget balancing actions has been added for information only, in red, near the bottom of Table 2. This ratio, which continues to apply the revenue and expense adjustments currently allowed by the RTA Act, gives a more transparent view of the recovery ratio which may be achievable in the post-COVID revenue environment at budgeted service levels. The ratio decreases from 26% to 22% across the budget and two-year financial plan period.

Table 2. Statement of Regional Revenues and Expenses (in thousands)

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Revenues					
System-Generated Revenue					
CTA	$412,066	$440,618	$455,952	$466,305	$473,190
Metra	$214,000	$267,900	$304,100	$303,500	$258,000
Pace	$50,015	$53,957	$51,732	$65,629	$59,735
ADA Paratransit	$12,936	$14,928	$15,031	$15,052	$15,363
Total System-Generated Revenue	**$689,017**	**$777,403**	**$826,815**	**$850,486**	**$806,288**
Public Funding					
RTA Sales Tax	$1,630,883	$1,683,064	$1,733,556	$1,778,628	$1,824,873
Public Transportation Fund (PTF)	$515,051	$528,459	$540,265	$561,547	$578,606
Real Estate Transfer Tax (RETT)	$53,284	$55,811	$57,485	$66,108	$76,024
State Financial Assistance (ASA/AFA)	$115,189	$117,615	$103,358	$99,131	$99,216
State Funding for ADA Paratransit	$8,395	$9,108	$10,020	$10,020	$10,020
Federal Discretionary Funding	$4,028	$9,745	$6,003	$2,777	-
ICE Carryforward [1]	-	-	$16,598	$17,129	$17,643
Other RTA Revenue [2]	$20,971	$17,455	$29,148	$20,078	$18,541
Total Public Funding	**$2,347,802**	**$2,421,256**	**$2,496,432**	**$2,555,418**	**$2,624,922**
Federal Relief Funding, PBV, and BBA					
Federal Relief Funding [3]	$393,154	$544,734	$817,086	$159,675	-
Prior-Year Positive Budget Variance (PBV) [3]	-	$4,037	$41,360	$125,887	-
Budget Balancing Actions [3]	-	-	-	$771,152	$1,137,950

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Total Relief Funding, PBV, and BBA	**$393,154**	**$548,771**	**$858,446**	**$1,056,714**	**$1,137,950**
Total Revenues	**$3,429,973**	**$3,747,430**	**$4,181,694**	**$4,462,619**	**$4,569,160**
Service Board Expenses					
CTA	$1,710,707	$1,916,577	$2,156,522	$2,233,972	$2,313,943
Metra	$911,700	$1,005,000	$1,135,000	$1,165,000	$1,150,000
Pace	$267,663	$299,805	$339,297	$451,810	$473,950
ADA Paratransit	$237,349	$261,340	$281,231	$293,636	$308,349
Total Service Board Expenses	**$3,127,419**	**$3,482,722**	**$3,912,051**	**$4,144,418**	**$4,246,242**
Region/Agency Expenses					
Debt Service	$178,932	$179,834	$167,840	$154,190	$155,107
RTA Agency and Regional Programs	$36,578	$52,398	$56,014	$56,655	$58,864
Joint Self-Insurance Fund (JSIF)	$10,474	$10,997	$11,547	$12,125	$12,731
Total Region/Agency Expenses	**$225,983**	**$243,230**	**$235,401**	**$222,970**	**$226,702**
Total Expenses	**$3,353,402**	**$3,725,952**	**$4,147,452**	**$4,367,387**	**$4,472,944**
ICE funding not used for operations - transfer to capital [4]	-	-	($16,598)	($17,129)	($17,643)
ICE funding retained by RTA for future distribution	($16,598)	($17,129)	($17,643)	($18,102)	($18,573)
Other transfers [5]	($52,544)	-	-	($60,000)	($60,000)
Net Result	**$7,428**	**$4,439**	**$0**	**$0**	**$0**
Regional Recovery Ratio (Statutory)	**42.8%**	**45.9%**	**49.8%**	**50.0%**	**50.0%**

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Recovery Ratio Excluding Relief Funding (for info only)	**27.8%**	**27.5%**	**25.7%**	**23.0%**	**21.5%**

[1] RTA distribution of 2023 actual and 2024-2025 estimated ICE funding.

[2] Includes income from financial transactions and investments, sales tax interest, and revenues from RTA programs and projects.

[3] Authorized for inclusion as operating revenue for recovery ratio purposes by RTA Ordinances 2020-20, 2021-08, and 2021-52.

[4] As authorized by RTA Ordinance 2024-37, ICE amounts not required for operating funding may be redesignated for capital projects.

[5] Includes Debt Service Deposit Agreement revenue and transfers to RTA reserves (2023) and Metra farebox capital (2026 and 2027).

ICE Funding and Projects

Following a two-year pause to allow actual amounts to be determined prior to distribution, 2023 Innovation, Coordination, and Enhancement (ICE) funding of $16.6 million was allocated to the Service Boards in the adopted 2025-2027 funding amounts, contingent upon RTA Board approval of ICE projects. Table 3 summarizes the Service Board uses and amounts of these ICE funds. While 2026-2027 estimated funding amounts and projects are also shown, only the 2025 uses are currently subject to approval by the RTA Board. CTA, Metra, and Pace each intend to use ICE funding for capital projects.

Table 3. Proposed Uses of ICE Funding (in thousands)

		2025	2026	2027
CTA				
	Capital:			
	Purchase Articulated Electric Buses and Charging Equipment	-	-	6,557
	Upgrade Technology Systems	-	-	1,912
	Train Tracker Digital Signage Upgrade	7,967	7,033	-
	Security Camera Modernization and Upgrade	-	1,189	-
	CTA Total	**$7,967**	**$8,222**	**$8,469**
Metra				
	Capital:			
	Battery Electric & Hybrid Support Vehicles	3,583	-	-
	Automatic Passenger Counters	1,000	-	-
	Battery Powered Locomotives	-	6,680	2,753
	Zero-Emissions Trainsets	-	-	4,128
	Labor Apprenticeship & Development	1,890	-	-
	Metra Total	**$6,473**	**$6,680**	**$6,881**
Pace				
	Capital:			
	Hydrogen Paratransit Vehicles	2,158	2,227	-
	Fixed Route Electric Buses	-	-	2,294
	Pace Total	**$2,158**	**$2,227**	**$2,294**
Total ICE Funding		**$16,598**	**$17,129**	**$17,644**

Primary RTA Public Funding Sources

RTA Sales Tax Part I: The original RTA sales tax, levied at 1.0% in Cook County and 0.25% in the collar counties of DuPage, Kane, Lake, McHenry, and Will. 85% of Sales Tax I receipts are distributed to the Service Boards according to a statutory formula. The remaining 15% of Sales Tax I is initially retained by the RTA to fund regional and agency expenses before being allocated at the direction of the RTA Board.

RTA Sales Tax Part II: Authorized by the 2008 funding reform, an additional sales tax of 0.25% in all six counties of the RTA region. Sales Tax II is distributed to the Service Boards according to a statutory formula after deducting funds for ADA Paratransit, Pace Suburban Community Mobility, and RTA Innovation, Coordination, and Enhancement (ICE). After these deductions, CTA receives 48%, Metra 39%, and Pace 13%.

Real Estate Transfer Tax (RETT): The 2008 funding reform also increased the City of Chicago RETT by $1.50 per $500 of property transferred and dedicated this additional tax revenue to directly fund CTA operating expenses.

Public Transportation Fund (PTF) Part I: PTF Part I is State-provided funding comprised of a 25% match of Sales Tax I receipts. 100% of PTF I is retained by the RTA and combined with 15% of Sales Tax I to form the basis for funding to be allocated at the direction of the RTA Board.

Public Transportation Fund (PTF) Part II: PTF Part II, authorized by the 2008 funding reform, is State-provided funding equal to a 5% match of Sales Tax I receipts and a 30% match of Sales Tax II receipts and RETT receipts. After allocating 5/6 of the PTF on RETT receipts to CTA, the remaining PTF II is distributed to the Service Boards by the same statutory formula used to allocate Sales Tax II.

State Financial Assistance: State-provided assistance to reimburse the RTA's debt service on Strategic Capital Improvement Program (SCIP) bonds. It consists of two components: Additional State Assistance (ASA) and Additional Financial Assistance (AFA).

State Reduced Fare Reimbursement: State-provided reimbursement to the Service Boards, via the RTA, to partially offset the cost of providing reduced fare and free ride programs mandated by law, including those for seniors and disabled persons.

CTA Operating Budget

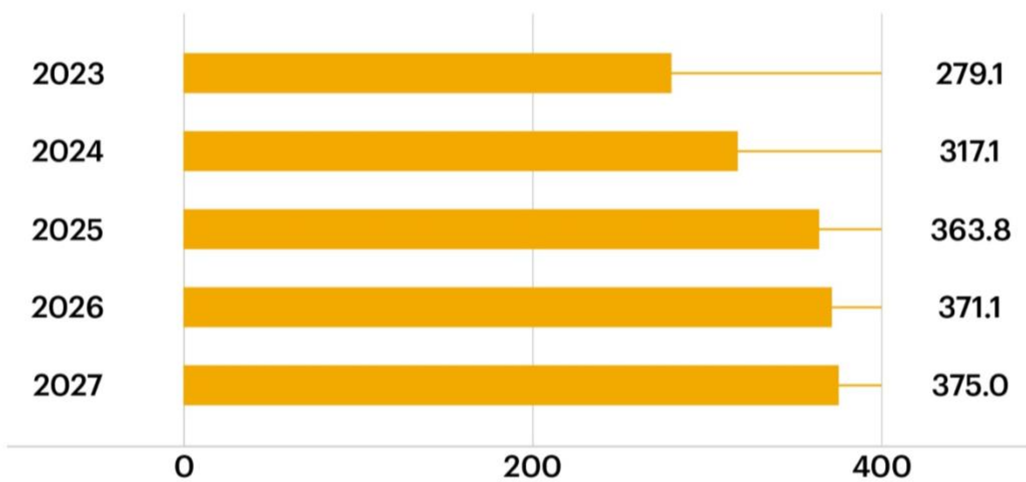
The 2025 proposed operating budget provides resources for CTA to deliver more service than before the COVID-19 pandemic and promotes continued ridership growth. No fare increases are planned for 2025, and CTA has maintained the discounts on passes implemented in 2021. Overall operating expense levels for 2025 are $2.157 billion, a 12.5% increase from the 2024 estimate and an 8.1% increase from the 2024 budget, driven primarily by higher labor, energy, and security services costs. A projected operating budget gap of $578.7 million for 2025 will be closed with federal relief funds.

> "I am very proud of the work being done by CTA's 10,000-plus employees and am committed to investing in them, and our fleet and our infrastructure to ensure the best possible travel experience for our customers. That investment is only possible, however, with a level of funding that not only provides for our system's needs today but looks forward to FY2026 and beyond."
>
> **Dorval R. Carter Jr., CTA President**

Ridership

CTA's total 2024 ridership is projected to end the year at 317.1 million, or about 70% of 2019 ridership. The proposed 2025 budget anticipates ridership growth of 14.7% from the 2024 estimate to 363.8 million rides, or about 80% of pre-COVID levels. Further recovery is anticipated for 2026 and 2027, with total ridership projected to reach 82% of pre-COVID levels by the end of the planning period.

Figure 3. CTA Ridership (millions)

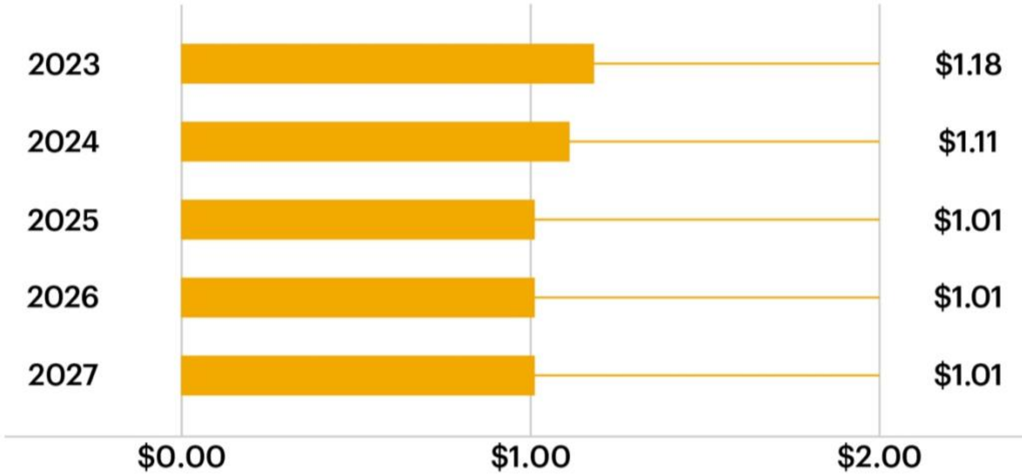


Fares

No fare increases are proposed in the 2025 budget. The full bus fare remains at $2.25 while the full rail fare is $2.50 with no transfer fee, and the 30-Day Pass is also unchanged at $75. Driven by the continued increase in passes and bus ridership, CTA's average 2025 fare is projected to decrease by 10 cents to $1.01. CTA's average fare accounts for ridership of all fare types, including a significant number of free and reduced fare rides. Minor fluctuations in average fare may be expected across the planning period as ridership and ticket mix (i.e., pass and multi-day products versus single rides) vary.

The price reductions to the 1-Day, 3-Day, and 7-Day passes implemented in 2021 have been instrumental in driving ridership growth and strengthening fare revenues. In addition, Regional Connect Pass usage has grown by 42% since August 2023, an indication of the importance of seamless travel in the region between CTA, Metra, and Pace.

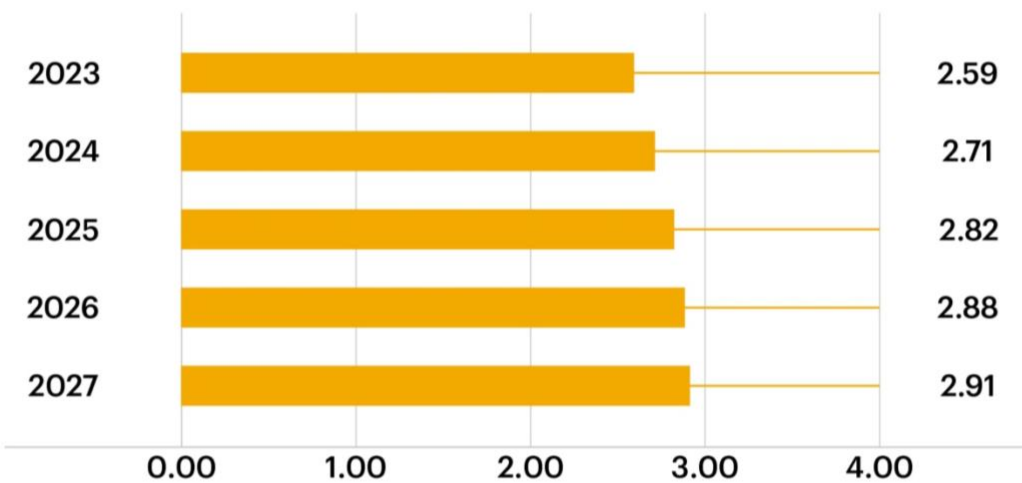
Figure 4. CTA Average Fare



Service Levels

CTA proposes to add scheduled service in 2025, with bus hours increasing by about 13% and rail increasing by 8% over the 2024 estimate. This expansion aims to address the evolving travel patterns and changing needs of CTA riders. Vehicle revenue miles, a measure of the total distance vehicles travel while in revenue service, are budgeted at 102% of pre-pandemic levels in 2025 through 2027. Service effectiveness, as measured by passenger trips per vehicle revenue mile, is projected to increase by about 4% in 2025 to 2.82 as ridership growth is expected to exceed service level increases. Effectiveness is then projected to increase with further ridership growth in 2026 and 2027.

Figure 5. CTA Passenger Trips per Vehicle Revenue Mile

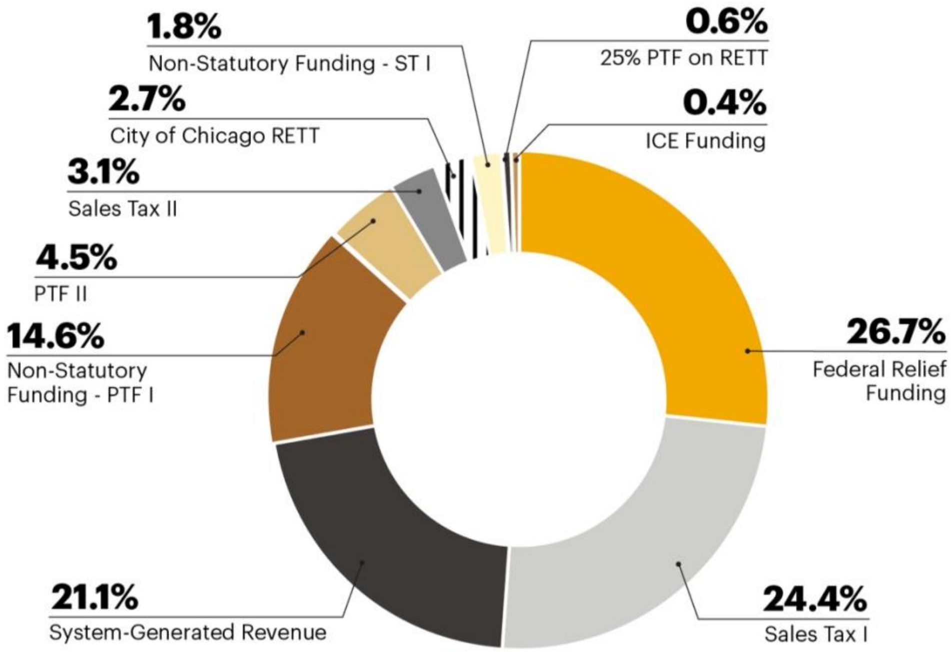


System-Generated Revenue

Total system-generated revenue is projected to increase by 3.5% to $456.0 million in 2025, driven primarily by higher fare revenue. Passenger fare revenue is budgeted to grow by 5.0%, which is consistent with the ridership growth projections considering the lower average fare. CTA's share of the State reduced fare reimbursement increased to $17.4 million in 2025 due to an increase in the State FY25 budget. This reduced-fare subsidy covers only a portion of the more than $100 million cost of actual free and reduced rides provided by the CTA annually. CTA's Other Revenue category is expected to decline by 4.2% in 2025 to $69.4 million due to lower investment income as market interest rates decrease.

System-generated revenue comprises 21.1% of CTA's total revenue for operations, with the balance provided by public funding sources and federal relief funding.

Figure 6. CTA 2025 Revenues: $2.164 Billion



Public Funding

As a result of the continued stability in RTA sales tax receipts, total public funding for CTA operations in 2025 is projected at $1.130 billion, 3.4% higher than the 2024 estimate. CTA's funding assumptions for 2025 through 2027 match the RTA Board adopted marks for sales tax, PTF, and RTA non-statutory funding. CTA's total public funding also includes Chicago RETT receipts projected at $57.5 million to $76.0 million across the budget and plan years.

In a process change approved by the RTA Board in 2022, ICE funding was temporarily retained by the RTA beginning in 2023, until final amounts were determined. These 2023 ICE funds are to be programmed in the 2025 operating budget or capital program. Accordingly, CTA has reflected the transfer of prior-year ICE funds to the capital program in the 2025-2027 fiscal years.

Federal Relief Funding

CTA was allocated a total of $2.209 billion of combined CARES Act, CRRSAA, ARP Act, and ARP Act discretionary federal relief funding to help offset fare revenue and RTA funding losses due to the COVID-19 pandemic. To balance expenses and meet its required recovery ratio, CTA's 2025 operating budget relies on $578.7 million of federal relief funding with the remainder projected to exhaust early in the 2026 budget year, after which new funding sources will be needed to support projected expense levels.

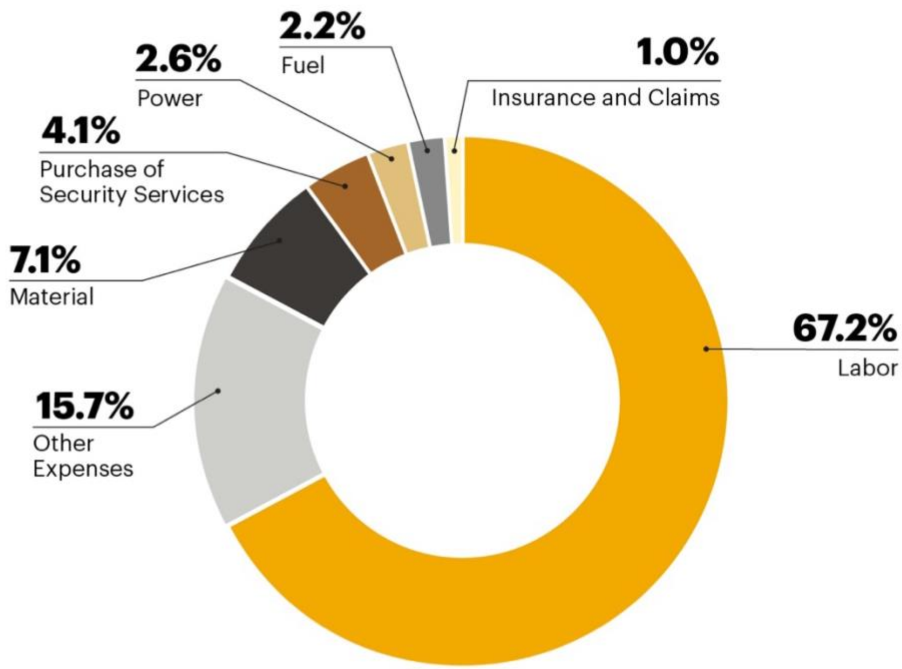
As authorized by the RTA Board, federal relief funding requisitioned to address ongoing revenue losses may continue to be included in operating revenue for the purpose of meeting required recovery ratios.

Expenses

CTA's 2025 budgeted expense level is $2.157 billion, an increase of $239.9 million or 12.5% from the 2024 estimate, driven primarily by higher labor and other expenses. Labor, CTA's largest expense category, is budgeted to increase by 10.9% to $1.448 billion and assumes additional headcount to support the increase in budgeted service levels. Other expenses are budgeted at $338.9 million in 2025, an increase of 15.3% compared to the 2024 estimate. CTA's other expense category includes expenses such as contractual services, utilities, legal fees, advertising, bank fees, debt service for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans and outstanding pension obligation bonds, and consulting services. Total CTA operating expenses are forecast to grow by 3.6% in both 2026 and 2027, reaching $2.314 billion by the end of the planning period.

The 2025-2029 capital program includes proposed CTA bond issuances of $1.570 billion, and CTA has provided estimated financing parameters as required by the Budget Call. CTA's 2025 capital program contains approximately $212 million of annual debt service expense, while $86.9 million of existing debt service resides in the 2025 operating budget.

Figure 7. CTA 2025 Expenses: $2.157 Billion



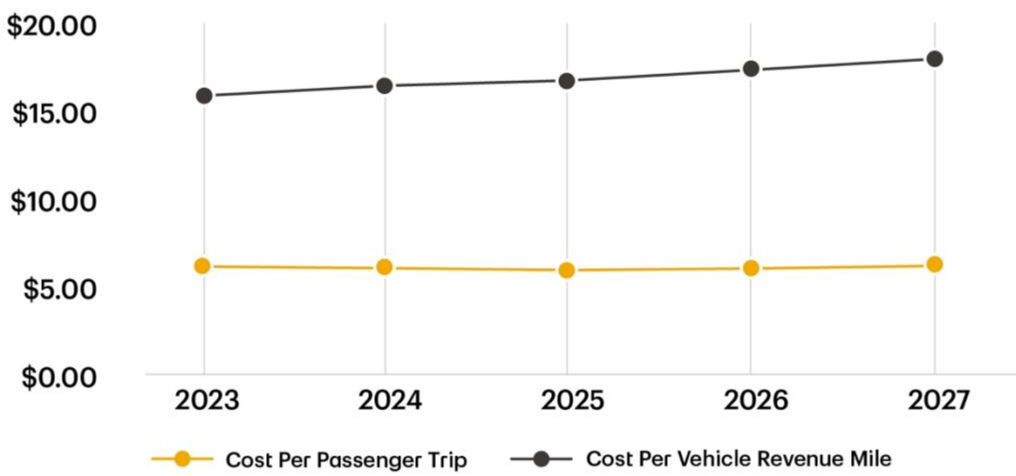
Fuel expense of $48.5 million represents 2.2% of CTA's total expense, and is budgeted at $2.94 per gallon, 2 cents higher than the 2024 estimate. By continuing its practice of fixed price purchasing for 2025, and locking in 75% of anticipated consumption in advance, fuel expense has remained stable despite volatility in the diesel market. The CTA has locked in 55% of its projected fuel consumption for 2026 and will continue to monitor the diesel market and purchase fixed price fuel supply at favorable points in time. The planning period assumes flat fuel consumption levels as ridership continues to increase while bus fleet efficiency improves with the replacement of CTA's oldest diesel buses and deployment of new electric buses.

Figure 8. CTA Fuel Price Per Gallon

Traction power expense, electricity for CTA's rail system, is projected to grow by almost 54% in 2025 to $56.8 million. Higher Commonwealth Edison (ComEd) rider charges and higher delivery base rates are the primary drivers of the large increase. CTA is seeking to stabilize recent electricity cost increases via an RFP process in 2025.

Cost efficiency is shown in the next chart by cost per vehicle revenue mile, which is projected to grow at an average annual rate of 3.1% across the five-year period as expenses increase with inflation while service levels are projected to increase in 2025 and remain flat in the plan years. Cost effectiveness, represented by cost per passenger trip, finished at $6.13 in 2023 and remains relatively flat across the five-year period as ridership continues to recover while expenses increase.

Figure 9. CTA Cost Efficiency and Effectiveness



Net Result and Recovery Ratio

As shown in Table 3, CTA's operating budget is balanced in 2025 through 2027 by first utilizing the remainder of CTA's available relief funding, shown in green. Budget balancing actions, shown in red, are incorporated in 2026 and 2027 to represent CTA's projected budget shortfall. If new funding sources are not identified, these actions could include extensive service reductions and/or fare increases. After including budget balancing actions, revenues equal expenditures, producing a net result of zero.

CTA's 2025 recovery ratio of 55.6%, calculated by dividing total operating revenue by total operating expenditures, with approved adjustments, exceeds the RTA Board adopted requirement of 42%. CTA has properly included federal COVID relief funding as a revenue credit for the purpose of meeting the required recovery ratio, as authorized by the RTA Board.

Table 4. CTA 2025 Budget and 2026-2027 Financial Plan (in thousands)

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Revenues					
System-Generated Revenue					
Passenger Revenue	$328,810	$351,513	$369,089	$376,471	$380,236
State Reduced Fare Reimbursement	$15,227	$16,640	$17,432	$17,432	$17,432
Other Revenue	$68,029	$72,465	$69,431	$72,402	$75,522
Total System-Generated Revenue	**$412,066**	**$440,618**	**$455,952**	**$466,305**	**$473,190**
Public Funding					
Sales Tax I	$498,149	$514,075	$528,932	$542,685	$556,794
Sales Tax II	$75,357	$76,424	$68,130	$67,154	$65,339
PTF II	$92,967	$95,422	$97,693	$101,302	$104,133
25% PTF on RETT	$14,302	$13,898	$14,059	$16,527	$19,006
Non-Statutory Funding - PTF I	$300,927	$309,451	$316,225	$327,294	$335,803
Non-Statutory Funding - ST I	$23,400	$27,739	$39,351	$41,336	$41,311
Innovation, Coordination, and Enhancement Funding [1]	-	-	$7,967	$8,222	$8,469
City of Chicago RETT	$53,284	$55,811	$57,485	$66,108	$76,024
Total Public Funding	**$1,058,386**	**$1,092,818**	**$1,129,842**	**$1,170,628**	**$1,206,879**
Federal Relief Funding and Budget Balancing Actions					
Federal Relief Funding [2]	$240,254	$383,138	$578,695	$66,308	-
Budget Balancing Actions [2]	-	-	-	$538,952	$642,343
Total Federal Relief Funding and BBA	$240,254	$383,138	$578,695	$605,260	$642,343
Total Revenues	**$1,710,706**	**$1,916,575**	**$2,164,489**	**$2,242,193**	**$2,322,411**

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
<u>Expenses</u>					
Labor	$1,204,887	$1,305,947	$1,448,229	$1,506,158	$1,566,405
Material	$114,673	$127,939	$153,351	$157,951	$162,690
Fuel	$37,581	$44,979	$48,476	$47,312	$47,381
Power	$27,298	$36,923	$56,806	$60,551	$61,667
Insurance & Claims	$20,200	$19,850	$22,262	$23,152	$24,079
Purchase of Security Services	$69,115	$86,897	$88,473	$91,127	$93,861
Other Expenses	$236,951	$294,042	$338,926	$347,720	$357,861
Total Expenses	**$1,710,707**	**$1,916,577**	**$2,156,522**	**$2,233,972**	**$2,313,943**
ICE funding not used for operations - transfer to capital [1]	-	-	($7,967)	($8,222)	($8,469)
Net Result	**$0**	**$0**	**$0**	**$0**	**$0**
Recovery Ratio	**46.2%**	**50.8%**	**55.6%**	**55.4%**	**55.6%**

[1] ICE amounts not required for operating funding may be utilized for approved capital projects. Paused for two years beginning in 2023 in accordance with RTA Ordinance 2022-47 i.e. 2025 ICE funding is FY 2023 final ICE amount.

[2] Authorized for inclusion as revenue for recovery ratio purposes by RTA Ordinances 2020-20, 2021-08, and 2021-52. Federal Relief Funds to include CARES Act, CRRSAA, ARP Act and ARP. Discretionary.

Metra Operating Budget

Metra's proposed 2025 operating budget does not increase fares from the simplified zone-based structure implemented in February 2024. Overall operating expense levels for 2025 are $1.135 billion, a 12.9% increase from the 2024 estimate and a 3.8% increase from the 2024 budget, driven primarily by projected inflationary and contractual increases, as well as additional headcount needed to comply with new regulatory guidelines and related training. An operating budget gap of $238.4 million for 2025 will be closed with federal relief funds.

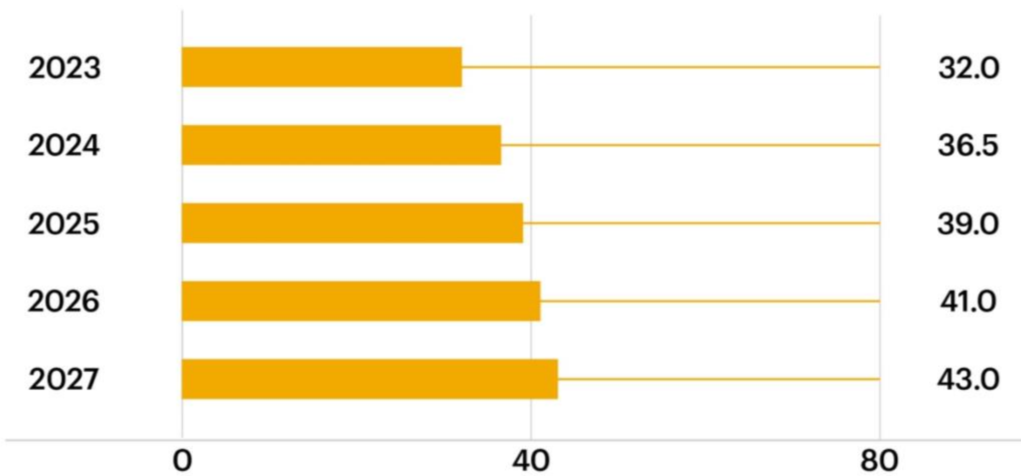
"We will be fully engaged with the process, advocating on your behalf, urging the Legislature to think big, and making the case that properly funding public transportation is a worthwhile, essential investment."

Jim Derwinski, Metra CEO/Executive Director

Ridership

Metra assumes that ridership will increase by about 7% to 39.0 million rides in 2025, or about 63% of pre-COVID levels. Metra expects slow and steady ridership recovery to continue over the two-year financial planning period, to 67% of pre-COVID levels in 2026 and 70% in 2027, with some uncertainty related to how quickly employers may increase return to office requirements.

Figure 10. Metra Ridership (millions)



Fares

In 2024, Metra implemented the most substantial fare change in its history, replacing a 10-zone structure with a simplified 4-zone distance-based structure. The new structure also eliminated the 10-Ride Ticket and replaced it with a Day Pass 5-Pack. In 2025, Metra plans no changes to base fare levels or ticket and pass products, and as a result the projected average fare is largely unchanged at $4.72.

As a result of the 2024 changes, the Monthly Pass market share grew by 12% in the second quarter of 2024 and the new Day Pass 5-Pack accounted for 15% of total tickets sold, as both ticket types gained share after the discontinuation of the 10-Ride Ticket.

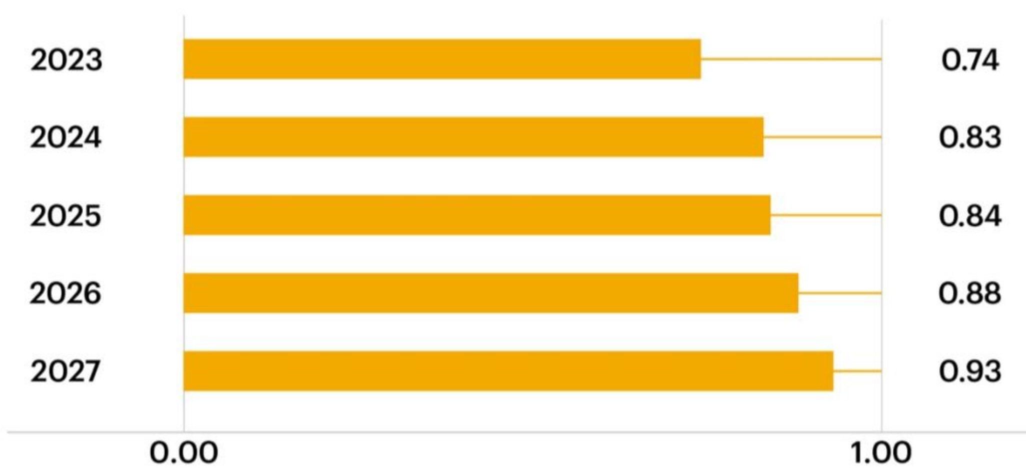
Figure 11. Metra Average Fare

Service Levels

In terms of vehicle revenue miles (VRM), Metra is currently operating 96% of its pre-COVID weekday service, 101% of its pre-COVID Saturday service, and 112% of its pre-COVID Sunday service. In the 2025 budget, overall VRMs are at 104% of pre-COVID levels. Over the next five years Metra's service planning activities will be driven by addressing crowding on peak-period trains, adding trains to provide hourly service on weekdays on full-service lines, adding trains to provide the same level of service on weekends as weekdays, and developing pilot schedules with more consistent service for the three medium- and limited-service lines.

Service effectiveness, as measured by passenger trips per vehicle revenue mile, improved in 2024 as ridership continued to recover. Effectiveness is projected to increase through the planning period to 0.93 trips per vehicle mile, reflecting further ridership recovery in 2025 through 2027.

Figure 12. Metra Passenger Trips Per Vehicle Revenue Mile

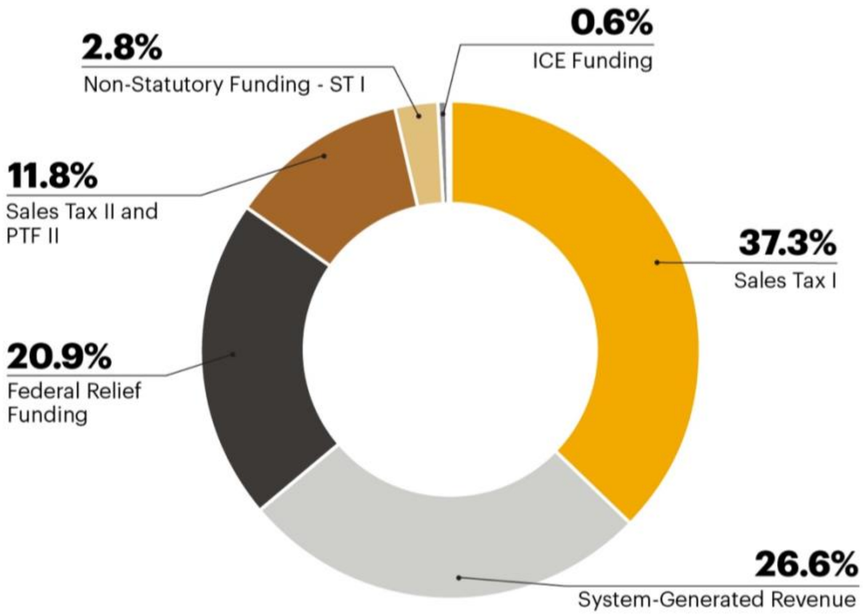


System-Generated Revenue

Metra anticipates that total system-generated revenues will increase by 13.5% from the 2024 estimate to $304.1 million, including $65 million of reimbursements for NICTD construction projects. Fare revenue of $184.2 million is budgeted to increase in line with ridership growth and reflects an essentially flat average fare. Metra's $1.9 million share of the State reduced fare reimbursement, other revenue of $53.0 million, and the NICTD reimbursement round out the system-generated revenue. Other revenue, expected to remain essentially flat in 2025, includes fees for track usage by other railroads, lease of space, investment income, and advertising revenue.

System-generated revenues comprise about 27% of Metra's total revenue for operations, with the balance provided by public funding sources and federal relief funding.

Figure 13. Metra 2025 Revenues: $1.141 Billion



Public Funding

Metra's funding assumptions for 2025 through 2027 match the RTA Board adopted marks for sales tax, PTF, and RTA non-statutory funding. Total 2025 RTA funding is projected at $599.0 million, a 4.1% increase from the 2024 estimate due to stability in RTA sales tax receipts.

In a process change approved by the RTA Board in 2022, ICE funding was temporarily retained by the RTA beginning in 2023, until final amounts were determined. These 2023 ICE funds are to be programmed in the 2025 operating budget or capital program. Accordingly, Metra has reflected the transfer of ICE funds to the capital program in its 2025-2027 fiscal years.

Federal Relief Funding

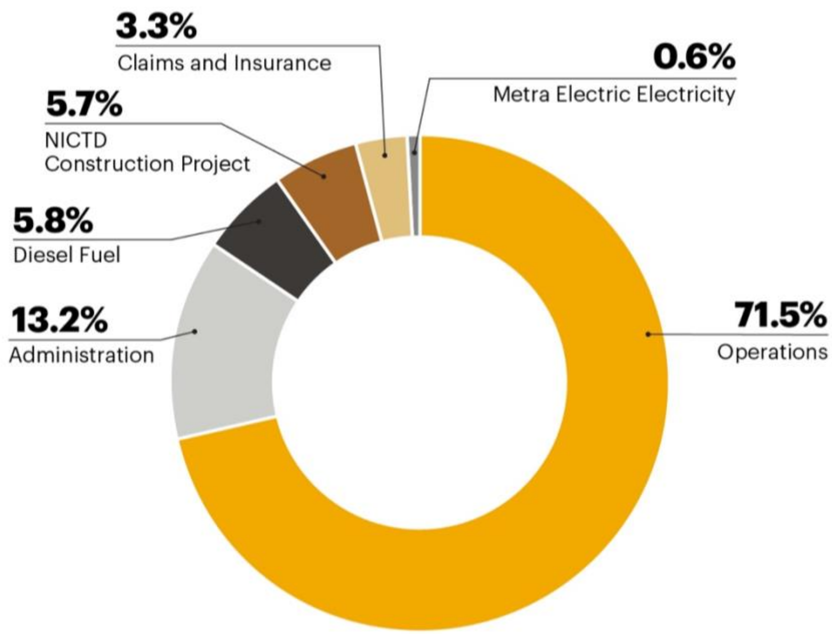
Metra was allocated a total of $1.076 billion of combined CARES Act, CRRSAA, and ARP Act federal relief funding to help offset fare revenue and RTA funding losses caused by the COVID-19 pandemic. To balance expenses and meet its required recovery ratio, Metra's 2025 operating budget relies on $238.4 million of federal relief funding, with the remaining relief funding projected to last into early 2026. At that point, new funding sources will be needed to support projected expense levels.

As authorized by the RTA Board, federal relief funding requisitioned to address ongoing revenue losses may continue to be included in operating revenue for the purpose of meeting required recovery ratios.

Expenses

Metra has budgeted operating expenses of $1.135 billion for 2025, an increase of 12.9% from the 2024 estimate, including $65 million of reimbursable costs anticipated to be incurred by Metra related to the NICTD construction project on the Metra Electric District. Metra's operating expense increases are being driven by inflationary and contractual cost increases, as well as additional headcount needed to comply with new regulations and related training. The budget also includes additional costs necessary to complete the transfer of Union Pacific's train engineers and conductors and other employees in early 2025. As a result, Operations, Metra's largest expense category which includes Transportation and Maintenance, is budgeted to increase by 9.2% in 2025, to $811.1 million. Total Metra expenses are forecast to grow at a lower rate of 2.6% in 2026 before decreasing by 1.3% in 2027 as the NICTD project wraps up and expenses settle to $1.150 billion by the end of the planning period.

Figure 14. Metra 2025 Expenses: $1.135 Billion

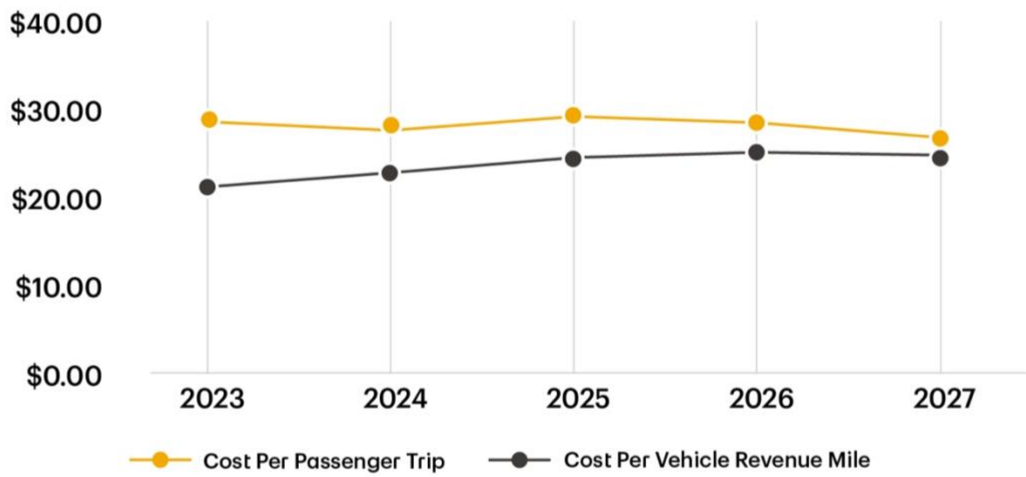


Diesel fuel for 2025 is budgeted at $65.3 million, down 7.1% from the 2024 estimate, and representing about 6% of total operating expenses. While the 2024 estimate assumes fuel at $2.79 per gallon, the 2025 budget reflects a fixed-rate, fixed-quantity agreement with Metra's supplier to provide 56% of total consumption at $2.39 per gallon, with the remaining 11.2 million gallons assumed to be purchased on the spot market at $2.75 per gallon. Metra's projected fuel expenses are $70.4 million for both plan years.

Figure 15. Metra Fuel Price Per Gallon

The next chart shows that cost efficiency, depicted by cost per vehicle revenue mile, is projected to increase by an annual average of 4.0% across the five-year period. Cost effectiveness, shown as cost per passenger trip, is expected to increase to $29.10 in 2025 as expense growth is projected to outpace ridership growth due to higher NICTD project costs. Cost effectiveness is projected to decrease in 2026 and 2027 as the NICTD expenses taper off and ridership continues to recover.

Figure 16. Metra Cost Efficiency and Effectiveness



Net Result and Recovery Ratio

As shown in Table 4, Metra's operating budget and two-year plan is balanced with existing federal relief funding, shown in green, but acknowledges the need for additional funding or other budget balancing actions in 2026 and 2027, shown in red, after the relief funding exhausts. If new funding sources are not identified, these actions could include extensive service reductions and/or fare increases. Revenues equal expenses, producing a net result of zero after accounting for budget balancing actions and the transfer of ICE funding to the capital program in 2025-2027. Metra also plans to transfer $60 million of fare revenue to its capital program in 2026 and 2027 for bridge replacement initiatives.

Metra's 2025 recovery ratio of 50.9%, calculated by dividing total operating revenue by total operating expenditures, with approved adjustments, exceeds the RTA Board adopted requirement of 39%. Metra has properly included federal COVID relief funding as a revenue credit for the purpose of meeting the required recovery ratio, as authorized by the RTA Board.

Table 5. Metra 2025 Budget and 2026-2027 Financial Plan (in thousands)

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Revenues					
System-Generated Revenue					
Passenger Revenue	$149,000	$172,600	$184,200	$193,600	$203,100
State Reduced Fare Reimbursement	$1,700	$1,800	$1,900	$1,900	$1,900
Other Revenue	$56,700	$53,500	$53,000	$53,000	$53,000
NICTD Project Reimbursement	$6,600	$40,000	$65,000	$55,000	-
Total System-Generated Revenue	**$214,000**	**$267,900**	**$304,100**	**$303,500**	**$ 258,000**
Public Funding					
Sales Tax I	$400,187	$413,342	$425,806	$436,877	$448,236
Sales Tax II	$61,228	$62,095	$55,355	$54,563	$53,088
PTF II	$75,536	$77,530	$79,376	$82,308	$84,608
Non-Statutory Funding - PTF I	-	-	-	-	-
Non-Statutory Funding - ST I	$19,012	$22,538	$31,973	$33,586	$33,565
Innovation, Coordination, and Enhancement Funding [1]	-	-	$6,473	$6,680	$6,881
Other Funding	$1,400	-	-	-	-
Total Public Funding	**$557,363**	**$575,504**	**$598,983**	**$614,014**	**$626,377**
Federal Relief Funding and Budget Balancing Actions					
Federal Relief Funding [2]	$152,900	$161,596	$238,391	$93,367	-
Budget Balancing Actions [2]	-	-	-	$220,800	$332,504
Total Federal Relief Funding and BBA	**$152,900**	**$161,596**	**$238,391**	**$314,167**	**$332,504**
Total Revenues	**$924,263**	**$1,005,000**	**$1,141,474**	**$1,231,681**	**$1,216,881**
Expenses					
Transportation	$288,700	$306,700	$332,600	$343,700	$357,100
Maintenance of Way	$200,200	$213,000	$236,000	$243,900	$253,200

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Maintenance of Equipment	$212,500	$222,800	$242,500	$248,000	$257,500
Claims & Insurance	$40,300	$32,600	$37,000	$37,800	$38,300
Administration	$103,000	$113,000	$149,900	$159,300	$166,400
Diesel Fuel	$56,000	$70,300	$65,300	$70,400	$70,400
Electricity	$4,800	$6,600	$6,700	$6,900	$7,100
NICTD Construction Project	$6,200	$40,000	$65,000	$55,000	-
Total Expenses	**$911,700**	**$1,005,000**	**$1,135,000**	**$1,165,000**	**$1,150,000**
ICE funding not used for operations - transfer to capital [1]	-	-	($6,473)	($6,680)	($6,881)
Farebox capital program	-	-	-	($60,000)	($60,000)
Net Result [3]	**$12,563**	**$0**	**$0**	**$0**	**$0**
Recovery Ratio	**43.3%**	**45.8%**	**50.9%**	**51.0%**	**49.3%**

[1] ICE amounts not required for operating funding may be utilized for approved capital projects. Paused for two years beginning in 2023 in accordance with RTA Ordinance 2022-47 i.e. 2025 ICE funding is FY 2023 final ICE amount.

[2] Authorized for inclusion as revenue for recovery ratio purposes by RTA Ordinances 2020-20, 2021-08, and 2021-52. Federal Relief Funds to include CARES Act, CRRSAA, and ARP Act.

[3] 2023 positive net result is solely due to GASB reporting requirements. Relief funding was drawn to a break-even net result pre-GASB.

Pace Operating Budget

Pace Suburban Service 2025 operating expenses are budgeted at $339.3 million, an increase of 13.2% from the 2024 estimate and 1.8% from the 2024 budget, due to service expansions and the impact of inflation, particularly on labor costs. No fare increases are planned for 2025, and the operating budget remains balanced by utilizing prior-year positive budget variance generated from federal coronavirus relief funding. Highlights for the Suburban Service budget include increased frequency on high-demand routes, expanded OnDemand services, and improved weekend and late-night service. Total ridership is expected to reach 19.5 million, or 68% of pre-pandemic ridership.

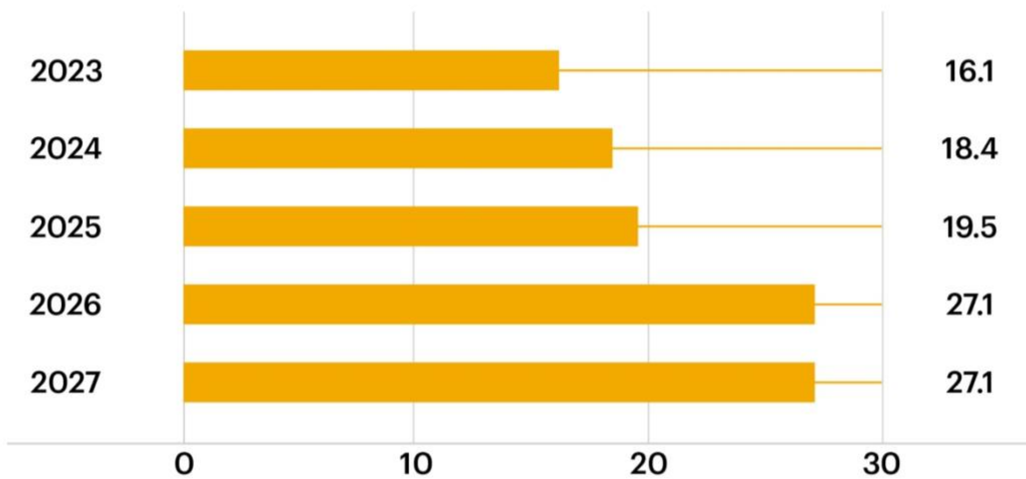
"Pace's ability to innovate and provide critical mobility that our communities and economy depend on cannot happen without transformative investments in public transportation from our state and federal leaders. We continue to advocate for adequate funding that will not only allow us to maintain our current system but also build a modern, resilient transit network for generations to come."

Richard Kwasneski, Pace Board Chairman

Ridership

Pace ridership is estimated to finish 2024 at 18.4 million, a 14.3% increase over 2023. Combined ridership for the three Suburban Service modes—Fixed-Route, Demand-Response, and Vanpool—is budgeted to increase by an additional 6.1% in 2025 to 19.5 million, or about 68% of pre-pandemic levels. Pace anticipates ridership gains for each mode in 2025 and overall Pace ridership is then assumed to step up to 27.1 million in 2026 and 2027 as Pace's ReVision network restructuring initiative is planned for implementation.

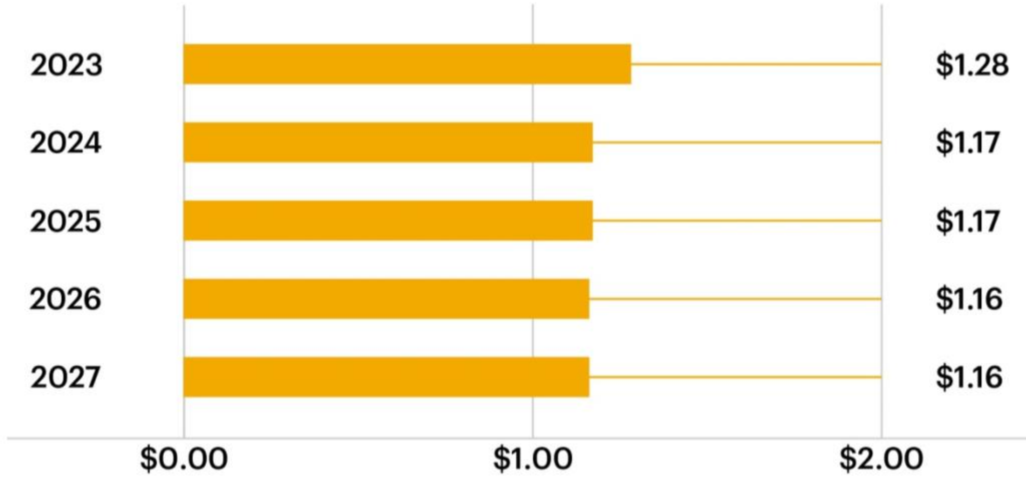
Figure 17. Pace Ridership (millions)



Fares

Pace's 2025 Suburban Service budget does not incorporate any general fare increases. Single ride cash fare remains at $2.25, or $2.00 using Ventra, with a 30-day pass priced at $75. Pace's average fare across all fare and pass types is projected to remain steady at about $1.17 across the budget and planning period.

Figure 18. Pace Average Fare

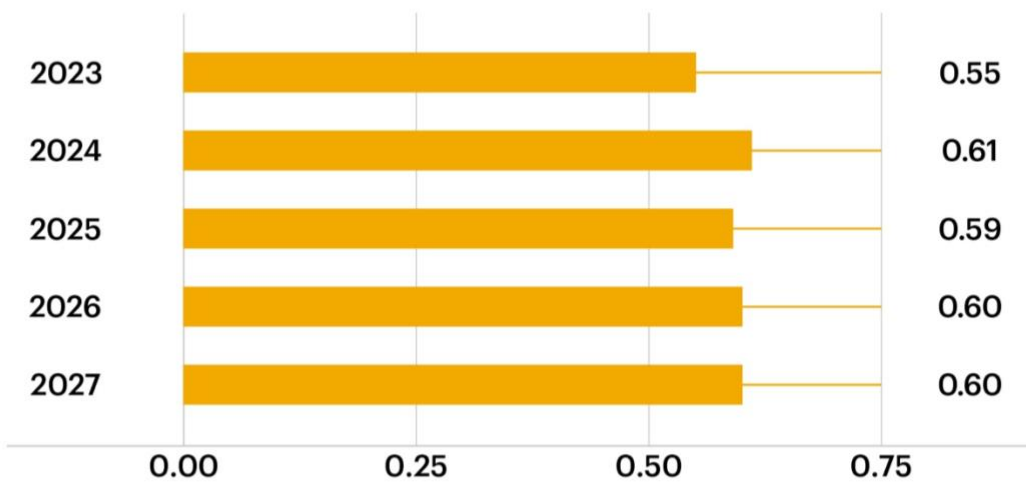


Service Levels

Pace's 2025 budget includes increases in frequency on high demand routes, expansion of OnDemand service, and improved weekend and late-night service. However, due to the large number of bus routes which were discontinued or reduced as a result of the pandemic, total Pace service levels, as measured by projected 2025 vehicle revenue miles, are forecast at 89% of pre-COVID levels.

Service effectiveness, as measured by passenger trips per vehicle revenue mile (VRM), is projected to remain steady across the budget and planning period as ridership and service levels are forecast to grow at approximately the same rate.

Figure 19. Pace Passenger Trips Per Vehicle Revenue Mile

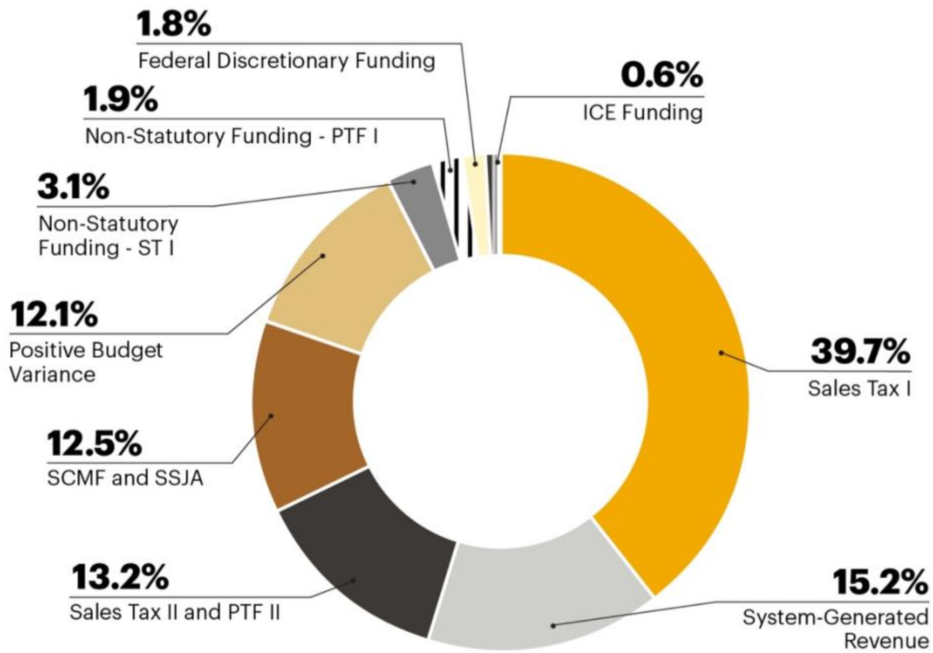


System-Generated Revenue

Pace projects that total 2025 system-generated revenue will decrease by 4.1% to $51.7 million, driven by lower ancillary revenue. Pace expects passenger fare revenue to increase by 5.7% to $22.9 million in 2025, consistent with forecast ridership growth related to service additions. Pace's $1.5 million share of the State reduced fare reimbursement has increased over 2024 due to a higher State appropriation. Rounding out Pace's system-generated revenue is other revenue of $27.3 million, a decrease of 11.7% due to reduced investment income caused by lower interest rates and the planned utilization of reserve cash. This ancillary revenue also includes advertising income and local government contributions for specific Pace services.

System-generated revenue comprises about 15% of Pace's total revenue for operations, with the balance provided by public funding sources and prior-year positive budget variance from previous federal relief funding drawdowns.

Figure 20. Pace 2025 Revenues: $341.5 Million



Public Funding

Due to the continued stability of RTA sales tax performance, Pace's total 2025 public funding is projected to increase by 2.7% from the 2024 estimate, to $248.4 million. In addition to statutory and non-statutory sales tax and PTF components, Pace's public funding total includes $6.0 million of federal discretionary funding from the Congestion Mitigation & Air Quality (CMAQ) Improvement Program.

Pace's public funding assumptions match the RTA Board adopted marks for sales tax, PTF, Suburban Community Mobility Funds, South Suburban Job Access Funds, and RTA non-statutory funding. In a process change approved by the RTA Board in 2022, ICE funding was temporarily retained by the RTA beginning in 2023, until final amounts were determined. These 2023 ICE funds are to be programmed in the 2025 operating budget or capital program. Accordingly, Pace has reflected the transfer of prior-year ICE funds to the capital program in its 2025-2027 fiscal years.

Federal Relief Funding and Positive Budget Variance

The RTA Board allocated a total of $205.5 million of federal CARES Act, CRRSAA, and ARP Act funding to Pace Suburban Service to offset fare revenue and public funding losses due to the COVID-19 pandemic. By early 2023, Pace had drawn down the totality of its relief funding to be held in reserve as positive budget variance (PBV) for future use. Pace subsequently utilized or plans to utilize $34.2 million of PBV for capitalized operating expenses, leaving $171.3 million of PBV for operating budget support.

Pace estimates that $4.0 million of PBV will be required to balance its 2024 financial results and Pace's 2025 budget proposes to utilize $41.4 million of prior-year PBV to achieve balance. Assuming that the ReVision network restructuring initiative is implemented, Pace further projects that at adopted RTA funding levels its remaining $125.9 million of PBV associated with federal relief funding will last into late 2026, at which point new funding sources will have to have been identified to support projected expense levels.

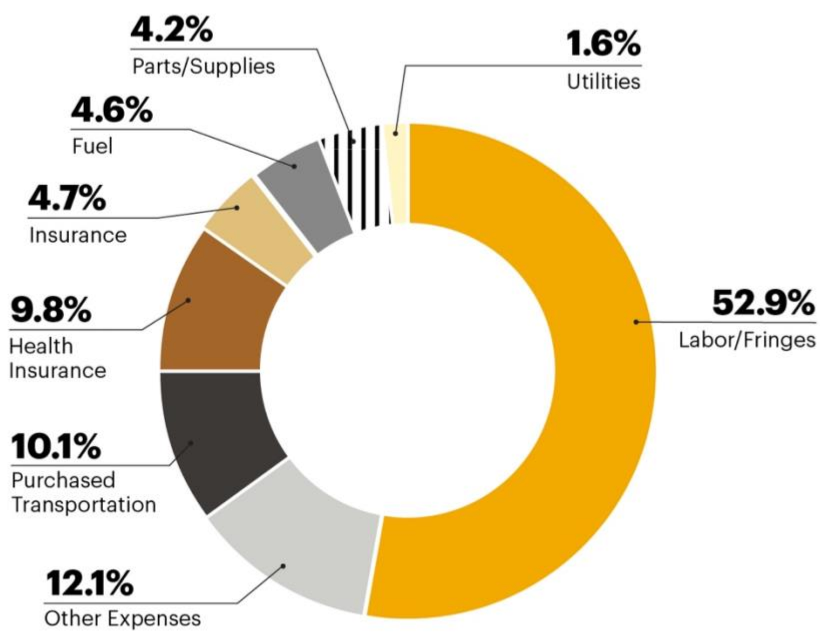
As authorized by the RTA Board, federal relief funding or associated positive budget variance utilized to address ongoing revenue losses may continue to be included in operating revenue for the purpose of meeting required recovery ratios.

Operating Expenses

Pace projects that 2025 operating expenditures will increase from the 2024 estimate by $39.5 million, or 13.2%, to $339.3 million, with about $7.6 million of the increase due to additional service. As a result of service additions and wage adjustments, Labor and Fringe, Pace's largest expense category, is expected to increase by 9.3% to $179.6 million. Due to delays in 2024 project implementations and increased project oversight services, Pace's Other Expense category is budgeted to increase by $11.5 million, or 39%, to $41.0 million in 2025, comprising about 12% of total operating expenses.

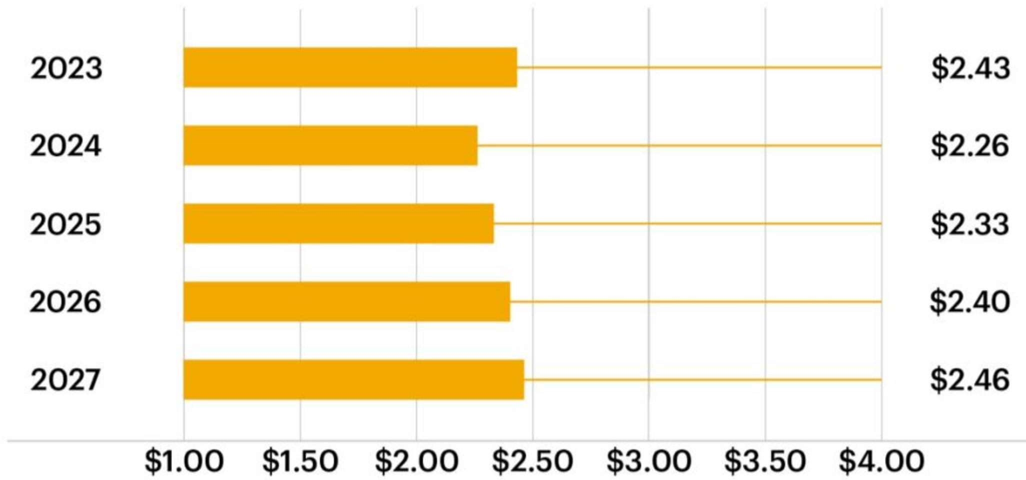
Pace's proposed 2026 and 2027 financial plans each include over $100 million of new operating expenses representing a preliminary estimate of the cost of implementing the ReVision network restructuring initiative.

Figure 21. Pace 2025 Expenses: $339.3 Million



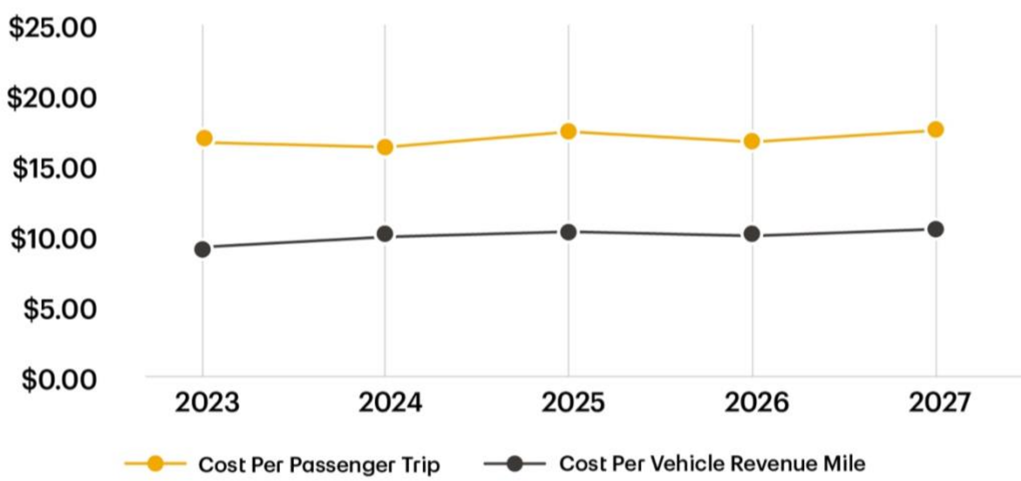
Pace's fuel expense is projected to grow by 12.1% in 2025 to $15.4 million. Fuel consumption is expected to increase by 7.3% due to service additions, while the overall fuel price including both diesel and compressed natural gas is assumed at $2.33 per gallon, up 7 cents from the 2024 estimate but down 10 cents per gallon from actual 2023 prices.

Figure 22. Pace Fuel Price Per Gallon



Cost efficiency is shown on the next chart by cost per vehicle revenue mile, which grows at an average rate of 3.3% per year across the five-year period. Cost effectiveness is shown as cost per passenger trip, which grows at an average rate of 1.3%, rising above $17 in 2025 as operating costs increase while ridership is assumed to recover more slowly.

Figure 23. Pace Cost Efficiency and Effectiveness



Net Result and Recovery Ratio

As shown in Table 5, Pace's operating budget and two-year plan is balanced by including the remainder of Pace's available prior-year positive budget variance associated with the 2020 through 2022 relief funding drawdowns, shown in green. However, budget balancing actions for 2026 and 2027 are shown in red, representing the need for additional operating funding. If new funding sources are not identified, these actions could include extensive service reductions and/or fare increases. Revenues equal expenditures, producing a net result of zero through the planning period.

Pace's 2025 through 2027 recovery ratios, calculated by dividing total operating revenue by total operating expenditures, with approved adjustments, exactly meet the RTA Board adopted requirement of 17.0%, achieved by including federal relief funding as a revenue credit, as authorized by the RTA Board.

Table 6. Pace 2025 Budget and 2026-2027 Financial Plan (in thousands)

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Revenues					
System-Generated Revenue					
Passenger Revenue	$20,554	$21,615	$22,856	$23,038	$23,072
State Reduced Fare Reimbursement	$1,346	$1,460	$1,606	$1,606	$1,606
Other Revenue	$28,115	$30,882	$27,270	$24,319	$22,441
ReVision Revenue	-	-	-	$16,666	$12,616
Total System-Generated Revenue	**$50,015**	**$53,957**	**$51,732**	**$65,629**	**$59,735**
Public Funding					
Sales Tax I	$127,231	$131,338	$135,394	$138,915	$142,526
Sales Tax II	$20,409	$20,698	$18,452	$18,188	$17,696
PTF II	$25,179	$25,843	$26,459	$27,436	$28,203
Suburban Community Mobility Fund	$33,196	$34,259	$35,287	$36,204	$37,145
South Suburban Job Access Fund	$7,500	$7,500	$7,500	$7,500	$7,500
Non-Statutory Funding - PTF I	$6,141	$6,315	$6,454	$6,679	$6,853
Non-Statutory Funding - ST I	$6,337	$7,513	$10,658	$11,195	$11,188
Innovation, Coordination, and Enhancement Funding [1]	$444	$112	$2,158	$2,227	$2,294
Federal Discretionary Fund Programs	$2,184	$8,233	$6,003	$2,777	-
Total Public Funding	**$228,622**	**$241,811**	**$248,363**	**$251,121**	**$253,405**
Federal Relief Funding, PBV, and Budget Balancing Actions					
Prior Year PBV (from 2020-2022 relief funding drawdowns) [2]	-	$4,037	$41,360	$125,887	-
Budget Balancing Actions [2]	-	-	-	$11,400	$163,103
Total Federal Relief Funding, PBV, and BBA	**-**	**$4,037**	**$41,360**	**$137,287**	**$163,103**
Total Revenues	**$278,637**	**$299,805**	**$341,455**	**$454,037**	**$476,243**

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Expenses					
Labor/Fringes	$153,767	$164,327	$179,599	$182,078	$188,663
Health Insurance	$20,373	$29,992	$33,176	$35,465	$37,983
Parts/Supplies	$12,187	$13,662	$14,275	$15,198	$16,154
Purchased Transportation	$27,469	$28,596	$34,420	$37,966	$39,946
Fuel	$14,533	$13,769	$15,439	$16,174	$16,875
Utilities	$5,384	$5,337	$5,393	$5,687	$5,991
Insurance	$12,518	$14,551	$15,965	$17,011	$18,097
Other Expenses	$21,432	$29,571	$41,030	$40,313	$43,329
ReVision Initiative	-	-	-	$101,918	$106,912
Total Expenses	**$267,663**	**$299,805**	**$339,297**	**$451,810**	**$473,950**
ICE funding not used for operations - transfer to capital [1]	-	-	($2,158)	($2,227)	($2,294)
Net Result	**$10,974**	**$0**	**$0**	**$0**	**$0**
Recovery Ratio	**24.0%**	**23.1%**	**17.0%**	**17.0%**	**17.0%**

[1] ICE amounts not required for operating funding may be utilized for approved capital projects. Paused for two years beginning in 2023 in accordance with RTA Ordinance 2022-47 i.e. 2025 ICE funding is the FY 2023 final ICE amount.

[2] Authorized for inclusion as revenue for recovery ratio purposes by RTA Ordinances 2020-20, 2021-08, and 2021-52. Federal relief funds include CARES Act, CRRSAA, and ARP Act.

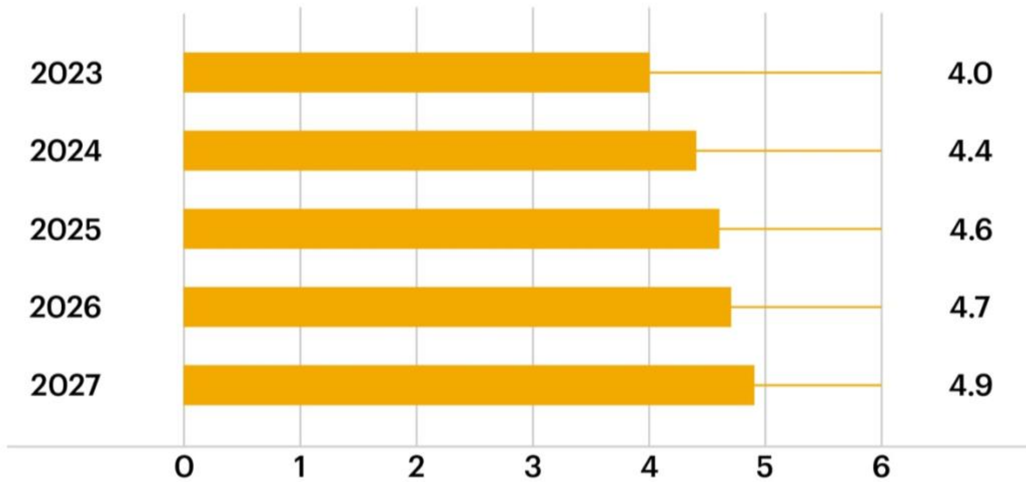
Pace ADA Paratransit Operating Budget

The 2025 ADA Paratransit operating budget of $281.2 million reflects 7.6% growth over 2024 estimated expenses and 13.0% growth from the 2024 budget, in line with the projected ADA Paratransit ridership growth and provider wage increases. The budget emphasizes the utilization of more cost-effective TNC partners via expansion of the new Rideshare Access Program (RAP) begun in 2023. Growth of RAP and the existing Taxi Access Program (TAP) helps to address ongoing driver shortages and should continue to divert some demand away from the more expensive traditional ADA Paratransit service. No fare increases are anticipated in the 2025 ADA Paratransit budget.

Ridership

ADA Paratransit ridership, including companions, is projected to finish 2024 at 4.4 million, 4% above pre-COVID (2019) levels. Pace's 2025 budget assumes that ridership will grow by 4.5% to 4.6 million, or about 108% of 2019 ridership. User-Directed ridership, comprised of TAP and RAP, is forecast at 1.5 million in 2025, representing 32% of the ADA Paratransit total. Ridership is projected to increase at around 2.5% per year in 2026 and 2027, reaching 4.9 million by the end of the planning period.

Figure 24. Pace ADA Paratransit Ridership (millions)



Fares

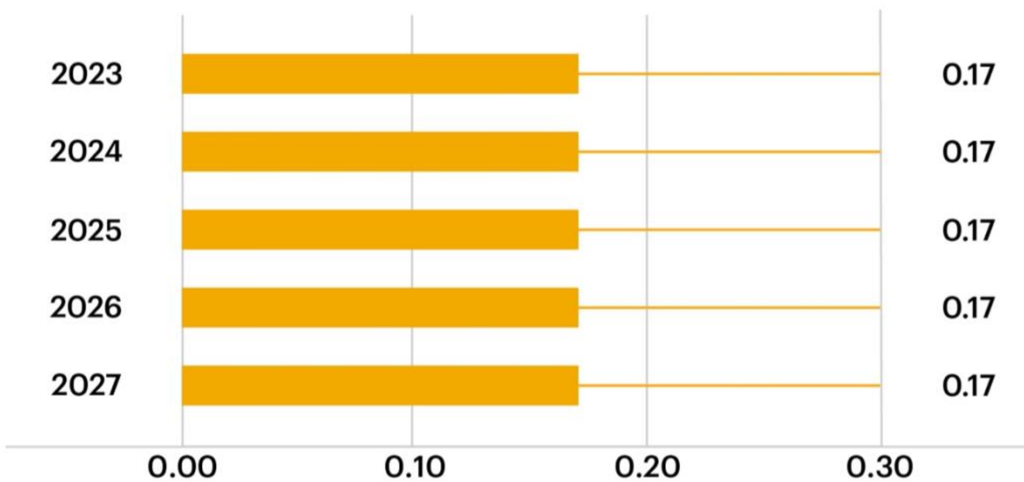
No general ADA Paratransit fare increase has been included in the 2025 budget, so the base ADA Paratransit fare will remain at $3.25. Fares for the Taxi Access Program (TAP) and newer Rideshare Access Program (RAP) are also unchanged at a temporary level of $2.00, with Pace providing a subsidy of up to $30 depending on trip length. With companions riding free, the projected average fare for all ADA Paratransit rides is around $2.55 across the budget and planning period. Pace also continues to offer free fares on Pace fixed-route service for ADA Paratransit eligible customers.

Figure 25. Pace ADA Paratransit Average Fare

Service Levels

ADA Paratransit service levels are driven by customer demand. Pace projects that ADA Paratransit vehicle revenue miles (VRM) for traditional service will increase by 2.0% in 2025, consistent with expected ridership growth. As a result, service effectiveness, as measured by passenger trips per VRM, is expected to remain steady at 0.17 across the three-year planning period.

Figure 26. Pace ADA Paratransit Passenger Trips Per Vehicle Revenue Mile

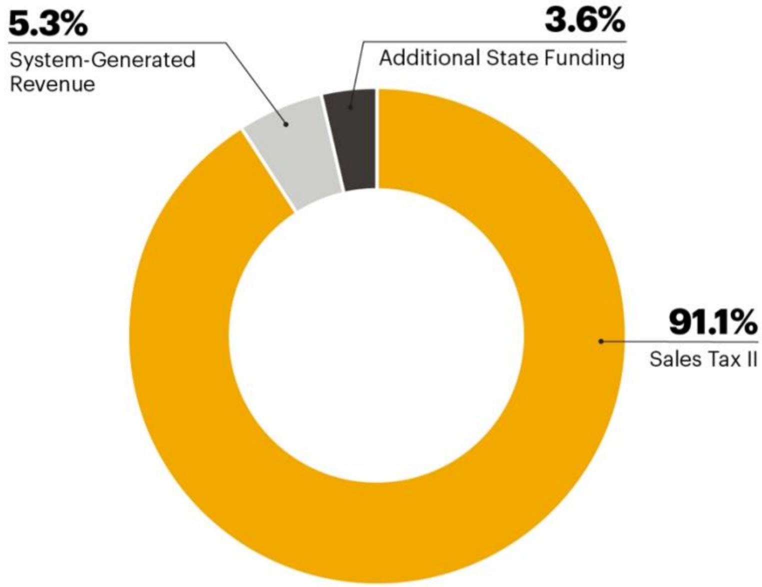


System-Generated Revenue

Pace projects that 2025 ADA Paratransit system-generated revenues will increase by 0.7% to $15.0 million. Fare revenue is expected to increase by 4.0%, consistent with budgeted ridership growth. Ancillary revenue, comprised of reimbursements for certification trips to RTA Assessment centers and other revenue, is budgeted to decline by 10.0% to $3.2 million due to lower investment income resulting from lower interest rates.

System-generated revenue comprises only about 5% of Pace's total revenue for ADA Paratransit operations, with the balance provided by public funding sources.

Figure 27. Pace ADA Paratransit 2025 Revenues: $281.2 Million



Public Funding

In 2011, the RTA Act was amended to require that ADA Paratransit operations be fully funded by the RTA each year. In the 2025 budget, Pace projects an ADA Paratransit funding need of $266.2 million which will be satisfied by allocating Sales Tax II funds of $256.2 million and State funding of $10.0 million. State funding for ADA Paratransit was increased by 10% in the SFY 2025 budget.

If ridership significantly exceeds Pace expectations, additional ADA Paratransit funding may become necessary during the budget year. RTA ADA Paratransit reserve funds are available for this purpose, subject to the approval of the RTA Board. Pace's two-year financial plan indicates that adopted RTA funding levels for ADA Paratransit should be sufficient for 2026 and 2027, albeit with the same general uncertainty with respect to ridership and expense levels.

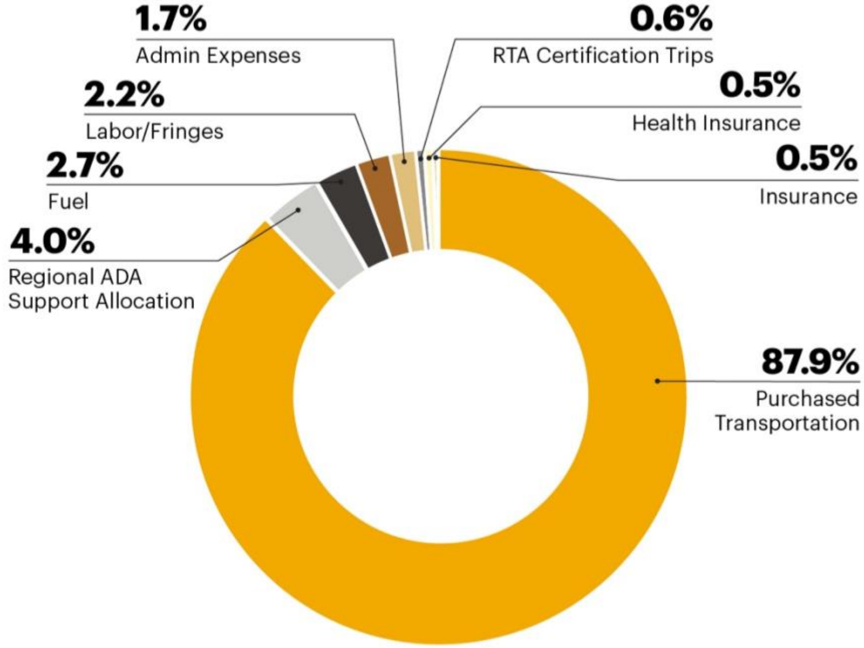
Federal Relief Funding

In March 2021, Pace was allocated $20.0 million of CRRSAA funding to support ADA Paratransit operations during the ongoing recovery and in May 2022 the RTA Board re-allocated to ADA Paratransit an additional $0.7 million of unused CARES Act funding returned by Southeastern Wisconsin. Pace subsequently utilized $13.8 million of this funding to achieve balance in the actual 2021 ADA Paratransit results and the remaining $6.9 million in 2022. Pace's projected funding requirements for 2025 through 2027 are planned to be fully met by adopted RTA sales tax and State funding amounts.

Expenses

Pace projects that 2025 operating expenditures for ADA Paratransit will increase by $19.9 million, or 7.6%, to $281.2 million, balanced with expected revenue, and followed by expense increases of 4.4% and 5.0% in 2026 and 2027, respectively. Purchased transportation, which accounts for 88% of total ADA Paratransit expenses, is budgeted to increase by 6.8% in 2025, higher than the assumed ridership increase of 4.5% due to contractual rate increases. The regional ADA support allocation, which accounts for work done by other Pace departments in support of ADA Paratransit, is projected at $11.3 million, an increase of almost 21% from 2024.

Figure 28. Pace ADA Paratransit 2025 Expenses: $281.2 Million

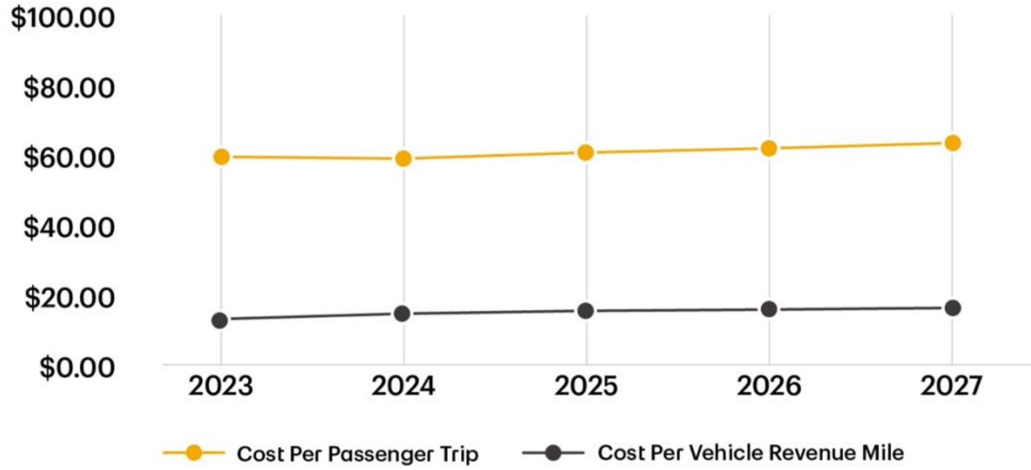


Fuel expense of $7.6 million comprises 2.7% of total ADA Paratransit expenses. Fuel price is assumed at $2.88 per gallon in the 2025 budget, about 10 cents higher than the 2024 estimate, and 6 cents per gallon higher than the actual 2023 fuel price.

Figure 29. Pace ADA Paratransit Fuel Price Per Gallon

Cost efficiency is shown in the next chart by cost per vehicle revenue mile, which grows at an annual rate of 5.5% across the five-year period. Cost effectiveness, shown as cost per passenger trip, jumped to over $70 in 2020 as Pace implemented single rides due to COVID safety measures. With many of those lost efficiencies now regained, cost per trip is budgeted at $60.64 in 2025, still about 41% above the pre-COVID average of $43 per trip. The projected average annual growth of cost per trip is only 1.6% across the five-year period, reflecting the favorable impact of growing user-directed TAP and RAP service.

Figure 30. Pace ADA Paratransit Cost Efficiency and Effectiveness



Net Result and Recovery Ratio

As shown in Table 6, the Regional ADA Paratransit operating budget is balanced in 2025 through 2027, with revenues equal to expenditures, producing a net result of zero in each year. Pace is currently estimating a $10.4 million shortfall for 2024, which could potentially be addressed using the RTA's ADA Paratransit Reserve if still needed at year-end.

Pace's 2025 recovery ratio, calculated by dividing total operating revenue by total operating expenditures, with approved adjustments, meets the RTA requirement of 7.5%. The ADA Paratransit budgeted recovery ratio is allowed to be less than the statutory requirement of 10% through 2025 under the relief granted by P.A. 103-0281. Pace had to include a tentative revenue credit of up to $1.5 million in the 2026 and 2027 recovery ratio calculations in order to achieve the returning statutory requirement of 10%, pending an extension of the temporary relief or modification of the current recovery ratio requirement.

Table 7. Pace Regional ADA Paratransit 2025 Budget and 2026-2027 Financial Plan (in thousands)

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Revenues					
System-Generated Revenue					
Passenger Revenue	$9,556	$11,397	$11,852	$12,123	$12,402
Other Revenue [1]	$3,370	$3,531	$3,179	$2,929	$2,961
Total System-Generated Revenue	**$12,936**	**$14,928**	**$15,031**	**$15,052**	**$15,363**
Public Funding					
Sales Tax II	$216,220	$226,864	$256,180	$268,564	$282,966
Additional State Funding	$8,395	$9,108	$10,020	$10,020	$10,020
Total Public Funding	**$224,615**	**$235,973**	**$266,200**	**$278,584**	**$292,986**
Total Revenues	**$237,551**	**$250,901**	**$281,231**	**$293,636**	**$308,349**
Expenses					
Labor/Fringes	$5,240	$5,130	$6,150	$6,049	$6,445
Health Insurance	$751	$1,215	$1,356	$1,450	$1,550
Admin Expenses	$2,537	$4,487	$4,711	$4,816	$4,920
Fuel	$7,374	$7,183	$7,611	$7,938	$8,275
Insurance	$927	$1,109	$1,378	$1,409	$1,440
RTA Certification Trips	$1,253	$1,477	$1,559	$1,646	$1,737
Purchased Transportation	$210,681	$231,354	$247,115	$258,411	$271,469
Regional ADA Support Allocation [2]	$8,586	$9,385	$11,349	$11,917	$12,513
Total Expenses	**$237,349**	**$261,340**	**$281,231**	**$293,636**	**$308,349**
Net Result [3]	**$202**	**($10,439)**	**$0**	**$0**	**$0**
Recovery Ratio	**10.3%**	**10.5%**	**7.5%**	**10.0%**	**10.0%**

[1] Includes investment income and reimbursements for RTA certification trips.

[2] Accounts for work done by other Pace departments in support of ADA Paratransit activities.

[3] 2023 surplus used to satisfy new Governmental Accounting Standards Board reporting requirements.

RTA Agency Operating Budget

This RTA's 2025 budget remains rooted in the vision and principles of *Transit is the Answer*. We are working toward safe, reliable, accessible public transportation that connects people to opportunity, advances equity, and combats climate change. In 2025, we will focus on working with legislators and partners toward finding a sustainable funding solution while supporting the Service Boards as they continue to improve service and increase ridership.

The proposed 2025 RTA Agency operating budget contains gross expenses of $56.0 million, an increase of 6.9% compared to the 2024 estimate and an increase of $3.5 million or 6.7% from the 2024 budget. Proposed funding for the 2025 RTA Agency budget is $40.4 million, $1.9 million or 5.0% above the 2024 funding level.

Background

The RTA is the oversight, funding, and regional planning agency for the three Service Boards: CTA bus and rail, Metra Commuter Rail, and Pace Suburban Service, as well as Regional ADA Paratransit.

The RTA's primary source of operating funding is a regional sales tax which is matched by the State of Illinois via the Public Transportation Fund (PTF). Most of the RTA sales tax collections and PTF receipts pass directly through the RTA to CTA, Metra, and Pace according to pre-determined, statutory formulas. The remainder of the sales tax and PTF is distributed at the direction of the RTA Board. A portion of this funding covers the RTA agency administrative costs, regional services and programs, and regional debt service expense.

The 2025 Agency operating budget was developed in two parts to continue the RTA's support of regional programs and services. First is the RTA Agency Administration Budget, which includes the core agency expenses for staff, facilities, information technology, office services, and professional services to support the funding, planning, and oversight mission of the RTA.

Second is the RTA Regional Programs Budget, which includes Regional Services provided directly to the public by the RTA such as ADA Certification, Mobility Management Services, Travel Information, Customer Service, and the Reduced Fare and Transit Benefit Programs. The Regional Programs Budget also includes all of the RTA's grant-funded projects, RTA-funded regional studies and initiatives, and regional capital programs.

RTA Agency Administration Budget

In 2025, total Agency Administration operating expenses of $19.5 million are $2.0 million or 11.7% higher than the 2024 estimate due to increased Information Technology (IT), professional services and office services expenses. The 2025 Administration Budget accounts for 35% of RTA Agency expenses and is 44.6% below the 2025 administrative expense cap of $35.2 million set by the RTA Act. Administration expenses are expected to increase by 3.0% in 2026 and 2027.

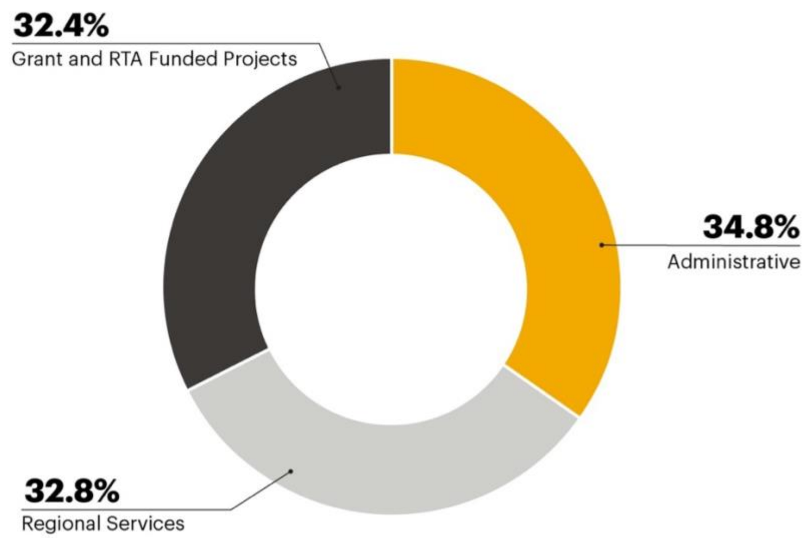
RTA Regional Programs Budget

In 2025, total Regional Programs revenue of $15.6 million is comprised of federal grants of $15.5 million, mainly for 5310 projects, and $0.1 million of Regional Services Operating Revenue generated mostly from the Transit Benefit Program.

Total Regional Programs expenses of $36.5 million, the sum of Regional Services Operating Expense and RTA-Funded Project Expenses, comprise the remaining 65% of total RTA Agency expenses. The Regional Services expense of $18.4 million is 3.2% higher than the 2024 estimate due mainly to higher operating fees and transportation cost provided by Pace for the ADA Certification Program. Regional Programs expense of $18.2 million is 5.9% higher than the 2024 estimate as a result of increased federal 5310 projects. Regional Programs include all of the RTA's grant-funded programs and regional capital programs, as well as RTA-funded regional studies and initiatives such as the *Transit is the Answer* strategic plan implementation, new community planning projects, the customer satisfaction survey, access to transit projects, continued regional transit advocacy, and Rebuild Illinois Project Management Oversight.

The overall RTA Agency operating expense of $56.0 million is projected to be $3.6 million or 6.9% higher than the 2024 estimate, due mainly to increased 5310 federally funded and other RTA Grant-Funded Program expenses in the 2025 budget. The overall Agency operating expense level is budgeted to increase by 3.0% in 2026 and 2027.

Figure 31. 2025 RTA Agency Expenses: $56.0 Million



Sales Tax and Federal Relief Funding

Sales tax levels for 2024 and beyond appear more than sufficient to meet anticipated Agency budget funding requirements, so no need currently exists for additional relief funding for the RTA Agency. As shown in Table 7, the combination of operating revenue of $0.1 million, federal grants of $15.5 million, and sales tax of $40.4 million comprise total Agency revenue for 2025, and together balance the overall RTA Agency operating budget expenses of $56.0 million. Sales tax receipts comprise 72% of total 2025 Agency revenues.

Figure 32. 2025 RTA Agency Revenues: $56.0 Million

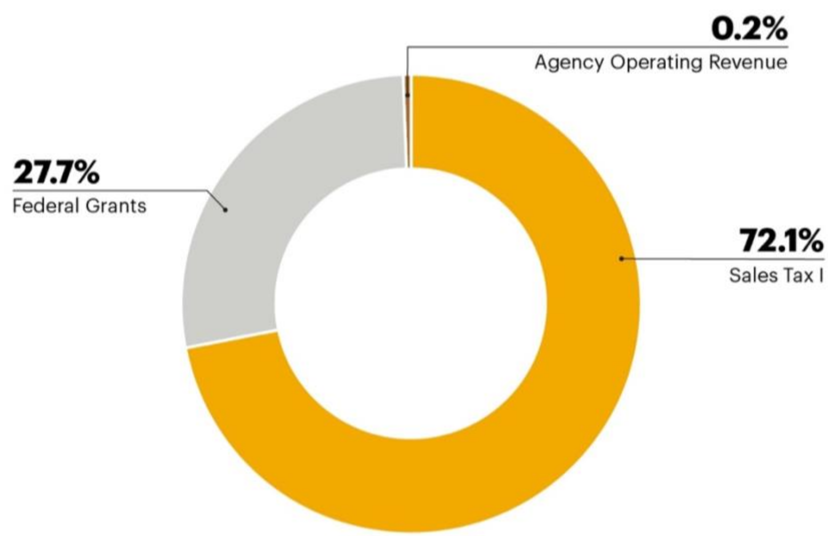


Table 8. RTA Agency 2025 Budget and 2026-2027 Financial Plan (in thousands)

	2023 Actual	2024 Estimate	2025 Budget	2026 Plan	2027 Plan
Revenues					
<u>Operating Revenue</u>					
Administrative Operating Revenue	$136	-	-	-	-
Regional Services Operating Revenue	$174	$130	$131	$134	$138
Total Operating Revenue	**$310**	**$130**	**$131**	**$134**	**$138**
<u>Public Funding</u>					
Federal Grants	-	$13,825	$15,518	$14,944	$15,902
Sales Tax I	$36,267	$38,443	$40,366	$41,577	$42,824
Total Public Funding	**$36,267**	**$52,268**	**$55,883**	**$56,521**	**$58,726**
Total Revenues	**$36,578**	**$52,398**	**$56,014**	**$56,655**	**$58,864**
<u>Expenses</u>					
Administrative Operating Expenses [1]	$16,600	$17,459	$19,494	$20,078	$20,681
Regional Services Operating Expense	$17,310	$17,797	$18,369	$18,920	$19,487
Program and Project Expenses [1]	$2,668	$17,142	$18,151	$17,657	$18,696
Total Expenses	**$36,578**	**$52,398**	**$56,014**	**$56,655**	**$58,864**
Net Result	**$0**	**$0**	**$0**	**$0**	**$0**

[1] 2023 and 2024 include additional amounts that were set aside for pension contributions, IT infrastructure, and strategic planning items.

Regional Capital Program

The RTA's Five-Year 2025-2029 Regional Capital Program for transit in the six-county Chicago region includes almost $9.5 billion in funding for key infrastructure projects from CTA, Metra, and Pace. For the last several years, the RTA and the Service Boards have been working together to deliver projects that maintain and enhance the system, while simultaneously advocating for increased funding to alleviate the region's state of good repair backlog and improve the system. The growth of the program in size and scope in recent years can be primarily attributed to sustained state funding from the Rebuild Illinois capital investment program and increased funding from federal sources after the passing of the Infrastructure Investment and Jobs Act (IIJA).

Capital programming is a core function of the RTA. Section 2.01b of the RTA Act (70 ILCS 3615/) requires the RTA Board to annually adopt a Five-Year Regional Capital Program that is guided by a five-year strategic plan, *Transit is the Answer*, and is fiscally constrained by the annual budget and a two-year financial plan. Once the capital program is adopted, the expenditures of CTA, Metra, and Pace are subjected to continual review, so that the RTA may budget and ensure that funds available to the region are spent with maximum efficiency. The 2025-2029 Regional Capital Program includes $9.469 billion in funding. Note that some charts showing percentages in this section have been rounded and may not sum to 100 percent.

A key aspect of *Transit is the Answer* is the adoption of new regionwide evaluation metrics that are being used to explain the benefits that projects funded in the program will bring to the system, including seven criteria identified in state legislation. Additionally, *Transit is the Answer* stated that the Service Boards should maintain the regional priority project lists, which were first adopted in the region's previous regional transit strategic plan, *Invest in Transit*, and continue to be updated annually as part of the budgeting process to help articulate the large capital needs of the region, show the projects that the Service Boards are planning to advance in the coming years, and illustrate the projects that are funded and those that are in need of more funds. Continuing to articulate these needs and priorities has been key to securing additional capital dollars for the region, which has included positioning the Service Boards to compete successfully for Federal Discretionary Awards. Some of the key awards in 2024 include:

New Starts Grants: Federal Transit Administration (FTA)'s program that funds large scale transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

- CTA is expected to receive a $2 billion New Starts Grant for construction of the Red Line Extension to 130th Street. This key regional priority project will bring increased equity to the southern part of Chicago. In addition to the Federal contribution, CTA successfully advocated for a Transit Tax Increment Finance (TIF) district to provide the local match, which could amount to nearly $1 billion. The majority of these funds are programmed in the 2025 Capital Program, though some of the FTA funds are expected after 2029.

Rail Vehicle Replacement Grants: FTA's program to help fund capital projects to replace rail rolling stock.

- Metra received $100 million to help fund the next generation of rail cars. These cars replace Metra's oldest rail cars, some of which date from the 1950s, bringing a portion of Metra's fleet back to a state of good repair.

Low or No Emission (LoNo) Grant Program: FTA's program that provides funding for the purchase or lease of zero-emission and low-emission transit buses and the construction of related support facilities.

- Pace received a $31 million LoNo Grant to purchase hybrid diesel-electric buses. The new buses will replace some of Pace's oldest vehicles that are past their useful life and will offer a cleaner alternative to traditional diesel buses as Pace continues its fleet transition.

Carbon Reduction Program (CRP): A Federal Highway Administration program enacted as part of the Bipartisan Infrastructure Law. The program provides funding for states to develop carbon reduction strategies and for projects to reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

- CTA received a $100 million CRP grant to fund the Red Line Extension (RLE) project which will provide alternatives to car travel and help reduce carbon emissions in the Roseland, West Pullman and Riverdale neighborhoods.
- Pace received a $12 million CRP grant for the construction of the Pulse South Halsted line. This line will bring faster, more frequent service to the key South Halsted corridor encouraging more ridership.

These awards show how the Service Boards have been successful in bringing in federal funds for regionally significant projects. While many of these discretionary grants did not appear in the 2024 budget book because they were awarded after the budget was adopted, RTA continually works with the Service Boards to amend the Capital Program to add the projects as funding comes to the region. The RTA will report on these awards both at board meetings and in future budget documents.

The RTA and Service Boards have also continued to improve communication about the capital programming process. Improvements have been made to the efficiency, effectiveness, and transparency of the capital program processes. Since 2021, a web-based listing of capital projects and downloadable datasets are available on the Regional Transportation Authority Mapping and Statistics website, RTAMS. In 2022, the RTA released a new map of capital projects to accompany the web-based listing of capital projects. Beginning with the 2024-2028 Capital Program a new evaluation process was put in place to review all projects included in the capital program. RTA reviews these evaluations when putting together the regional capital program and shares the results in the budget book as well as on RTAMS. More details about the evaluation process can be found in the next section.

Evaluations of projects in the Five-Year Regional Capital Program

In response to State of Illinois legislation (Public Act 102-0573) and feedback from stakeholders and an RTA working group, *Transit is the Answe*r outlined a new evaluation process for capital projects entering the five-year capital program. The plan describes a series of 15 metrics to evaluate projects. These metrics address the 12 evaluation themes that were either provided in state statute, suggested by the Service Boards, or recommended by members of the other strategic plan stakeholder working groups. The evaluation themes and metrics are detailed below. Each new Capital Program is evaluated using this methodology.

This year’s budget book uses these evaluation metrics as a lens to evaluate the regional capital program and assess how the program and the projects that are contained within do at addressing each of the regional capital goals that were expressed by the strategic plan working group, the State, and the Service Boards.

The detailed evaluation of each project can be found in Appendix A. These metrics provide different lenses for analyzing the capital program and understanding how each project fits into the puzzle of accomplishing a diverse set of regional objectives with the limited funding available. In addition, the priority projects, which are the Service Board’s key priorities, continue to be used to group the projects that are included in the Capital Program. The section below details the 12 evaluation themes and the 15 metrics being used to evaluate all of the projects in the program.

Evaluation Themes, Metrics and Measures:

Access to Key Destinations: This theme is evaluated using a metric called **Access to Key Destinations.** The metric will consider the degree to which a project affects access to the region's key destination. Destinations include jobs, retail, education, healthcare, and recreation.

The measures for this metric are:

↑↑ Significantly improves Access to Key Destinations

↑ Moderately improves Access to Key Destinations

↔ Maintains Access to Key Destinations

– Does not impact Access to Key Destinations

Equity: This theme is evaluated using the metric **Equity Based on Residential Geography** for the location(s) as project benefits. This will be quantified using data from the US Department of Transportation (USDOT) Justice40 Program, to align with federal policy. The specific metric, "Sum of Disadvantage Indicators," combines transportation, health, economy, equity, resilience, and environmental factors.

The measures for this metric are:

↑↑↑ Scores 6-8 in Justice40 metric "Sum of Disadvantage Indicators"

↑↑ Scores 3-5 in Justice40 metric "Sum of Disadvantage Indicators"

↑ Scores 0-2 in Justice40 metric "Sum of Disadvantage Indicators"

– Project is not location specific or benefits entire service area

Benefit to Riders: This theme is evaluated using the metric **Benefits to Riders.** This metric looks at projects that are visible to riders and directly improve their experience. Benefits could range from new vehicles to station upgrades to speed enhancements on bus routes/train lines. This metric will consider level of benefit the project provides to riders.

The measures for this metric are:

↑↑ Significant benefit to riders

↑ Moderate benefit to riders

↔ Helps to maintain current benefits to riders

– Project does not impact riders

Capacity: This theme is evaluated based on the metric **Capacity Benefit and the Need.** The capacity metric will be defined broadly to include vehicles, stations/stops, transit lines, operating right of way, and storage facilities. The responses will consider how much a project increases capacity and whether the current or planned utilization is near capacity.

The measures for this metric are:

↑↑ Project increases capacity of transit operations or facilities where current or planned utilization is near capacity

↑ Project increases capacity of transit operations or facilities where current or planned utilization is not near capacity

↔ Project maintains/returns system to original capacity

– Not related to capacity of transit operations or facilities

Economic Impact: This theme is evaluated using **Economic Impact** as a metric. Economic Impact is broadly defined to include land use development, construction jobs, and long-term job impacts.

The measures for this metric are:

↑↑↑ Large impact on economic development

↑↑ Moderate impact on economic development

↑ Small impact on economic development

– No Economic Impact

Service Speed and Reliability: This theme is evaluated using the metric **Impact to Service Speed/Reliability**. The measure considers the level of impact on speed/reliability of the project.

The measures for this metric are:

↑↑ Significantly improves speed/reliability

↑ Moderately improves current speed/reliability

↔ Needed to maintain current speed/reliability

– No impact on service speed/reliability

Safety and Security: This theme is evaluated using two metrics. The first is **Impact on Customer and/or Employee Safety** and the second is **Impact on System Security**. The first metric will consider the risk and exposure levels if a project addresses a safety issue. The second metric will consider the level of security enhancement the project makes and if the impacted location has a history of security incidents.

The measures for **Impact on Customer / Employee Safety** are:

↑↑ Project directly provides safety benefit/improvement

↑ Project indirectly provides safety benefit/improvement

↔ Project maintains current safety levels

– Project has not impact on safety

The measures for **Impact on System Security** are:

↑↑ Project implements new security protection and/or prevention

↑ Project enhances existing security level

↔ Project maintains or replaces existing level of security

– Project does not impact security

State of Good Repair: This theme is evaluated using two metrics, **Asset Condition** and **Vehicle Useful Life**. Asset condition will be measured using ratings from the FTA Transit Economic Requirements Model (TERM) on projects where it is applicable. For Vehicles Useful Life, vehicle ages will be compared with Service Board useful life benchmarks.

The measures for **Asset Condition** are:

⚙ Asset(s) Rated below 2

⚙ Asset(s) Rated 2-3

⚙ Asset(s) Rated above 3

– Project does not have an asset rating

The measures for **Vehicle Useful Life** are:

- Over 2 years past useful life
- 0-2 years past useful life
- Not exceeding useful life
- – Asset is not a vehicle with a useful life

Climate Impact: This theme is evaluated using two metrics, **Ridership/Mode Shift Impacts** and **Climate Agency Operating Impacts**. The metric **Ridership/Mode Shift Impacts** evaluates the inherent climate benefits from avoided emissions when travelers choose transit rather than driving. **Climate Agency Operating Impacts** refer to efforts to reduce greenhouse gas (GHG) emissions generated from transit operations, including transitioning to near-zero-emissions vehicles.

The measures for **Ridership/Mode Shift Impacts** are:

- ↑↑ Significantly improves transit ridership
- ↑ Moderately improves ridership
- ↔ Maintains assets necessary for transit ridership
- – Project has no impact on transit ridership

The measures for **Climate Agency Operating Impacts** are:

- ↓↓ Directly supports significant reduction/zero GHG emissions from transit agency operations
- ↓ Supports moderate reductions or offsets to GHG emissions from transit agency operations
- ↔ No reduction of GHG emissions from transit agency operations
- – Project does not affect GHG emissions

Accessibility for People with Disabilities: This theme is evaluated using the metric. **Accessibility Improvements**. This will focus on improvements to existing assets to make them partially or fully accessible. For new assets, not applicable should be selected, because new assets must be made accessible by default. The metric can also apply beyond station improvements, including vehicle accessibility and accessible communications.

The measures Accessibility Improvements are:

- ↑↑ Makes assets fully accessible
- ↑ Makes assets partially accessible/Minor accessibility improvements
- ↔ Is needed to maintain current levels of accessibility
- – Project is not related to accessibility/new station

Regulatory Requirements: This theme is evaluated based on the metric **is project required to comply with regulatory requirements**. The Service Board will provide which requirements are met.

The measures for Regulatory Requirements are:

- ✓ Yes
- ✕ No

Operating Cost: This theme is evaluated based on the metric **impact on operating costs**.

The measures for impact on operating cost are:

↓ Decrease

↔ No change

↑ Increase

– Not applicable or unsure

This report includes how each project in the capital program has been evaluated and includes details about how the region is doing in meeting the wide-ranging goals laid out for the system. In addition, the report will take a more in-depth look at three themes: equity, accessibility, and climate impacts to discuss how the projects affect these key regional goals.

Priority Projects

In addition to the above evaluation measures, RTA will continue to report on priority projects, which are a set of core capital initiatives largely focused on bringing the regional transit system nearer to a state of good repair, as well as advancing limited expansions. This list is updated each year during the capital programming process.

In describing the capital program through the lens of priority projects, the RTA and the Service Boards provide transparency around how many projects and how much funding is needed to advance each of these specific priorities.

Performance-Based Programming for Capital Investment

RTA and the Service Boards have also continued to partner to make funding allocations more transparent. A Performance-Based Capital Allocation method was approved at the July 2021 RTA Board meeting, which is used to apportion state PAYGO funds and federal formula funds beginning with 2025 allocations. The goal in implementing performance-based allocations is to use a data driven approach to distribute funds based on three key principles.

The first principle is to address capital reinvestment need. To that end, the region uses the 20-year state of good repair metric to determine the baseline allocation of funds. This measure estimates the amount of funding each Service Board would need to reach a state of good repair of all assets within 20 years. The proportion of need makes up the initial funding split.

The 20-year state of good repair need is determined by the Strategic Asset Management working group which includes both Service Board and RTA staff. The group is tasked with regularly updating the needs assessment with new data to reflect investments that have been made.

In 2022, the need-based allocation, was updated; this allocation percentage will be used for the 2027, 2028, and 2029 allocations. There was a difference in the regional allocation, which impacted Metra and Pace. Both the original allocation percentages, which apply to 2025 and 2026 funds and the updated 2027, 2028, and 2029 allocation percentages, are shown in Table 9. The Strategic Asset Management working group continues to work alongside the Service Boards on updates to the 20-year state of good repair need with a potential update available for the 2030 allocations.

Table 9. 20-year State of Good Repair Needs-based Allocation percentages by Service Board and Year

	2025 & 2026	2027, 2028 & 2029
CTA	59.7%	59.7%
Metra	32.8%	33.2%
Pace	7.5%	7.1%

The second principle is to incentivize faster completion of projects. Fifty percent of state PAYGO and federal formula funds are allocated based on the 20-year state of good repair needs percentages and then are incremented based on two measures, average age of funds (which has a goal to be under 2.5 years old) and percent of funds spent (with a goal of spending at least 20% of available funds annually); both metrics are built on a three-year average. Service Boards that meet the performance measures have no change to their available funding. If a measure is not met, funds are incrementally set-aside for future reallocation. Table 10 shows the average age of funds calculation and Table 11 shows the percent of funds spent calculation.

Table 10. Average Age of Funds (in years)

	2021	2022	2023	3-year Average
CTA	1.20	1.73	2.07	1.67
Metra	1.66	2.18	2.76	2.20
Pace	1.51	2.06	3.00	2.19

Table 11. Percent of Funds Spent

	2021	2022	2023	3-year Average
CTA With Debt Payments	18.84%	23.82%	29.97%	24.21%
CTA Without Debt Payments	11.45%	17.34%	23.67%	17.49%
Metra	14.55%	13.79%	14.82%	14.39%
Pace	10.44%	15.18%	8.72%	11.45%

For the 2029 Capital Program year, based on the performance criteria, up to $27.5 million of funds could be withheld due to slower spending rates. If CTA debt service payments are not included in the percent of funds spent, CTA would have a withholding of approximately $10.4 million in 2029. If debt service payments are included, CTA would not have a withholding in 2029. Metra has a withholding of $12.9 million and Pace has a withholding of $4.2 million. Table 12 details the 2029 proposed withholdings.

Table 12. 2029 Proposed Capital Withholdings

	Withholding Amount
CTA including Debt Service Payments	$0
CTA not including Debt Service Payments	$10,388,876
Metra	$12,908,324
Pace	$4,205,024
Total Not Including Debt Service Payments	$27,502,224

Since an allocation methodology has not been established for withheld funds, these dollars will not be set aside at this time and instead the Service Boards have included these funds as part of their capital programs, similar to how the calculated set asides for 2025-2028 were handled. The RTA is working with the Service Boards to finalize a withholding policy in early 2025.

A final part of the performance-based capital allocation is to advance policy priorities by programming projects that meet specified regional priorities, which are equity and accessibility for people with disabilities. The Service Boards must program at least 20% of the 2025-2029 federal formula and PAYGO funds to projects that meet one or both of those regional goals. The projects meeting these requirements are outlined throughout the capital section.

Summary

The evaluation themes and metrics identified in *Transit is the Answer* reflect the priorities of the capital program identified through public and stakeholder collaboration and take into account state requirements, the need to maintain a state of good repair, benefits to the rider experience, climate impacts and equity. These metrics, along with the priority project list communicate how the capital program meets the regional needs, explains the great need for additional funding and are responsive to the needs of the region.

2025-2029 Regional Capital Program and 2025 Regional Capital Program

2025-2029 Capital Funding by Source

The 2025-2029 Regional Capital Program includes $9.469 billion in funding. After accounting for CTA debt-service payments, the region has $8.483 billion for capital projects in the five-year program. Table 13 shows the breakdown of funding sources by Service Board.

Table 13. 2025-2029 Regional Capital Program Funding (dollars in thousands)

	CTA	Metra	Pace	RTA	Total	Total %
Funding Sources						
Federal Formula	$2,250,004	1,245,318	$273,529	-	$3,768,850	40%
Federal Discretionary	$1,340,863	$298,344	-	-	$1,639,207	17%
PAYGO	$805,950	$446,040	$98,010	-	$1,350,000	14%
RTA Innovation, Coordination, & Enhancement (ICE)	$42,262	$20,033	$6,678	-	$68,973	1%
City of Chicago Tax Increment Financing (TIF)	$950,000	-	-	-	$950,000	10%
Operating Transfer to Capital	-	$120,000	-	-	$120,000	1%
Service Board	$625	-	$1,000	-	$1,625	0.02%
Sub-Total Non-Bond Funds	$**5,389,704**	$**2,129,735**	$**379,217**	**-**	$**7,898,656**	**83%**
CTA Bond Proceeds	$1,569,988	-	-	-	$1,569,988	17%
Sub-Total Bond Funds	$**1,569,988**	**-**	**-**	**-**	$**1,569,988**	**-**
Total Capital Funding	$**6,959,691**	$**2,129,735**	$**379,217**	**-**	$**9,468,643**	**100.0%**
Debt Service/ Financing Costs	($986,076)	-	-	-	($986,076)	
Total Capital Funding Available	$**5,973,615**	$**2,129,735**	$**379,217**	**-**	$**8,482,567**	

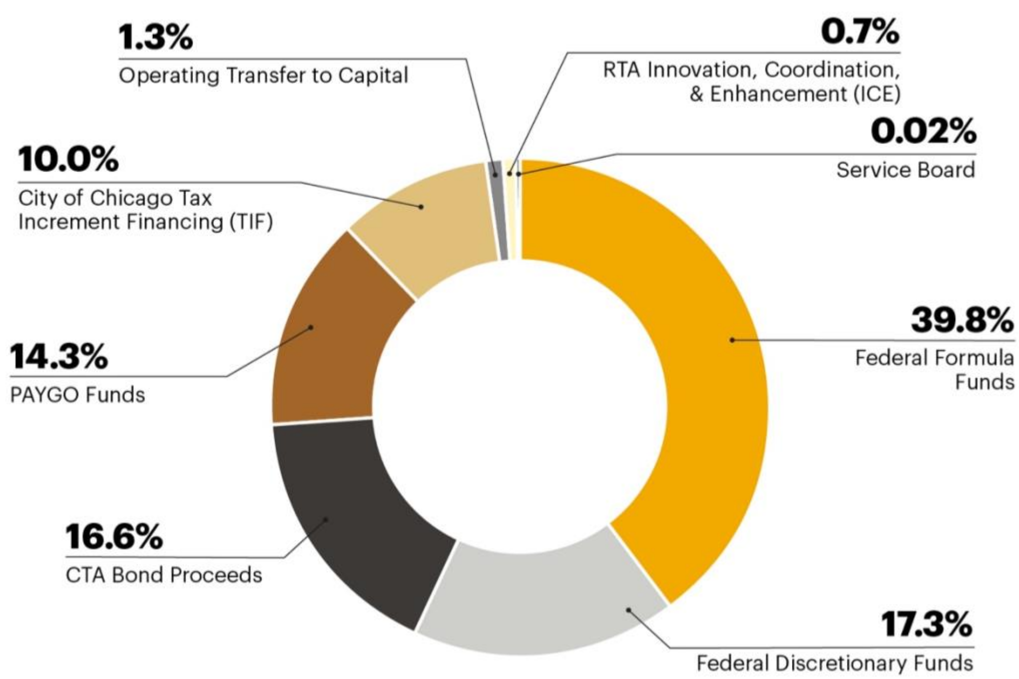
The $9.469 billion in funding is 58.5% greater than the 2024-2028 Capital Program adopted in December 2023. The capital program has seen significant funding increases due to the Red Line Extension (RLE) project which is anticipated to receive an additional $1.1B in federal discretionary funding, $950M in City funding and $1.6B in CTA Bonds. Other changes to the budgeted amount are due to continued uncertainty about anticipated federal allocations. The budget makes a conservative estimate of expected future funds, with 1% growth estimated for 2026-2029 and no growth in 2025. This lower growth is offset by an increase in state PAYGO funds which are estimated at $270M per year compared with $227M a year over the first 5-years of the PAYGO program.

Federal formula and federal discretionary funds continue to be separated in the report as discretionary funds continue to increase as a percentage of the program. Discretionary funds continue to be an important part of the federal allocation; in 2024 nearly 30% of the program is expected to be federal discretionary funds compared to an estimate of 17% when the budget was adopted. The region is expected to continue to compete favorably for many of the discretionary opportunities that include funds for bus electrification, large regionally significant projects, accessibility, and many other categories. Additional awards will be presented in the capital program amendments as they are awarded.

A key change to the 2025-2029 program is the $1.350 billion in state PAYGO funds, which make up the majority of the state's share of available capital and is an increase of over 11% compared to the estimate in the 2024-2028 Capital Program. Motor fuel tax results have continued to outperform estimates allowing for an upward revision in the amount expected to be available. The state also included bond funds as part of the Rebuild Illinois program, these funds were fully programmed and granted in 2020 and 2021. These funds were intended over the 5-year period of 2020-2024. This means that the state contribution to the program will remain lower until the next state capital program is finalized. Therefore, as the Rebuild Illinois bond funding is drawn down, the RTA will continue to work with the state to seek additional capital funding opportunities to supplement PAYGO dollars and to provide reliable funds to maintain the region's transit system.

Figure 33 shows the detailed funding source split of the entire 2025-2029 Capital Program.

Figure 33. 2025-2029 Capital Funding: $9.469 Billion



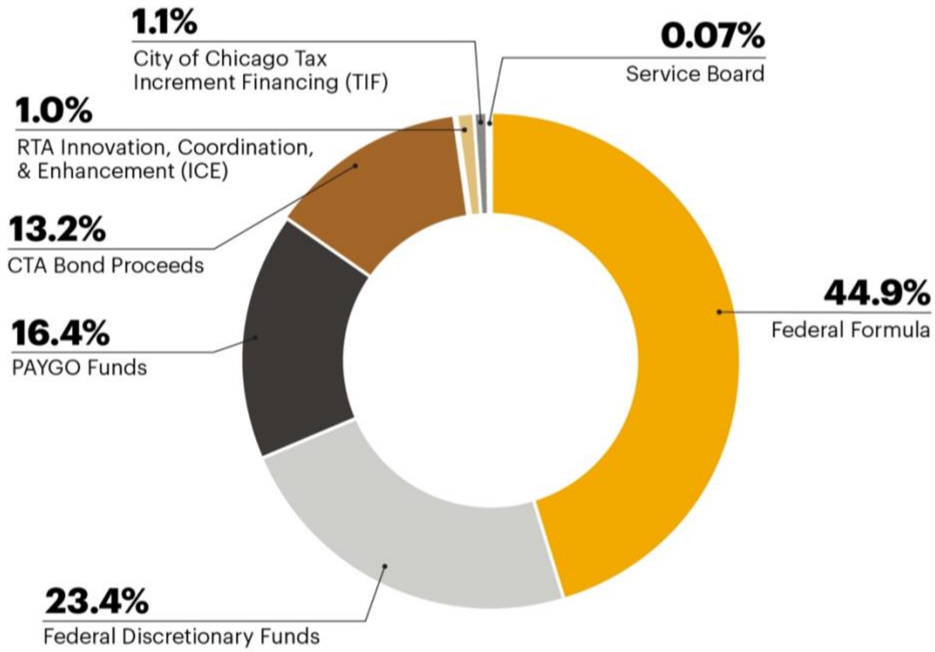
2025 Annual Capital Program Funding

For 2025, the total regional funds are $1.639 billion. After deducting $212 million of CTA debt service payments on previously issued bonds, an estimated amount of $1.427 billion is available for the year. Table 14 and Figure 34 show the detailed split of funds by Service Board and funding source for 2025.

Table 14. 2025 Annual Regional Capital Program Funding (dollars in thousands)

	CTA	Metra	Pace	RTA	Total	Total %
Funding Sources						
Federal Formula	$441,090	$242,341	$55,413	-	$738,845	44.9%
Federal Discretionary Funds	$356,500	$29,024	-	-	$385,524	23.4%
PAYGO Funds	$161,190	$88,560	$20,250	-	$270,000	16.4%
RTA Innovation, Coordination, & Enhancement (ICE)	$7,967	$6,473	$2,158	-	$16,598	1.0%
City of Chicago Tax Increment Financing (TIF)	$18,100	-	-	-	$18,100	1.1%
Service Board	$125	-	$1,000	-	$1,125	0.07%
Other Local	-	-	-	-	-	0.00%
Sub-Total Non-Bond Funds	**$984,972**	**$366,398**	**$78,821**	**-**	**$1,430,192**	**86.8%**
CTA Bond Proceeds	$216,899	-	-	-	$216,899	13.2%
Sub-Total Bond Funds	**$216,899**	**-**	**-**	**-**	**$216,899**	**13.2%**
Total Capital Funding	**$1,201,871**	**$366,398**	**$78,821**	**-**	**$1,647,091**	**100.0%**
Debt Service	($212,134)	-	-	-	($212,134)	
Total Capital Funding Available	**$989,737**	**$366,398**	**$78,821**	**-**	**$1,434,957**	

Figure 34. 2025 Capital Funding: $1.647 Billion



With all the Rebuild Illinois bond funds programmed, the state share of the 2025 program continues to become a lower percentage. In 2025, about 16.5% of the program is state funded. RTA continues to work with the state to implement and construct projects in the Rebuild Illinois bond program as well as to explore other sustainable capital revenue sources including options to provide additional state assistance to the Red Line Extension.

Capital Funding by Priority Project

The following section presents the 2025-2029 Capital Program through the lens of priority projects identified by the Service Boards. All current priority projects, as identified by the Service Boards, are included in the analysis whether or not they will receive funding in the five-year capital program. In addition, there are administrative categories for activities required to execute the capital projects, as well as a category for projects that do not fall into any of the priority projects, called uncategorized projects. These categories of projects (administrative and uncategorized) are shown in the summary tables and are included in the 10-year need, but they are not included in the count of priority projects. Details of the priority projects are shown in the individual Service Board reports.

The 10-year regional capital funding need is $42.7 billion. The current 2025-2029 Capital Program only funds 22.1% of the total 10-year need, which is greater than the 14.7% funded in the 2024-2028 Capital Program but remains over 50 percent short of what is needed over a five-year period. If similar funding levels were to continue, excluding onetime allocations and using an estimated 2.5% annual increase in funding per year in 2029-2033 only about 45% of the 10-year need would be funded. The current capital program relies heavily on CTA bonds showing that the region needs to continue to develop sustainable funding streams to increase capital funding to maintain and build upon the regional transit system.

Overall, the Service Boards have identified 80 priority projects in the 2025-2029 Capital Program. Five have been fully funded. Thirty-five projects did not receive any funding, and the remaining 40 projects are partially funded. This demonstrates that additional funding is necessary to meet the needs of the region's transit system and users. While the 2025-2029 Capital Program continues to include new funding opportunities, more is needed. The regional estimate is that more than $4 billion is required annually to meet the needs conveyed in the 10-year priority projects list. The current estimate is that less than half of that will be available on an annual basis.

With that in mind, the RTA further analyzed the projects using the capital evaluation metrics. Details of these metrics are in the Capital Program section above.

Capital Evaluations

RTA is continuing to evaluate all projects in the 2025-2029 Capital Program based on 15 metrics that evaluate the region's goals associated with the capital program that were introduced last year. While it is not expected that many projects will meet all of the regional goals, the analysis finds that when taken as a whole the region is doing a solid job of addressing each of the goals within the program. More funding is needed to robustly address every goal. Detailed evaluations of each project can be found in Appendix A.

Table 15 shows all 15 evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 46% of funds ($4.33B) significantly improve access to key destinations.

Table 15. Regional Metrics and Evaluations

Metric	Measurements		
Access to Key Destinations	↑↑	Significantly improves access	46%
	↑	Moderately improves access	3%
	↔	Maintains access	33%
	–	Not applicable	19%
Equity based on Residential Geography	↑↑↑	Scores 6-8 for USDOT Justice40 Program	46%
	↑↑	Scores 3-5 for USDOT Justice40 Program	2%
	↑	Scores 0-2 for USDOT Justice40 Program	1%
	–	Not location specific/Benefits entire service area	51%
Benefit to Riders	↑↑	Significant benefit	64%
	↑	Moderate benefit	14%
	↔	Maintains current benefit	8%
	–	Project does not impact customers	14%

Metric	Measurements		
Capacity Benefit and Need	↑↑	Increases capacity where utilization is near capacity	53%
	↑	Increases capacity where utilization is not near capacity	1%
	↔	Maintains original capacity	26%
	–	Not related to capacity	19%
Economic Impact	↑↑↑	Large economic impact	49%
	↑↑	Moderate economic impact	6%
	↑	Small economic impact	7%
	–	No economic development impact	38%
Service Speed and Reliability	↑↑	Significantly improves speed/reliability	19%
	↑	Moderately improves speed/reliability	8%
	↔	Maintains speed/reliability	14%
	–	No impact on speed/reliability	59%
Impact on Customer/ Employee Safety	↑↑	Directly provides safety benefit/improvement	13%
	↑	Indirectly provides safety benefit/improvement	62%
	↔	Maintains safety levels	10%
	–	No impact on safety	15%
Impact on System Security	↑↑	Implements new security protection/prevention	12%
	↑	Enhances existing security level	7%
	↔	Maintains or replaces existing level of security	2%
	–	Does not impact security	79%
Asset Conditions	⚙	Rated below 2 for FTA's Transit Economic Requirements Model (TERM)	5%
	⚙	Rated between 2 and 3 for TERM	11%
	⚙	Rated above 3 for TERM	1%
	–	Does not have an asset rating	82%

Metric	Measurements		
Vehicle Useful Life		Over 2 years past useful life	11%
		Between 0-2 years past useful life	9%
		Not exceeding useful life	4%
	–	Is not a vehicle with a useful life	76%
Ridership/ Mode Shift	↑↑	Significantly improves transit ridership	58%
	↑	Moderately improves transit ridership	10%
	↔	Maintains asset necessary for transit ridership	8%
	–	Project has no impact on transit ridership	29%
Climate Agency Operating Impacts	↓↓	Directly supports significant reduction/zero GHG emissions	53%
	↓	Supports moderate reductions or offsets to GHG emissions	10%
	↔	No reduction of GHG emissions	8%
	–	Project does not impact GHG emissions	29%
Accessibility for Persons with Disabilities	↑↑	Makes assets fully accessible	50%
	↑	Makes assets partially accessible/minor accessibility improvements	6%
	↔	Maintains current levels of accessibility	14%
	–	Project is not related to accessibility	30%
Regulatory Requirements	✓	Yes, fulfills regulatory requirements	20%
	✗	No, is not a project to fulfill specific regulatory requirements	80%
Operating Costs	↓	Decreases operating costs	53%
	↔	No change to operating costs	10%
	↑	Increases operating costs	8%
	–	Not applicable	29%

The analysis of the metrics is based on available funding after payment of debt service. Debt service is not evaluated because these funds paid for capital projects that would have been evaluated in previous programs.

Throughout the report we will highlight three themes that are key focus areas for the region: equity, accessibility, and climate impact.

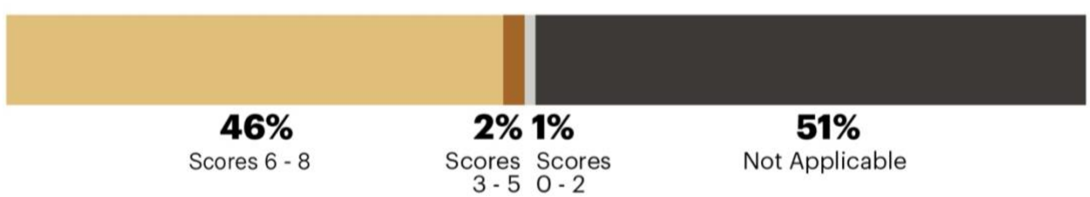
Equity

The equity measure being used is Equity Based on Residential Geography for the location(s) a project benefits. This measure uses data from the USDOT Justice40 Program, to align with federal policy. Areas receive a score of 0-8 based on review of 8 equity measures. Areas scoring higher are considered to have less equitable conditions. For our reporting projects are divided into 4 categories:

- Scores 6-8 in Justice40 metric "Sum of Disadvantage Indicators"
- Scores 3-5 in Justice40 metric "Sum of Disadvantage Indicators"
- Scores 0-2 in Justice40 metric "Sum of Disadvantage Indicators"
- Project is not location specific or benefits entire service area

The evaluation finds that 46% ($4.336B) of the capital program is being invested in projects located in areas scoring 6-8 in the Justice40 metric "Sum of Disadvantage Indicators." The Justice40 metric, combines transportation, health, economy, equity, resilience, and environmental factors to access disadvantaged areas. Higher scores indicate an increased level of inequity. Additionally, 2% of funds ($177M) is being invested in projects located in areas scoring 3-5 in the Justice40 metric "Sum of Disadvantage Indicators," 1% of funds ($104M) is being invested in projects located in areas scoring 0-2 in the Justice40 metric "Sum of Disadvantage Indicators" and 51% of funds ($4.851B) is programmed to projects that are either systemwide or do not have a specific location. Systemwide or non-location specific projects could include purchases of revenue vehicles, work on entire lines, and support projects such as IT projects. This shows that location specific projects are being focused on investing transit capital dollars in areas where equity can be improved.

Figure 35. Regional Metric – Equity Based on Residential Geography



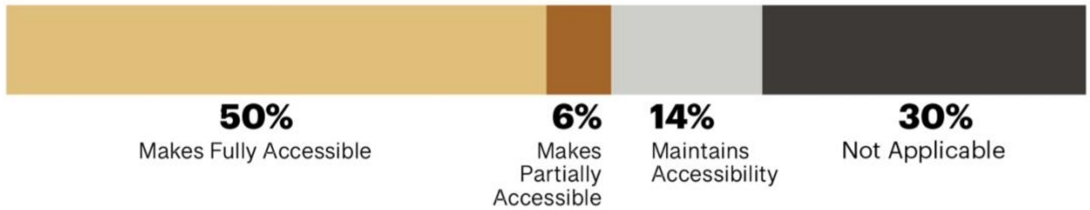
Accessibility

The accessibility metric being used is Accessibility Improvements. This measure looks at improvements that make the system partially or fully accessible. Project accessibility improvements are being evaluated using the following measures:

- Makes assets fully accessible
- Makes assets partially accessible / Minor accessibility improvements
- Is needed to maintain current levels of accessibility
- Project is not related to accessibility

The evaluation finds that 50% ($4.693B) of the capital program is being invested in projects that make the system fully accessible. Additionally, 6% of funds ($582M) is being invested in projects that make the system partially accessible or provide minor improvements, 14% of funds ($1.308B) is being invested in projects that are needed to maintain current levels of accessibility and 30% of funds ($2.886B) goes to projects that are not related to accessibility.

Figure 36. Regional Metric – Accessibility for Persons with Disabilities



Climate Impact

Transit plays an instrumental role in advancing sustainability by reducing driving. RTA analysis shows that emissions from transit vehicles make up less than 2% of total transportation emissions in the region. The climate impact of projects is being measured using two metrics: Ridership/Mode Shift Impacts and Climate Agency Operating Impacts.

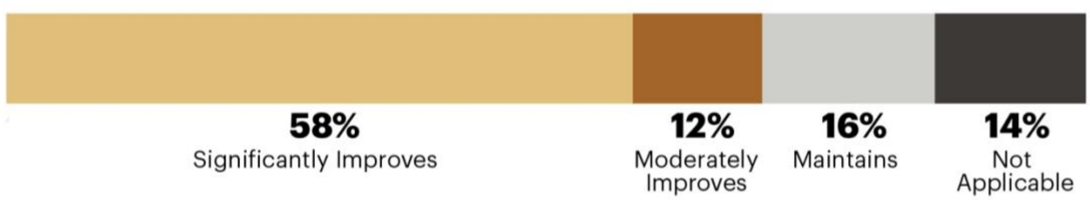
The metric Ridership/Mode Shift Impacts evaluates the fundamental climate benefits from avoided emissions when travelers choose transit rather than driving.

The measures for Ridership/Mode Shift Impacts are:

- Significantly improves transit ridership
- Moderately improves ridership
- Maintains assets necessary for transit ridership
- Project has no impact on transit ridership

For mode shift, 58% of funds ($5.501B) in the capital program have been judged to provide a significant impact on transit ridership, as shown in Figure 37. An additional 12% ($1.143B) of the program is expected to lead to a moderate increase in ridership.

Figure 37. Regional Metric – Ridership/Mode Shift



Agency Operating Impacts refer to efforts to reduce GHG emissions generated from transit operations, including transitioning to near-zero-emissions vehicles.

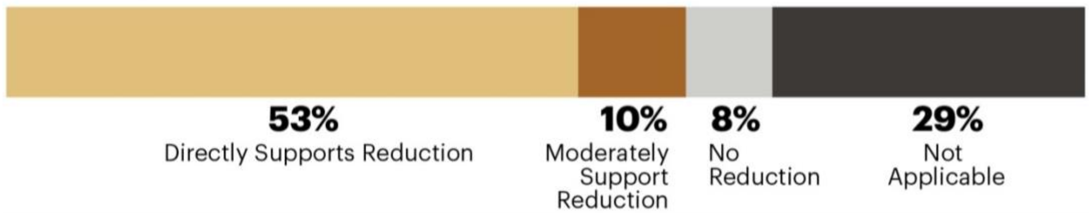
The measures for Climate Agency Operating Impacts are:

- Directly supports significant reduction/zero GHG emissions from transit agency operations
- Supports moderate reductions or offsets to GHG emissions from transit agency operations
- No reduction of GHG emissions from transit agency operations
- Project does not affect GHG emissions

For climate agency operating impacts on GHG, 53% ($4.991B) of the region's capital program directly supports a significant reduction in GHG emissions. Additionally, 10%

($976M) of the program supports a moderate reduction in GHG emissions and 37% ($3.502B) of the program either does not reduce GHG emissions or is not related to GHG emissions.

Figure 38. Regional Metric – Climate Agency Operating Impacts



For each of these metrics, a more in-depth look at some of the key regional projects is in the Service Board section of the report.

Performance-Based Programming

The region's performance-based programming methodology requires that each Service Board programs at least 20% of funding to projects that are focused on improving accessibility or equity. Table 16 shows the projects and dollar value of those projects that are programmed to either equity or accessibility projects for 2025-2029. Projects that make assets fully accessible or partially accessible plus equity projects scoring 3 or greater in the Justice40 index are included in the evaluation. Regionwide, 50% of funding ($821M) is programmed to projects that improve equity and accessibility in 2025, 53% of funding ($959M) is allocated in 2026, 68% of funding ($1,514M) in 2027, 72% of funding ($1,534M) in 2028 and 46% of funding ($765M) in 2029. Looking at the full five-year program 59% of all funds ($5,598M) in the program are focused on projects making a positive contribution in the goals of improving equity or making the system more accessible.

Table 16. Regional Equity and Accessibility Projects (dollars in thousands)

Description	2025	2026	2027	2028	2029	5-Year Total	Equity	Acces-sibility
All Stations Accessibility Program - Next Phases	-	-	-	59.4	5.2	64.6	●	●
All Stations Accessibility Program - Oak Park, Ridgeland	13.5	-	-	-	-	13.5	●	●
Bus Turnaround ADA & Site Improvements- Halsted and 79th Street	3.3	4.6	-	-	-	7.9	●	●
Bus Turnaround Improvements - Priority Locations	-	-	15.0	11.3	-	26.3	●	
Red Line Extension	612.1	639.1	1,075.2	1,027.0	602.5	3,956.0	●	●

Description	2025	2026	2027	2028	2029	5-Year Total	Equity	Acces-sibility
Train Tracker Digital Signage Upgrade	8.0	7.0	-	-	-	15.0	•	
Bus Garage Electrification - 103rd Garage	-	-	77.6	55.4	-	133.0		•
115th-Kensington Station	2.3	-	0.0	-	-	2.3	•	•
Battery Powered Locomotives	-	6.7	31.8	-	-	38.5	•	
Braeside Station	0.4	-	-	-	-	0.4	•	
Bridge 86 - 78th St Entrance	7.2	16.4	9.0	-	-	32.6	•	•
Car Rehab - Midlife (Amerail)	16.0	16.0	26.0	30.0	30.0	118.0	•	
Car Rehab (Nippon Sharyo Highliners)	36.0	36.6	30.0	30.0	30.0	162.6	•	
Chicago Union Station	2.5	-	-	-	-	2.5	•	
Edgebrook Station	0.4	-	-	-	-	0.4	•	
Elevator Replacement	-	3.1	1.6	2.1	2.2	9.0	•	
Evanston-Davis Street Station	-	5.8	6.0	5.3	-	17.0	•	•
Forest Glen Station	1.4	-	-	-	-	1.4	•	
Glen Ellyn Station	-	4.0	-	-	-	4.0	•	
Harvey Intermodal Transportation Center	-	-	8.2	-	-	8.2	•	•
Highlands Station	0.5	0.6	1.6	-	-	2.6	•	
Indian Hill Station	2.3	-	-	-	-	2.3	•	
Ivanhoe Station	1.7	-	-	-	-	1.7	•	•
Kedzie Station	3.3	-	0.2	0.3	-	3.7	•	•
Kenilworth Station	0.8	-	-	-	-	0.8	•	
Matteson Station	2.3	-	-	-	-	2.3	•	•
New Railcars	-	100.0	117.6	145.0	37.8	400.4	•	
Olympia Fields Station & Parking	-	6.4	11.6	9.0	-	27.0	•	•

Description	2025	2026	2027	2028	2029	5-Year Total	Equity	Acces-sibility
Parking Lot Improvements	1.8	1.1	0.5	1.0	1.5	5.9	•	
Pingree Road Station	2.4	2.7	-	-	-	5.1	•	
Platform Improvements	0.5	1.8	1.7	1.1	3.0	8.1	•	
Riverdale Station	3.1	-	-	-	-	3.1	•	•
Riverside Station	0.4	-	-	-	-	0.4	•	
Rogers Park Station	-	6.4	14.0	14.5	-	34.9	•	•
Station ADA Improvements	-	3.6	-	-	-	3.6	•	
Systemwide Station Sign Replacement	0.7	12.7	0.0	2.4	16.2	32.0	•	
West Chicago Station	-	0.9	-	-	-	0.9	•	
West Hinsdale Station	0.5	0.6	2.4	-	-	3.5	•	
West Pullman Station	1.0	-	-	-	-	1.0	•	
Zero-Emissions Trainsets	29.0	-	41.4	119.3	16.1	205.9	•	
Battery Electric Train Infrastructure	1.5	-	-	-	-	1.5		•
Cicero Station	1.0	3.4	-	-	-	4.5		•
CREATE EW-2 Bridge Lift	4.6	-	-	-	-	4.6		•
ME & NICTD Bi-Directional Signals	0.5	1.0	-	-	-	1.5		•
Rock Island Intercity Improvements (RI3)	4.0	-	-	-	-	4.0		•
Hydrogen Paratransit Vehicles	2.2	2.2	-	-	-	16.0	•	•
Paratransit Vehicles	1.9	16.0	3.3	1.6	17.6	33.9	•	
River Division Electrification/ Expansion	20.3	20.3	19.2	19.2	3.2	82.0		•
Southwest Division Electrification/ Expansion	31.5	40.0	20.0	-	-	91.5		•
Total for Equity/ Accessibility	**$820.6**	**$958.8**	**$1,513.9**	**$1,533.8**	**$765.3**	**$5,597.7**		
Total Program by Year	**$1,647.1**	**$1,807.3**	**$2,225.2**	**$2,132.0**	**$1,656.9**	**$9,468.6**		

Description	2025	2026	2027	2028	2029	5-Year Total	Equity	Acces-sibility
% Toward Equity/ Accessibility	**50%**	**53%**	**68%**	**72%**	**46%**	**59%**		

When analyzing available funding based on these metrics, it's clear that the region needs more funding to meet all of the regional goals. Despite these funding challenges, the agencies continue to do their best to make a positive impact in as many priority areas as possible while also maintaining the existing system.

Long-Term Funding Need

Overall, the 2025-2029 Capital Program is primarily focused on addressing the region's state of good repair needs, providing for a more equitable transit system, increasing accessibility systemwide, and building a more climate-friendly system.

To meet the needs spelled out by the Service Boards in the priority projects list, a level of capital investment of around $4 billion per year is needed over the next 10 years, yet the five-year program averages less than $2 billion per year. The RTA continues to lead Strategic Asset Management (SAM) activities for the region to consider the impacts of capital funding and the asset condition outlook beyond the timeframe covered in the capital program. The RTA is currently working with the Service Boards to update the data and models used to estimate the impact of capital funding on the region. Meanwhile, capital funding continues to be insufficient to meet regional needs.

RTA will continue with its work analyzing capital needs and advocating for additional capital funding to better meet the region's significant capital requirements.

CTA Capital Program

CTA's 2025-2029 Capital Program has $6.960 billion programmed for capital expenditures and debt service. CTA has a 10-year need of more than $26.2 billion for priority projects that include the Red Line Extension, Red Purple Modernization, bus fleet electrification, replacement of aging rail cars, and state of good repair priorities. CTA's capital allocation is focused on the Red Line Extension (RLE), with more than 57% of funding being allocated to this project. Other funded projects focus on state of good repair and improving accessibility throughout the system.

Looking at the program in more depth, 16% ($1.087B) has been programmed towards revenue vehicles (buses and railcars). This includes $729M towards the purchase of new railcars and buses as well as $358M towards ongoing maintenance of the existing fleet. As CTA continues to transition towards a greener fleet of buses, $305M has been programmed towards the purchase of articulated electric buses which will be the first fleet of this type in the United States when delivered. To support these new buses, $133 million is being programmed to garage electrification at 103rd Street Garage.

CTA also continues to prioritize their ASAP program, accounting for $120M worth of projects. The funding will focus on Clybourn (Red), Cicero and Austin (Blue), and Oak Park and Ridgeland (Green) stations as well as elevator replacement at up to 20 locations throughout the system. A newly funded priority is bus-turnarounds. CTA is programming $60M to improve facilities for both customers and operators. Work will include ADA improvements, customer amenities and operator restrooms.

Of note, CTA's Capital Program contains debt-service on past debt-issuances. CTA funds many of their capital projects by issuing debt. Some of CTA's debt is repaid using federal capital funding; 14% ($986 million) of CTA's Capital Program is assigned to paying principal and interest on this debt. The RTA and Service Boards continue to advocate for new funding sources so that CTA is not as reliant on debt backed by federal formula funds. Table 17 shows all of CTA's funded capital projects sorted by priority project.

Table 17. CTA 2025-2029 Capital Improvement Program and Ten-Year Need (dollars in thousands)

Priority Project	Estimated 10-Year Need for Priority Project	Project Description	Total 5-Year Funding Programmed
Red Purple Modernization	5,956,152	-	-
Red Line Extension	4,831,905	Red Line Extension	3,955,980
Railcar Purchase	993,198	Purchase Rail Cars - 7000 Series Options	218,094
		Purchase Rail Cars - 9000 Series	101,218
		Purchase Rail Cars - 7000 Series (Base Order 400)	30,334
Electric Bus Infrastructure Program	831,000	Bus Garage Electrification - 103rd Garage	133,000
Signal Replacement (Systemwide)	716,469	-	-
Green Line Improvements	645,293	-	-
Subway Life Safety Improvements	604,309	Subway Life Safety	18,000
Blue Line Forest Park Modernization - Phase 3	598,030	-	-
Blue Line Forest Park Modernization - Phase 4	597,030	-	-
Replacement Buses 1000 Series - 430 Electric Buses	559,000	-	-
Blue Line Forest Park Modernization - Phase 2	542,077	-	-
Railcar Overhauls	481,004	Life extending Overhaul 2600/3200 Series	119,105
		Life Extending Overhaul 2600 & 3200's Series - Propulsion Kits	57,590
		Replace video system 3200 and 5000-Series railcars	10,150
		5000 Series Rail Car Quarter Life Overhaul	1,899

Priority Project	Estimated 10-Year Need for Priority Project	Project Description	Total 5-Year Funding Programmed
Station ASAP	462,960	All Stations Accessibility Program - Next Phases	64,559
		All Station Accessibility Program - Elevator Replacement	27,100
		All Stations Accessibility Program - Escalator Replacement	15,000
		All Stations Accessibility Program - Oak Park, Ridgeland	13,460
Brown Line Improvements	436,384	-	-
Red Line Improvements	396,400	-	-
Systemwide Track Renewal	395,611	North Mainline - Special Track and Geometry Improvements	49,365
		North Mainline – Armitage Interlocking Special Track Improvements	31,930
Elevated Track and Structure Systemwide	380,000	2025 - Elevated Track and Structure Maintenance Systemwide	47,979
Perform Bus Maintenance Activities	360,000	2025 - Bus Maintenance	61,869
Replacement Buses (4000 Series) - Electric Buses	351,520	Purchase Articulated Electric Buses and Charging Equipment	304,736
Systemwide Structural Renewal	336,200	Embankment and Viaduct Rehabilitation - Systemwide	46,780
Mid-Life Bus Overhaul	326,808	Bus Overhaul - Mid-Life 450 Nova (7900 Series)	98,808
Tactical Traction Power Improvements (Systemwide)	302,048	-	-
Rail Car Maintenance Activities	300,000	-	-
Rail Yard Improvements	259,324	-	-

Priority Project	Estimated 10-Year Need for Priority Project	Project Description	Total 5-Year Funding Programmed
Critical Needs at CTA Facilities	248,991	Facilities Critical Needs	10,000
Bus Garage Improvements	248,090	-	-
BRT/Bus Slow Zone Removal/ TSP/Dedicated Lane projects	231,240	-	-
Rail Shops Improvements	230,900	Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track	13,800
		Rail Car Facility Maintenance	10,000
Blue Line (O'Hare) Traction Power Capacity & Track Improvements	215,740	-	-
Station Communication Infrastructure	210,200	Public Address Communication Modernization & Upgrade	14,000
Station Communication Infrastructure		Rail Station Communications Infrastructure Modernization	10,000
Maintenance Facilities Rehabilitation	200,000	Building Envelope Repairs and MEP Upgrades Systemwide	17,200
		2025 Facilities Maintenance - Systemwide	15,151
		Substation Roof Repairs - Phase III	4,940
		Building Envelope Repairs Skokie Substation	1,130
		Boiler Replacement (Rosemont)	979
		Powerhouse Mechanical Upgrades	939
Replacement Bus Purchase (4300 series)	140,000	-	-

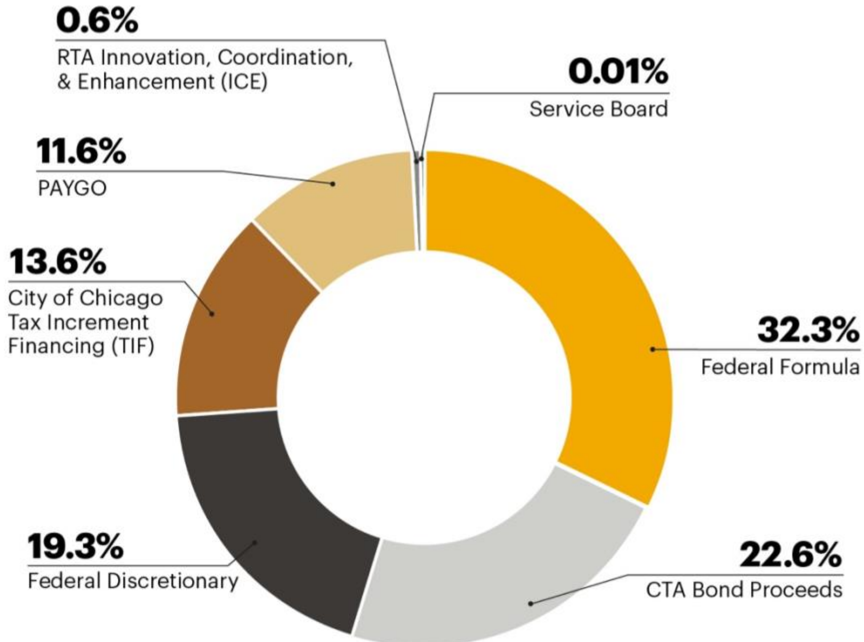
Priority Project	Estimated 10-Year Need for Priority Project	Project Description	Total 5-Year Funding Programmed
Systemwide Station Program	115,179	Rail Stations – Station Modernization Systemwide	37,700
		Refresh and Renew Program Expansion	6,000
Blue Line Forest Park Modernization - Phase 1	112,542	-	-
Information Technology	98,971	Fiber Optics Communication/ Network Upgrades	19,929
		Security Camera Modernization and Upgrade	7,569
		Upgrade Technology Systems	4,912
		Information Technology - Bus Router Replacements (MP070's)	4,200
		Information Technology - TOPS Upgrade II	1,500
Replacement Buses (1000 Series) - 600 Clean Diesel	74,570	Replace Buses - Options to Purchase Up To 500 of 1,030	74,570
Bus Turnarounds	72,425	Bus Turnaround Improvements - Priority Locations	26,300
		Bus Turnaround Improvements - Employee Restrooms	25,725
		Bus Turnaround ADA & Site Improvements- Halsted and 79th Street	7,900
Ventra 3.0 Upgrade	70,404	Ventra 3.0 Upgrade	58,376
Radio System Upgrade	64,500	-	-
Non-Revenue Vehicle Replacement Program	63,215	Non-Revenue Rail Vehicle Equipment - Replacement	5,000
		Equipment and Non-Revenue Vehicles Program	2,761
		Non-Revenue Utility Vehicle Replacement	1,225
Life-Extending Bus Overhaul 430 (1000 series)	38,477	Life Extending Bus Overhaul - 430 Standard (1000 Series)	18,305

Priority Project	Estimated 10-Year Need for Priority Project	Project Description	Total 5-Year Funding Programmed
Tactical Signal Improvements	21,630	-	-
CTA OFPS - Equipment (Lease) - Ventra Upgrade	Fully Funded	-	-
New Control and Training Center	Fully Funded	-	-
CTA Farebox System	Fully Funded	-	-
Uncategorized Projects and Administration			
Bond Repayment, Interest Cost & Finance Cost	1,781,533	CTA Bond Repayment - Principal/Interest	986,076
Uncategorized Projects - CTA	160,000	Match for FTA Discretionary Awards	40,000
		Implement Security Projects - HLS Program	30,000
		Train Tracker Digital Signage Upgrade	15,000
		Bus Shelters Signs Upgrade	3,200
Program Management	66,064	Program Management	33,032
Administration - CTA	55,000	Office Building Principal and Interest	30,939
		Support Services	11,250
Program Development	6,250	Program Development - UWP	3,125
Total	**$26,188,644**		**$6,959,691**

Capital Funding by Source

In CTA's $6.960 billion 2025-2029 Capital Program, funding comes from six sources shown in Figure 39. CTA's Capital Program has continued to shift more towards federal funds as all the Rebuild Illinois bond funds have been programmed. CTA has been successful in bringing close to $2B in federal discretionary funds to help construct the RLE. $1.1B of that is programmed in this five-year program with the additional funds expected to be programmed in future capital programs. In addition, the RLE has received dedicated funding from the City of Chicago at $950M.

Figure 19. CTA 2025-2029 Capital Program Funding: $6.960 Billion



Capital Funding by Priority Project

CTA has identified 45 priority projects (excluding administrative projects), as part of its 10-year funding need. CTA's total 10-year need including administration is $26.2 billion of which about 27% ($7.0B) is funded in the current five-year program. RTA estimates that an additional $6.8 billion would be expected in 2030-2034 based on 2.5% annual funding growth and excluding one-time funding opportunities. Based on this assumption, approximately 53% of CTA's funding needs are expected to be covered over the 10-year period with an additional $12.4 billion needed to meet the additional priorities.

Looking in more detail, priority projects such as Red Purple Modernization, bus and rail car overhauls and purchases, and the Blue Line Forest Park Branch Modernization are focused on achieving state of good repair of the current system. Projects to purchase electric buses and electrify bus garages are focused on making transit more climate friendly. Priority projects such as RLE and the Bus Slow Zone Removal/Dedicated Lane projects are designed to enhance and expand the system while improving equity in the region.

For 2025 two new priority projects have been added. First, a new priority, Bus Turnarounds, has been split off from Critical Needs at CTA Facilities. The project focuses on improving Bus Terminals for both passengers and operators. The second new project is Ventra 3.0. This project funds upgrades to the Ventra system over the next several years.

CTA's 2025-2029 Capital Program funds activities in 24 of the 45 priority projects, as shown in Table 18. Three of CTA's priority projects are fully funded and 19 have no funding in the 2025-2029 program. This leaves important priority projects like later phases of the Blue Line Forest Park Branch rehab and Red-Purple Modernization completely unfunded in the 2025-2029 Capital Program. Without funding for these projects, CTA will continue to make smaller repairs to the existing system to keep it in operation, but the lack of funding may negatively affect the system's performance. For example, more buses may be out of service or trains may run at slower speeds. CTA's large 10-year need shows that more funding is needed to keep the system rolling, improve service to disinvested areas, improve accessibility and provide greener service.

Table 18. CTA Priority Projects (dollars in thousands)

Priority Project	Estimated 10-Year Need for Priority Project	Total 5-Year Funding Programmed
Red Purple Modernization	5,956,152	-
Red Line Extension	4,831,905	3,955,980
Railcar Purchase	993,198	349,646
Electric Bus Infrastructure Program	831,000	133,000
Signal Replacement (Systemwide)	716,469	-
Green Line Improvements	645,293	-
Subway Life Safety Improvements	604,309	18,000
Blue Line Forest Park Modernization - Phase 3	598,030	-
Blue Line Forest Park Modernization - Phase 4	597,030	-
Replacement Buses 1000 Series - 430 Electric Buses	559,000	-
Blue Line Forest Park Modernization - Phase 2	542,077	-
Railcar Overhauls	481,004	188,744
Station ASAP	462,960	120,119
Brown Line Improvements	436,384	-
Red Line Improvements	396,400	-
Systemwide Track Renewal	395,611	81,295
Elevated Track and Structure Systemwide	380,000	47,979
Perform Bus Maintenance Activities	360,000	61,869
Replacement Buses (4000 Series) - Electric Buses	351,520	304,736
Systemwide Structural Renewal	336,200	46,780
Mid-Life Bus Overhaul	326,808	98,808
Tactical Traction Power Improvements (Systemwide)	302,048	-
Rail Car Maintenance Activities	300,000	-
Rail Yard Improvements	259,324	-
Critical Needs at CTA Facilities	248,991	10,000
Bus Garage Improvements	248,090	-
BRT/Bus Slow Zone Removal/ TSP/Dedicated Lane projects	231,240	-
Rail Shops Improvements	230,900	23,800
Blue Line (O'Hare) Traction Power Capacity & Track Improvements	215,740	-
Station Communication Infrastructure	210,200	24,000

Priority Project	Estimated 10-Year Need for Priority Project	Total 5-Year Funding Programmed
Maintenance Facilities Rehabilitation	200,000	40,339
Replacement Bus Purchase (4300 series)	140,000	-
Systemwide Station Program	115,179	43,700
Blue Line Forest Park Modernization - Phase 1	112,542	-
Information Technology	98,971	38,109
Replacement Buses (1000 Series) - 600 Clean Diesel	74,570	74,570
Bus Turnarounds	72,425	59,925
Ventra 3.0 Upgrade	70,404	58,376
Radio System Upgrade	64,500	-
Non-Revenue Vehicle Replacement Program	63,215	8,986
Life-Extending Bus Overhaul 430 (1000 series)	38,477	18,305
Tactical Signal Improvements	21,630	-
CTA Farebox System	Fully Funded	-
CTA OFPS Ventra	Fully Funded	-
New Control and Training Center	Fully Funded	-
Administration and Uncategorized Projects		
Bond Repayment, Interest Cost & Finance Cost	1,781,533	986,076
Uncategorized Projects - CTA	160,000	88,200
Program Management	66,064	33,032
Administration - CTA	55,000	42,189
Program Development	6,250	3,125
Total	**$26,188,644**	**$6,959,691**

In addition to CTA's priority projects, there are four administrative projects, with a total need of $1.9 billion. One CTA administrative requirement—bond repayment, interest, and finance cost—must be fully funded, as debt service payments are required, and represent the second largest of CTA's funded projects in the 2025-2029 plan: 14.2% ($986M). CTA's continued use of federal funds for debt repayment limits CTA's ability to execute new projects with these federal dollars and highlights the need for other local and state funding sources that can be used as a match to the influx of federal discretionary dollars coming into the region.

CTA plans to issue $1.57B in new debt in the 2025-2029 period primarily as a match to federal funds for Red Line Extension construction. These bonds are planned to be supported by sales tax receipts but are expected to be paid back using Federal Formula funds.

Evaluation Metrics

RTA is continuing to evaluate all projects in the 2025-2029 Capital Program based on 15 metrics that evaluate the region's goals associated with the capital program that were introduced last year. While it is not expected that many projects will meet all of the regional goals, the analysis finds that CTA proposed a selection of projects that meets each of the regional goals. More funding is needed to robustly address every goal. Detailed evaluations of each CTA project can be found in Appendix A.

Table 19 shows all 15 evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 58% of funds ($4.04B) significantly improves access to key destinations. In this table, each metric has an illustrative project to give an example of how funds will be used to reach that regional goal.

Table 19. CTA Metrics and Evaluations

Metric	Measurements			Illustrative Project
Access to Key Destinations	↑↑	Significantly improves access	58%	**All Stations Accessibility Program (ASAP)** will increase access to key destinations for populations who require accessible access/egress to the stations.
	↑	Moderately improves access	3%	
	↔	Maintains access	18%	
	–	Not applicable	21%	
Equity based on Residential Geography	↑↑↑	Scores 6-8 for USDOT Justice40 Program	60%	**Red Line Extension (RLE)** is one of the single largest investments for the Far South Side of Chicago bringing 24/7 rapid transit service to the neighboring residents whose geographic locations score 6-8 in the USDOT's Justice40 Program.
	↑↑	Scores 3-5 for USDOT Justice40 Program	0%	
	↑	Scores 0-2 for USDOT Justice40 Program	0%	
	–	Not location specific/Benefits entire service area	40%	
Benefit to Riders	↑↑	Significant benefit	72%	**Articulated Electric Bus Purchases and Charging Equipment** will benefit customers with new and quiet fleet that will accommodate more passengers on higher ridership routes.
	↑	Moderate benefit	8%	
	↔	Maintains current benefit	3%	
	–	Project does not impact customers	17%	
Capacity Benefit and Need	↑↑	Increases capacity where utilization is near capacity	60%	**RLE** will extend Red Line service to Chicago's Far South Side and add four brand new stations increasing system
	↑	Increases capacity where utilization is not near capacity	0%	

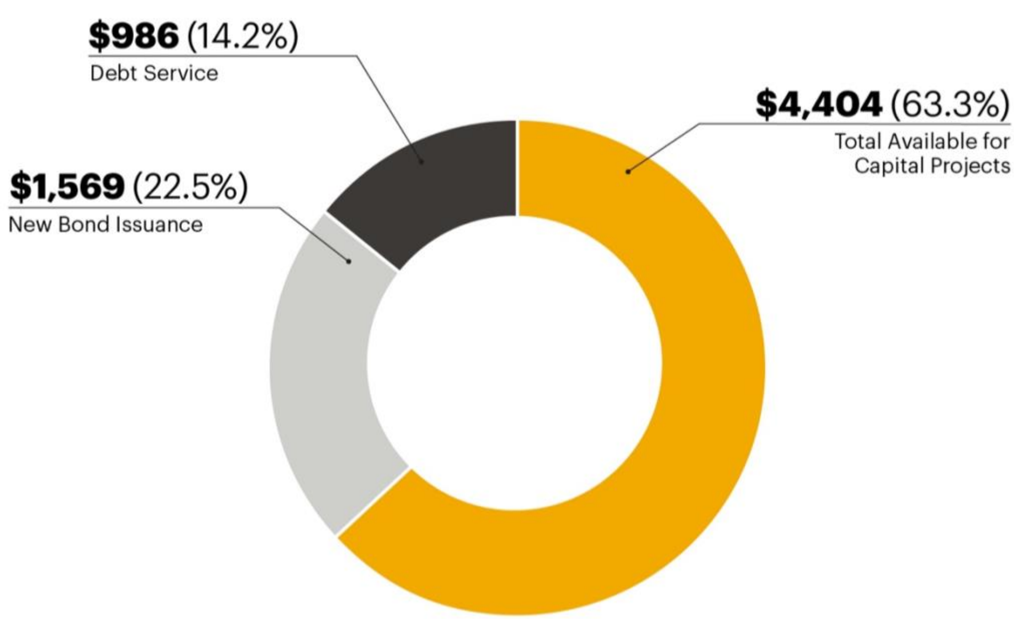
Metric	Measurements			Illustrative Project
	↔	Maintains original capacity	20%	capacity versus the current bus service.
	–	Not related to capacity	21%	
Economic Impact	↑↑↑	Large economic impact	59%	**RLE** is one of the single largest investments for the Far South Side of Chicago and is expected to bring economic benefits including construction jobs as well as long term benefits including new housing and jobs to the area.
	↑↑	Moderate economic impact	3%	
	↑	Small economic impact	2%	
	–	No economic development impact	36%	
Service Speed and Reliability	↑↑	Significantly improves speed/reliability	11%	**Embankment and Viaduct Rehabilitation - Systemwide** will rehabilitate embankments and viaducts supporting tracks and platforms ensuring and/or improving speed and reliability.
	↑	Moderately improves speed/reliability	6%	
	↔	Maintains speed/reliability	8%	
	–	No impact on speed/reliability	75%	
Impact on Customer/ Employee Safety	↑↑	Directly provides safety benefit/improvement	1%	**Bus Turnaround Improvements** will provide for the reconstruction of bus turnarounds at existing terminals and construction of a new terminal to include employee restrooms offering a consistent safe location with clean running water.
	↑	Indirectly provides safety benefit/improvement	72%	
	↔	Maintains safety levels	10%	
	–	No impact on safety	16%	
Impact on System Security	↑↑	Implements new security protection/prevention	1%	**Rail Station Communications Infrastructure Modernization** will provide for the comprehensive rehabilitation, overhaul, and expansion of communications infrastructure at all CTA rail stations to support new and modern technologies for customer facing as well as life safety and security functions.
	↑	Enhances existing security level	5%	
	↔	Maintains or replaces existing level of security	0%	
	–	Does not impact security	93%	

Metric		Measurements		Illustrative Project
Asset Conditions		Rated below 2 for FTA's Transit Economic Requirements Model (TERM)	2%	**Elevated Track and Structure Maintenance** is an ongoing initiative on CTA's rail to repair and rehabilitate track and structure, provide tactical upgrades, and signal system repair to assets with low ratings.
		Rated between 2 and 3 for TERM	6%	
		Rated above 3 for TERM	0%	
	–	Does not have an asset rating	92%	
Vehicle Useful Life		Over 2 years past useful life	3%	**Rail Car Purchases** will replace CTA's oldest fleet; the 2600 rail cars, which are more than 2 years past their useful life.
		Between 0-2 years past useful life	10%	
		Not exceeding useful life	2%	
	–	Is not a vehicle with a useful life	84%	
Ridership/ Mode Shift	↑↑	Significantly improves transit ridership	68%	**ASAP** will offer new opportunities to use the rail system for customers who require accessible access and egress
	↑	Moderately improves transit ridership	4%	
	↔	Maintains asset necessary for transit ridership	11%	
	–	Project has no impact on transit ridership	17%	
Climate Agency Operating Impacts	↓↓	Directly supports significant reduction/zero GHG emissions	63%	**Bus Garage Electrification - 103rd St.** will provide for the design and construction of a full electric garage to support CTA's e-Bus implementation. The electric fleet directly supports the reduction of Greenhouse Gases.
	↓	Supports moderate reductions or offsets to GHG emissions	6%	
	↔	No reduction of GHG emissions	6%	
	–	Project does not impact GHG emissions	25%	
Accessibility for Persons with Disabilities	↑↑	Makes assets fully accessible	58%	**ASAP** is dedicated to bringing CTA's rail stations to full accessibility. Currently, 70% of CTA's rail stations are accessible.
	↑	Makes assets partially accessible/minor accessibility improvements	1%	
	↔	Maintains current levels of accessibility	16%	

Metric	Measurements			Illustrative Project
	–	Project is not related to accessibility	25%	
Regulatory Requirements	✓	Yes, fulfills regulatory requirements	13%	**Purchase Articulated Electric Buses and Charging Equipment** addresses the statewide mandate to purchase zero-emissions bus fleet by 2026.
	✗	No, is not a project to fulfill specific regulatory requirements	87%	
Operating Costs	↓	Decreases operating costs	21%	**Bus Overhaul - Mid-life Nova 7900 Series** ensures the decade old fleet is safe and effective in operation; bringing old components up to date improves the operating efficiency of the fleet, which decreases the ongoing maintenance cost.
	↔	No change to operating costs	4%	
	↑	Increases operating costs	59%	
	–	Not applicable	16%	

CTA's metrics are based on available funding after payment of debt service. Debt service is not evaluated because these funds paid for capital projects that would have been evaluated in previous programs. Further, because debt service is a requirement for CTA, they must fund this debt before any other capital projects can be programmed. As previously noted, 14.2% of CTA's funds directly pay for past borrowing. This reduces CTA's current ability to execute projects. Figure 40 shows available funding for capital projects versus required debt service as a portion of the program.

Figure 40. Amount of CTA Funding Available for New Spend (Dollars in Millions)



When reviewing CTA's program, it is noted that CTA's projects provide significant benefits to the region by funding rehabilitation, system and accessibility improvements, and expansions. The analysis shows that 25% of the program dollars are working to address state of good repair issues based on the state of good repair metrics: asset condition and vehicle useful life. State of good repair projects continue to be important to CTA, but more funding is essential to address these great needs especially while also funding key priorities that include accessibility, equity and sustainability. Some of the strongest themes being met include benefits to riders as well as climate impacts. CTA's program includes significant projects that meet these criteria including electrification, Red Line Extension and All Station Accessibility Program. Overall, the measures show that CTA is contributing to all of the regionally important areas, but only additional funding would allow for CTA to address all of these goals to a greater extent.

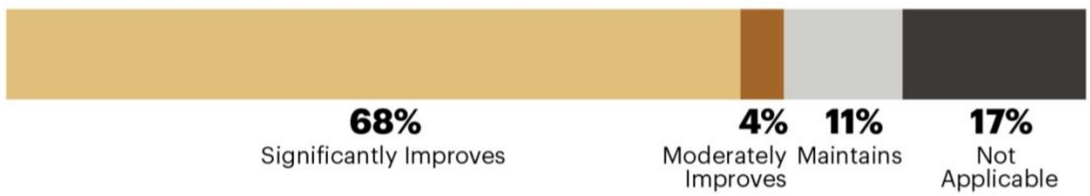
In this analysis, RTA will dive deeper on three of the regional goals, Climate Impact, Equity, and Accessibility to see how CTA's program is impacting these regionally important areas.

Climate Impact

The region uses two metrics to look at climate impact: ridership/mode shift and agency GHG operating impacts.

For mode shift, 72% of CTA's program ($4.989B), has been judged to provide a positive impact on transit ridership, as shown in Figure 41. This ranges from the Red Line Extension, which provides a significant improvement in ridership by offering faster service to riders in the far South Side of Chicago, to projects that improve customer amenities such as new buses and rail cars and new/improved signage that make using the system easier for the public and lead to a more positive ridership experience.

Figure 41. CTA Metric - Ridership/Mode Shift



For climate agency operating impacts on greenhouse gas emissions, 63% ($4.410B) of CTA's program directly supports a significant reduction in GHG emissions, as shown in figure 42. Additionally, 6% ($425M) of the program supports a moderate reduction in GHG emissions and 31% of the program either does not reduce GHG emissions or is not related to GHG emissions. Key projects that CTA is undertaking that reduce GHG emissions include, electrification at two garages, purchase of electric buses to be used at these garages, and the Red Line Extension which provides rail service to an area currently served by diesel buses.

Figure 42. CTA Metric - Climate Agency Operating Impact

Below are additional details on select climate friendly projects:

- Red Line Extension: Construction of an extension of the Red Line to 130th Street with four new transit stops which will reduce use of diesel buses and increase ridership in the area. This project is funded with $3.956B in the program.
- Garage Electrification: CTA is prioritizing electrification at 103rd Garage. This project is funded with $133M in the program.
- Articulated Electric Bus Purchases: Purchase of articulated electric buses to replace diesel articulated buses that are past their useful life, funded with $305M in the program.

Equity

Equity is being measured using the geography of the project based on the USDOT Justice40 metric. Station specific projects are measured based on the Justice40 score within the station's walkshed and projects that span segments of bus/rail lines receive an equity ranking based on the highest scoring area that the route passes through.

Reviewing CTA’s program, 60% ($4.148B) of the program creates a positive impact on areas scoring 6 or higher in the Justice40 metric, as shown in Figure 43. The remaining projects within CTA’s program are not area specific. CTA has worked to program projects to improve equity throughout the region.

Some of the key equity projects include:

- Red Line Extension: This project will serve disadvantaged communities in the far South Side of Chicago and is funded with $3.956B in the program.
- 103rd Street Garage Electrification: This project will serve disadvantaged routes originating from the 103rd Street Garage which serves the South Side of Chicago with clean electric buses and is funded with $133M in the program.

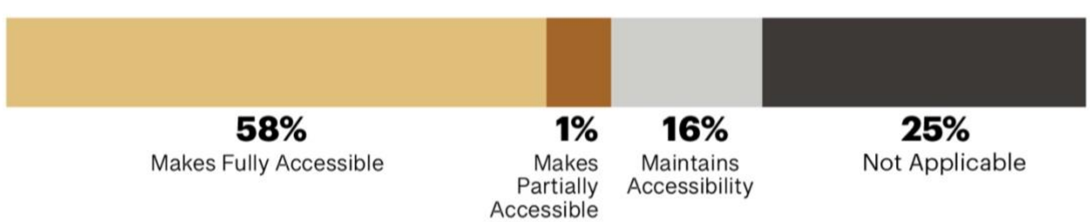
Figure 43. CTA Metric - Equity based on Residential Geography

Accessibility

Accessibility is being evaluated using a metric focused on accessibility improvements. CTA’s program shows that 58% ($4.034B) provides for full accessibility while 1% ($49M) of the program provides a minor improvement to accessibility. Additionally, 41% of CTA’s program either maintains existing accessibility or has no impact on accessibility, as seen is figure 44. While a large portion of CTA is already accessible, including all of the bus network, there are still a significant number of rail stations that have yet to be upgraded to meet ADA requirements. Here are some of the key projects in the plan:

- All Stations Accessibility Program – Oak Park and Ridgeland Stations: This project will make the Oak Park and Ridgeland Stations fully ADA accessible along the green line. The project is funded with $13M in the program.
- All Stations Accessibility Program – Next Phase: This project will make the Clybourn Red, Cicero, and Austin Blue Line stations fully ADA accessible. The project is funded with $65M in the program.
- Red Line Extension: The project includes four new fully accessible rail stations at 103rd Street, 111th Street, Michigan Avenue/115th Street, and 130th Street along the red line. The program is funded with $3.956M in the program.

Figure 44. CTA Metric - Accessibility for Persons with Disabilities



Performance-Based Programming

The performance-based programming method requires that each Service Board programs at least 20% of funding to projects that either achieve full accessibility or improve equity. Table 20 shows the projects and dollar value of those projects that are programmed to either equity or accessibility projects. CTA's 2025-2029 Capital Program includes several projects that improve equity and/or accessibility. In 2025 and 2026, 53% of funding is assigned to either equity or accessibility. In 2027, 69% of funding supports one of those goals. In 2028 and 2029, 72% and 49% of the program's funds target equity or accessibility. Over the 5-year proposed plan 61% of funds are targeted at either equity or accessibility projects. Key equity projects in the plan include the Red Line Extension to 130th Street, which reaches a significant population who is currently underserved by transit, as well as electrification projects, which reduce harmful pollutants and provide for a greener transit system. CTA's plan is to electrify garages in more disadvantaged communities first. CTA has dedicated funding to several elevator installations and replacements over the coming years with the goal of making the entire system accessible.

Table 20. CTA Accessibility and Equity Project Highlights (dollars in thousands)

Description	2025	2026	2027	2028	2029	5-Year Total	Equity	Accessibility
All Stations Accessibility Program - Next Phases	-	-	-	59.4	5.2	64.6	●	●
All Stations Accessibility Program - Oak Park, Ridgeland	13.5	-	-	-	-	13.5	●	●
Bus Garage Electrification - 103rd Garage	-	-	77.6	55.4	-	133.0	●	
Bus Turnaround ADA & Site Improvements - Halsted and 79th Street	3.3	4.6	-	-	-	7.9	●	●
Red Line Extension	612.1	639.1	1,075.2	1,027.0	602.5	3,956.0	●	●
Bus Turnaround Improvements - Priority Locations	-	-	15.0	11.3	-	26.3		●
Train Tracker Digital Signage Upgrade	8.0	7.0	-	-	-	15.0		●
Total	**$637**	**$651**	**$1,168**	**$1,153**	**$608**	**$4,216**		
Total Program	**$1,202**	**$1,229**	**$1,694**	**$1,597**	**$1,238**	**$6,960**		
% Toward Equity and Accessibility	**53%**	**53%**	**69%**	**72%**	**49%**	**61%**		

Based on the 2025-2029 Capital Program, CTA shows a strong commitment to equity and accessibility. Additional funding for state of good repair projects will become more pronounced as a big chunk of the capital program is dedicated to RLE. CTA and RTA continue to advocate for funds that will help address important goals such as CTA's All Stations Accessibility Program, electrification of the bus network, and the goal of getting the system back into a state of good repair. The programmed projects build on the system and offer transit to underserved communities, fulfilling an important need for the region. Furthermore, advocating for additional federal and state funding will allow CTA to reduce its strong reliance on funding projects with CTA issued debt, which requires large future repayments of principal and interest with federal funds, which otherwise would be available for new capital needs.

Metra Capital Program

Metra's 2025-2029 Capital Program has $2.129 billion in available funding. Metra has an approximately $14.2 billion 10-year funding need for its priority projects, which include key goals of reaching a state of good repair, updating the fleet of railcars and locomotives, repairing and replacing bridges and improving speed and passenger amenities.

Metra has dedicated 46% ($978M) of its program to replacing and rehabilitating rail cars and locomotives, 14% ($300M) of its program towards repairing and replacing bridges, and 10% ($206M) to replacing and rehabilitating stations across the system. The 2025-2029 program also includes $40M for the conversion of four diesel locomotives to zero-emission battery power. Table 21 shows all of Metra's funded capital projects sorted by priority project. Currently, all of Metra's priority project have funding in the 2025-2029 Capital Program.

Table 21. Metra 2025-2029 Capital Improvement Program and Ten-Year Need (dollars in thousands)

Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
Track Improvements	2,071,341	Ties & Ballast MET	59,873
		Rail Renewal BNS	17,535
		Ties, Ballast & Switch Heaters BNS	15,575
		Rail Renewal MWD	14,380
		Ties & Ballast UPR	13,000
		Undercutting & Surfacing MET	12,760
		Elmwood Park Grade Separation	10,000
		Crossings (Road & Track) RID	9,500
		Crossings (Road & Track) MWD	9,390
		Crossings (Road & Track) MED	8,934
		Rail Renewal RID	8,455
		Union Pacific Switch Renewal	7,500
		Rail Renewal UPR	4,850
		Crossings (Road & Track) UPR	4,840

Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
Bridge Replacement and Repair	2,032,451	Bridge Improvement Program	120,000
		UP North Line - South 11 Bridges	58,780
		Bridge 86 - 78th St Entrance	32,635
		Bridge Replacement Program	14,100
		Bridges & Retaining Walls BNS	12,700
		Bridges & Retaining Walls MED	10,000
		Bridges & Retaining Walls UPR	9,350
		Bridges & Retaining Walls RID	8,530
		Catenary Structure Rehabilitation	7,391
		Bridge Rehabilitation Program	6,925
		275-Old 96th Ave. Bridge	6,655
		Bridge A318	6,500
		Bridges & Retaining Walls MWD	6,200
75th Street Corridor	1,728,913	CREATE EW-2 Bridge Lift	4,600
Fleet Modernization Plan	1,728,204	New Bi-Level Rail Cars Purchase	400,400
		Car Rehab (Nippon Sharyo P-5)	162,550
		Car Rehab - Midlife (Amerail)	118,000
		Battery Powered Locomotives	38,456
		Wheel Replacements	22,000
		Locomotive and Car Improvements	9,600
		Car And Locomotive Cameras	8,000
		Locomotive Rehab Units 100-149,215,216	6,225
		Traction Motors	5,850
		Battery Electric Train Infrastructure	1,500
	1,174,224	A-20 (Techny) Interlocker	35,815

Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
		Homewood Substation	21,200
		BNS Yards-Power Transformers	12,425
		Signal System Improvements MWD	7,825
		Western Interlocking	7,740
		Signal System Improvements MED	7,550
		Signal System Improvements RID	7,325
		Power Distribution System Monitoring	4,650
		Communication Systems Improvements	4,600
		Signal System Improvements UPR	4,550
		Harvey Substation	4,475
		Vollmer Substation	4,475
		MED Improvements	4,000
		Morgan Interlocking	3,670
Signal & Electrical Improvements		Metra Police Communications Upgrades	3,500
		Centralized Traffic Control System Upgrade	3,163
		Impedance Bonds	3,095
		Signal Interlocking Microprocessors	2,800
		Randolph St Interlocking	2,775
		Crystal Lake Signal Renewal	2,500
		Smart Gates	2,000
		Systemwide Cameras	1,890
		Switch Layout Standards	1,620
		Bi-Directional Signals ME & NICTD	1,500
		Networking Equipment	1,325
		PTC Renewal (Engineering)	1,125
		Richton Yard Interlocking Renewal	1,123
		Operational Tech-Design Standards	1,000

Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
		Crossing Inventory Management System	340
		DC & AC Switchgear Replacement	250
Station ADA Rehabilitations	1,169,900	Olympia Fields Station	27,000
		Elevator Replacement	8,987
		Station ADA Improvements	3,600
		Indian Hill Station	2,300
		Matteson Station	2,300
		Ivanhoe Station	1,700
		Forest Glen Station	1,390
		West Pullman Station	1,000
		Braeside Station	400
		Riverside Station	400
Rock Island Intercity Improvements	1,019,813	Rock Island Intercity Improvements (RI3)	4,000
A-2 Interlocking Replacement	868,219	A2 Interlocking	500
Chicago Union Station Improvements	576,109	Crew Facilities Chicago Union Station	6,378
		Chicago Union Station	2,500
Yards, Facilities, and Equipment Improvements	497,173	Protective Asset Acquisition	30,100
		Yard Improvements BNS	11,150
		Fuel Storage Tank Upgrades	10,710
		Central Warehousing	9,775
		Yard Improvements MED	9,100
		Roof Rehab-18th St Shop	5,600
		Battery Electric & Hybrid Vehicles	5,473
		Yard Improvements MWD	5,095
		Vehicles & Equipment	4,870
		Yard Improvements RID	4,155
		Yard Improvements UPR	2,425
		Wheel Truing Machines	2,300
		Roof Rehab-49th St Shop	2,279
		Engineering Cyber Security Systems	2,200
		Kensington Yard -Shop HVAC	1,822
		Cybersecurity Systems	1,600

Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
		Office Equipment	1,250
		Crew Facilities-14th Street Yard	1,217
		Automatic Passenger Counters	1,000
		Western Ave Yard Building B1 Improvements	1,000
		Blue Island Yard Crew Facilities	1,000
		Kensington Tower Rehabilitation	980
		IT Components & Services	900
		Ballast Rail Car Upgrades	750
		Fall Protection Systems	750
		Crew Facilities-LaSalle Street	500
		HazMat Storage Systems	500
		Right of Way Fencing	500
		Roof Rehab-Kensington Yard Shop	475
		Automatic Equipment ID Readers	460
		47th St Yard Exhaust	420
		Front Ave Substation Building Improvements	391
		Roof Rehab-47th St Diesel-Coach	360
		Roof Rehab-Signal Wiring Shop	295
		Roof Rehab-Consolidated Control Facility	260
		Roof Rehab-49th St Fuel Building	200
		Roof Rehab-Blue Island Engineering Shop	185
Rail Station Improvements	457,763	Rogers Park Station	34,915
		Systemwide Station Signs	31,988
		Evanston Davis St. Station	17,025
		Harvey Transportation Center - Metra	8,230
		Platform Improvements	8,070
		Parking Lot Improvements	5,875
		Station Improvements	5,585

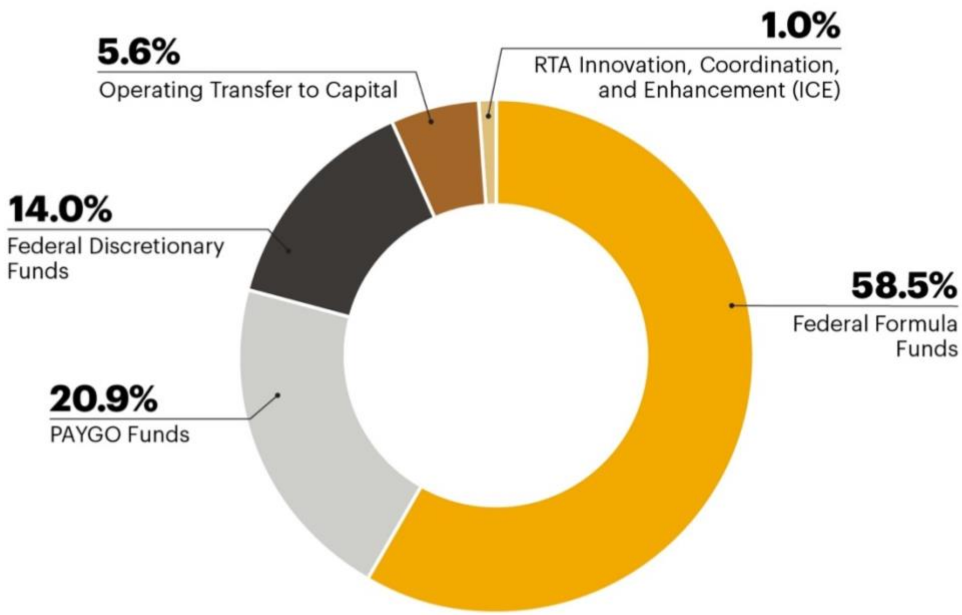
Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
		Pingree Road Station	5,095
		Cicero Station	4,475
		Glen Ellyn Station	4,000
		Kedzie Station	3,715
		West Hinsdale Station	3,510
		Riverdale Station	3,100
		Highlands Station	2,610
		Van Buren Street Short-Term Improvements	2,500
		115th St. (Kensington) Station	2,300
		Shelters	2,240
		LaSalle Street Station	1,000
		West Chicago Station	900
		Kenilworth Station	750
		Edgebrook Station	400
		O'Hare Area Station Pedestrian Improvements	188
Zero-Emissions Locomotives and Trainsets	448,171	Zero-Emissions Trainsets	205,900
PTC - systemwide	78,000	PTC Renewal (Engineering)	3,591
		PTC Renewal (Mechanical)	2,500
Administration - Metra	382,144	Program Management	90,410
		Infrastructure Engineering MET	37,830
		Capital Delivery Support Contracts	7,650
		Contingencies	6,548
		Project Administration	5,100
		Labor Apprenticeship & Development	1,890
		Project Development	1,500
Uncategorized Projects - Metra	-	-	-
Total	**14,232,423**		**2,129,735**

Capital Funding by Source

Metra's $2.129 billion 2025-2029 Capital Program is funded by federal, state, and local funding sources. As shown in Figure 45, Metra's Capital Program is comprised of 58%

federal formula funds, 14% federal discretionary funds, 21% PAYGO funds, 6% Service Board operating funds and 1% RTA ICE funds.

Figure 45. Metra 2025-2029 Program Funding Sources: $2.129 Billion



Capital Funding by Priority Project

Metra has identified 13 priority projects, shown in Table 22, as part of their 10-year funding need. Metra's total 10-year need, including administration, is $14.2 billion of which $2.129 billion is funded in the 2025-2029 program. RTA estimates that an additional $2.41 billion would be expected in 2030-2034 based on 2.5% annual funding growth. Based on this assumption approximately 32% of Metra's funding needs are expected to be covered over the 10-year period with an additional $9.7 billion needed to meet all of the state of good repair and enhancement needs. In addition to Metra's Priority Projects, Metra's administrative need is estimated at $382 million over the ten-year time frame.

Most of Metra's capital priorities involve maintaining the current system through projects such as fleet modernization, bridge replacement and repair, track improvements, and rail station improvements. All 13 projects are partially funded but need more funds to be completed. Notably, funding in the 2025-2029 program covers less than 2% of the 10-year funding need for 75th St. Corridor, Rock Island Intercity Improvements, A2 Interlocker Upgrades, and Chicago Union Station Improvements. RTA and Metra continue to advocate for additional funding to better meet the needs of these projects, which are designed to bring Metra up to a state of good repair, make the system greener, and improve the experience of Metra's riders.

Table 22. Metra 2025-2029 Priority Projects (dollars in thousands)

Priority Project	Estimated 10-Year Need for Priority Project	Total 5-Year Funding Programmed
Track Improvements	2,071,341	196,592
Bridge Replacement and Repair	2,032,451	299,766
75th Street Corridor	1,728,913	4,600

Priority Project	Estimated 10-Year Need for Priority Project	Total 5-Year Funding Programmed
Fleet Modernization Plan	1,728,204	772,581
Signal & Electrical Improvements	1,174,224	160,305
Station ADA Rehabilitations	1,169,900	49,077
Rock Island Intercity Improvements (RI3)	1,019,813	4,000
A-2 Interlocking Replacement	868,219	500
Chicago Union Station Improvements	576,109	8,878
Yards, Facilities, and Equipment Improvements	497,173	122,047
Rail Station Improvements	457,763	148,471
Zero-Emissions Locomotives and Trainsets	448,171	205,900
PTC - systemwide	78,000	6,091
Administration and Uncategorized Projects		
Administration - Metra	382,144	150,927
Uncategorized Project - Metra	-	-
Total	**14,232,423**	**2,129,735**

Evaluation Metrics

RTA is continuing to evaluate all projects in the 2025-2029 Capital Program based on 15 metrics that evaluate the region's goals associated with the capital program that were introduced last year. While it is not expected that many projects will meet all of the regional goals, the analysis finds that Metra proposed a selection of projects that meets each of the regional goals. More funding is needed to robustly address every goal. Detailed evaluations of each Metra project can be found in Appendix A.

Table 23 shows all 15 evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 13% of funds ($277M) significantly improves access to key destinations.

Table 23. Metra Metrics and Evaluations

Metric	Measurements			Illustrative Project
Access to Key Destinations	↑↑	Significantly improves access	13%	Work on the **A2 Interlocking** will eventually create significant improvements to access to key destinations by speeding up 4 Metra lines that face significant delays at this junction.
	↑	Moderately improves access	2%	
	↔	Maintains access	70%	
	–	Not applicable	15%	

Metric	Measurements			Illustrative Project
Equity based on Residential Geography	↑↑↑	Scores 6-8 for USDOT Justice40 Program	3%	**Harvey Intermodal Transportation Center** directly serves communities that score between 6 and 8 on the USDOT’s Justice40 index.
	↑↑	Scores 3-5 for USDOT Justice40 Program	4%	
	↑	Scores 0-2 for USDOT Justice40 Program	5%	
	–	Not location specific/Benefits entire service area	88%	
Benefit to Riders	↑↑	Significant benefit	40%	**Olympia Fields Station** on the Metra Electric Line will be rehabilitated. Improvements include renovating the existing pedestrian tunnels and the existing Kiss & Ride facilities. The station will also be made fully ADA accessible.
	↑	Moderate benefit	30%	
	↔	Maintains current benefit	23%	
	–	Project does not impact customers	7%	
Capacity Benefit and Need	↑↑	Increases capacity where utilization is near capacity	33%	**A20 Interlocking** on the Milwaukee District North Line will be modernized and made more reliable using PTC-compatible control systems. This will improve speed and reliability, leading to greater capacity in an area nearing capacity.
	↑	Increases capacity where utilization is not near capacity	6%	
	↔	Maintains original capacity	42%	
	–	Not related to capacity	19%	
Economic Impact	↑↑↑	Large economic impact	23%	**Rock Island Intercity Improvements** will create a large economic impact by creating a significant number of jobs but also by increasing service speed between Joliet and Chicago for both Metra and Amtrak.
	↑↑	Moderate economic impact	13%	
	↑	Small economic impact	21%	
	–	No economic development impact	43%	
Service Speed and Reliability	↑↑	Significantly improves speed/reliability	49%	**Substation improvements** in Homewood, Harvey, and Vollmers will replace components of the electrical power distribution system and allow for faster, more reliable service as well as additional trains to be scheduled.
	↑	Moderately improves speed/reliability	16%	
	↔	Maintains speed/reliability	18%	
	–	No impact on speed/reliability	18%	

Metric	Measurements			Illustrative Project
Impact on Customer/ Employee Safety	↑↑	Directly provides safety benefit/improvement	55%	**Smart Gates** will involve updates to protected grade crossings to improve the safety and reliability of grade crossing protections.
	↑	Indirectly provides safety benefit/improvement	4%	
	↔	Maintains safety levels	0%	
	–	No impact on safety	44%	
Impact on System Security	↑↑	Implements new security protection/prevention	17%	**Car and Locomotive Cameras** will replace old technology and add additional surveillance to increase onboard security.
	↑	Enhances existing security level	26%	
	↔	Maintains or replaces existing level of security	1%	
	–	Does not impact security	56%	
Asset Conditions	⚙	Rated below 2 for FTA's Transit Economic Requirements Model (TERM)	17%	**Fuel Storage Tank Upgrades** will replace aging underground and above-ground fuel storage tanks that are functionally obsolete. New fuel storage tanks meet current code requirements and self-monitoring capabilities to detect tank deficiencies.
	⚙	Rated between 2 and 3 for TERM	26%	
	⚙	Rated above 3 for TERM	1%	
	–	Does not have an asset rating	56%	
Vehicle Useful Life	⚙	Over 2 years past useful life	31%	**Rail Car Rehabilitation** will rebuild and upgrade bi-level trailer, cab and gallery cars to help extend the useful life of the rail cars.
	⚙	Between 0-2 years past useful life	6%	
	⚙	Not exceeding useful life	9%	
	–	Is not a vehicle with a useful life	55%	
Ridership/ Mode Shift	↑↑	Significantly improves transit ridership	37%	**New Rail Car Purchase** will include new modern, multilevel railcars that will be equipped with numerous safety advancements. The new more pleasing cars will help draw in new riders.
	↑	Moderately improves transit ridership	23%	
	↔	Maintains asset necessary for transit ridership	32%	
	–	Project has no impact on transit ridership	8%	

Metric	Measurements			Illustrative Project
Climate Agency Operating Impacts	↓↓	Directly supports significant reduction/zero GHG emissions	12%	**Battery-Electric Trainsets** will produce zero-emissions. These vehicles will greatly reduce Metra's Greenhouse Gas footprint.
	↓	Supports moderate reductions or offsets to GHG emissions	25%	
	↔	No reduction of GHG emissions	16%	
	–	Project does not impact GHG emissions	47%	
Accessibility for Persons with Disabilities	↑↑	Makes assets fully accessible	30%	**Station ADA Rehabilitation** will bring stations into ADA compliance. Accessibility will be addressed at the following stations: Rogers Park, Olympia Fields, Kedzie, Riverdale, Matteson, Indian Hill, Ivanhoe, Highlands, Forest Glen, West Pullman, Kenilworth, Riverside, and Braeside.
	↑	Makes assets partially accessible/minor accessibility improvements	23%	
	↔	Maintains current levels of accessibility	2%	
	–	Project is not related to accessibility	45%	
Regulatory Requirements	✓	Yes, fulfills regulatory requirements	39%	**Centralized Traffic Control System** This project will fund the ongoing repair and upgrade of back-office PTC equipment as mandated by FRA.
	✗	No, is not a project to fulfill specific regulatory requirements	61%	
Operating Costs	↓	Decreases operating costs	70%	**Rail Renewal** across the system will decrease costs associated with operations, maintenance, repairs, and administrative work by reducing the incidence of slow orders to ensure a safe ride for the customers.
	↔	No change to operating costs	27%	
	↑	Increases operating costs	3%	
	–	Not applicable	0%	

While a significant portion of Metra's funding is programmed for fleet and systemwide upgrades, Metra has also programmed funding for 27 station-specific projects. The 2025-2029 program places a greater emphasis on benefits to riders, speed and reliability improvements, and ridership/mode shift. Across the Service Boards the story remains the same, there is a great financial need to meet all the regional goals. Additional funding streams would allow for more work to be accomplished across the region.

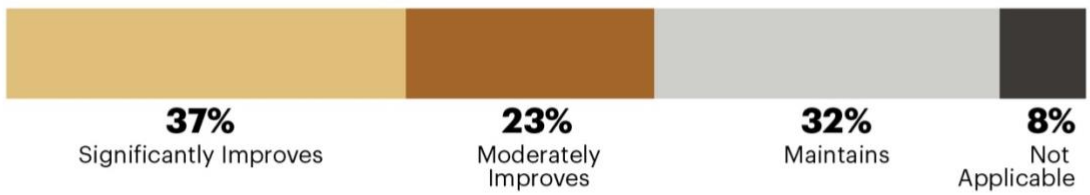
In this report, RTA will dive deeper on three of the regional goals, Climate Impact, Equity, and Accessibility, to see how Metra's program is impacting these regionally important areas.

Climate Impact

The region uses two metrics to look at climate impact: ridership/mode shift and agency GHG operating impacts.

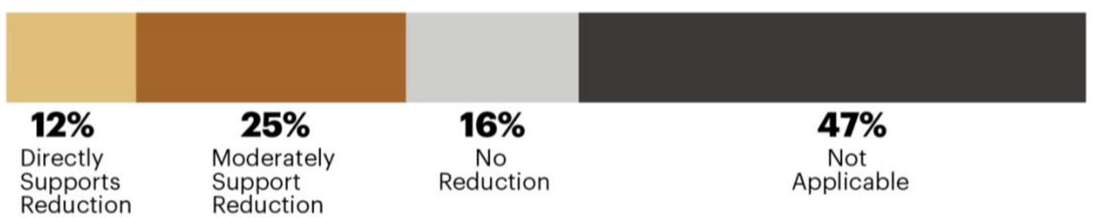
For mode shift, 60% ($1.277B) of funds have been judged to provide a positive impact on transit ridership, as shown in Figure 46. This metric considers whether a project is expected to improve the ridership experience, allowing for moderate increases in ridership. This includes station rehabilitation and improvements, purchase of new rail cars, as well as track, signal, and rail car upgrades that provide incremental speed improvements.

Figure 46. Metra Metric – Ridership/Mode Shift



For climate agency operating impacts on greenhouse gas emissions, 12% ($256M) of Metra's program directly supports a significant reduction in GHG emissions and 25% ($532M) supports moderate reductions in GHG emissions. Additionally, 63% ($1.341B) of the program either does not reduce GHG emissions or is not related to GHG emissions as shown in Figure 47.

Figure 47. Metra Metric – Climate Agency Operating Impacts



Key projects that Metra is undertaking that reduce GHG emissions or increase ridership include:

- Zero-emission Trainsets: This project supports the purchase of zero-emission trainsets that are battery powered. Metra estimates that replacing one old diesel locomotive with a zero-emission locomotive will reduce nitrogen oxide (NOx) emissions by more than 30 tons per year. This project is funded with $206M in the program.
- Battery Powered Locomotives: This project will fund the conversion of three diesel locomotives to zero-emission battery power that will be fully compatible with Metra's existing fleet. The project is funded with $38.4M in the program.
- Purchase of New Rail Cars: This project will provide for significant mode shift to Metra by offering a more modern and reliable ridership experience. This project is funded with $400M in the program.

Equity

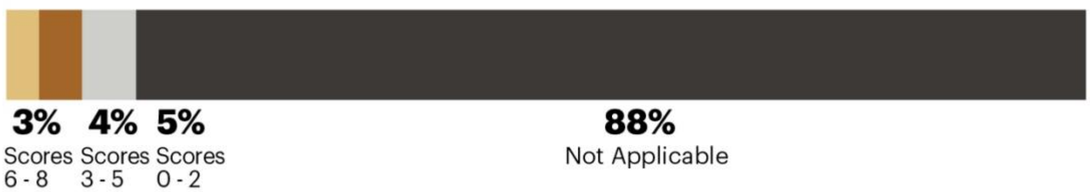
Equity is being measured using the geography of the project based on the USDOT Justice40 metric. Station specific projects are measured based on the Justice40 score within the station's walkshed and upgrades to specific line segments are judged based on the highest scoring tract along the line. Many of Metra's projects are systemwide or focus on entire lines and therefore do not receive a score in the equity metric.

Reviewing Metra's program, 7% ($149M) of the program creates a positive impact on areas scoring 3 or higher in the Justice40 metric as shown in Figure 48. Additionally, 88% of Metra's program is not location specific or includes improvements that improve conditions for the entire line.

Some of the key equity projects include:

- Harvey Intermodal Transportation Center: This joint project with Pace will upgrade a major transportation hub in a disadvantaged area and is funded with $8M in the program.
- Bridge 86 – 78th St. Entrance: This project will replace Bridge 86 along the Rock Island line in the Auburn Gresham neighborhood. The project scope also includes creating an additional entrance to the new station at 78th St. This project is funded with $32.6M in the program.
- Kedzie Station: This project will rehabilitate Kedzie station on the UP-W line. The scope of work includes making the station fully ADA compliant. The project is funded with $3.7M in the program.

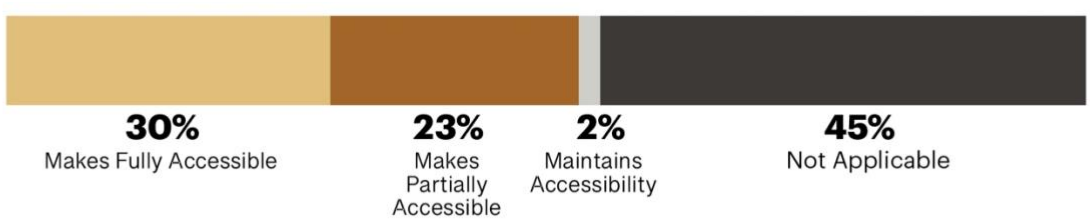
Figure 48. Metra Metric – Equity Based on Residential Geography



Accessibility

Accessibility is being evaluated using a metric focused on accessibility improvements. Metra's program shows that 30% ($643M) provides for full accessibility while 23% ($499M) of the program provides a minor improvement to accessibility, as shown in Figure 49. Additionally, 47 of Metra's program either maintains existing accessibility or has no impact on accessibility. Projects improving accessibility include:

Figure 49. Metra Metric – Accessibility for Persons with Disabilities



- Rail Car Rehab projects: This project makes older rail cars full ADA compliant. The project is funded with $281M in the program.

- Rogers Park Station: This project will rehabilitate the Rogers Park Station along the Union Pacific North Line making it fully ADA accessible. The project is funded with $35M in the program.
- Olympia Fields Station & Parking: This project will rehabilitate the Olympia Fields station along the Metra Electric line. The station will be made fully ADA accessible including renovations to the existing pedestrian tunnel and Kiss & Ride facilities. The project is funded with $27M in the program.

Performance-Based Programming

The new performance-based programming methodology requires that each Service Board programs at least 20% of funding to projects that either achieve full accessibility or improve equity. Table 24 shows the projects and dollar value that are programmed to either equity or accessibility projects. Metra's program has a significant focus on equity and accessibility projects with 35% of projects meeting one of these requirements in 2025, 46% in 2026, 66% in 2027, 78% in 2028, and 40% in 2029. Metra's full five-year program has 54% of its budget dedicated to equity and accessibility projects. Some of the main accessibility projects include accessible rail cars (new and rehabilitated) and station accessibility improvements at various stations throughout the system. Equity projects include new stations and station improvements both of which will provide enhancements to Metra service.

Table 24. Metra Accessibility and Equity Project Highlights (dollars in thousands)

Project	2025	2026	2027	2028	2029	5-Year Total	Equity	Accessibility
New Railcars	-	100.0	117.6	145.0	37.8	400.4		●
Zero-Emissions Trainsets	29.0	-	41.4	119.3	16.1	205.9		●
Car Rehab (Nippon Sharyo Highliners)	36.0	36.6	30.0	30.0	30.0	162.6		●
Car Rehab - Midlife (Amerail)	16.0	16.0	26.0	30.0	30.0	118.0		●
Battery Powered Locomotives	-	6.7	31.8	-	-	38.5		●
Rogers Park Station	-	6.4	14.0	14.5	-	34.9	●	●
Bridge 86 - 78th St Entrance	7.2	16.4	9.0	-	-	32.6	●	●
Systemwide Station Sign Replacement	0.7	12.7	-	2.4	16.2	32.0		●
Olympia Fields Station & Parking	-	6.4	11.6	9.0	-	27.0	●	●
Evanston-Davis Street Station	-	5.8	6.0	5.3	-	17.0	●	●
Elevator Replacement	-	3.1	1.6	2.1	2.2	9.0		●
Harvey Intermodal Transportation Center	-	-	8.2	-	-	8.2	●	●
Platform Improvements	0.5	1.8	1.7	1.1	3.0	8.1		●
Parking Lot Improvements	1.8	1.1	0.5	1.0	1.5	5.9		●

Project	2025	2026	2027	2028	2029	5-Year Total	Equity	Accessibility
Pingree Road Station	2.4	2.7	-	-	-	5.1		●
CREATE EW-2 Bridge Lift	4.6	-	-	-	-	4.6	●	
Cicero Station	1.0	3.4	-	-	-	4.5	●	
Rock Island Intercity Improvements (RI3)	4.0	-	-	-	-	4.0	●	
Glen Ellyn Station	-	4.0	-	-	-	4.0		●
Kedzie Station	3.3	-	0.2	0.3	-	3.7	●	●
Station ADA Improvements	-	3.6	-	-	-	3.6		●
West Hinsdale Station	0.5	0.6	2.4	-	-	3.5		●
Riverdale Station	3.1	-	-	-	-	3.1	●	●
Highlands Station	0.5	0.6	1.6	-	-	2.6		●
Chicago Union Station	2.5	-	-	-	-	2.5		●
115th-Kensington Station	2.3	-	-	-	-	2.3	●	●
Matteson Station	2.3	-	-	-	-	2.3	●	●
Indian Hill Station	2.3	-	-	-	-	2.3		●
Ivanhoe Station	1.7	-	-	-	-	1.7	●	●
Battery Electric Train Infrastructure	1.5	-	-	-	-	1.5	●	
ME & NICTD Bi-Directional Signals	0.5	1.0	-	-	-	1.5	●	
Forest Glen Station	1.4	-	-	-	-	1.4		●
West Pullman Station	1.0	-	-	-	-	1.0		●
West Chicago Station	-	0.9	-	-	-	0.9		●
Kenilworth Station	0.8	-	-	-	-	0.8		●
Braeside Station	0.4	-	-	-	-	0.4		●
Edgebrook Station	0.4	-	-	-	-	0.4		●
Riverside Station	0.4	-	-	-	-	0.4		●
Total for Equity/ Accessibility	**$128**	**$230**	**$304**	**$360**	**$137**	**$1,158**		
Total Program by Year	$366	$500	$457	$462	$345	$2,130		
% Toward Equity/ Accessibility	**35%**	**46%**	**66%**	**78%**	**40%**	**54%**		

Overall, Metra's goals remain focused on maintaining the system and bringing their assets back to a state of good repair. Metra has emphasized work on bridges and stations which includes accessibility improvements. In addition, Metra continues to invest in new cleaner technologies to power their trains. Because many of Metra's projects cover entire lines, there are less projects with specific equity implications. With more funds, Metra would better be able to address all of the regional goals.

Pace Suburban Service Capital Program

Pace's 2025-2029 Capital Program has $379 million of available funding. Pace has an approximately $2.3 billion 10-year funding need for its priority projects, which include key goals of electrification, service enhancement, and expansion of vehicle support facilities and garages. Pace's 2025-2029 Capital Program remains focused on a more environmentally friendly future as the agency continues to invest in electrifying their fleet and garages.

Looking at the details, over $311 million (82%) of Pace's 2025-2029 Capital Program will be used to replace diesel buses with electric buses in addition to the electrification and expansion of two bus garages: River, and Southwest Divisions. As part of their zero-emissions initiative, Pace is also investing in the purchase of Hydrogen Paratransit Vehicles. Another area of focus in Pace's program includes the Replacement of Paratransit Vehicles, which accounts for 12% ($44M) of their 2025-2029 Capital Program.

Table 25 shows all of Pace's funded capital projects sorted by priority project. At the bottom of the table is a list of priority projects that do not have any funding in the 2025-2029 Capital Program.

Table 25. Pace 2025-2029 Capital Improvement Program and Ten-Year Need (dollars in thousands)

Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
Fixed Route Buses - Electric	629,200	Fixed Route Electric Buses	137,949
Improve Support Facilities	607,522	Southwest Division Electrification/Expansion	91,500
		River Division Electrification/Expansion	82,040
ADA Regional Paratransit Program	394,462	-	-
Associated Capital Maintenance Items	89,600	-	-
Paratransit Vehicles - Replacement	84,480	Purchase 15-passenger Paratransit Vehicles	40,293
		Hydrogen Paratransit Vehicles	4,385
Fixed Route Buses - Expansion	83,889	-	-
Pedestrian Infrastructure/Shelters/Signs	82,795	-	-
Improve Passenger Facilities - Transportation Centers	67,150	-	-
Charging Infrastructure	36,000	-	-
Pulse Infrastructure	33,000	-	-
Regional Transit Signal Priority (RTSP)	32,166	-	-
Security, Computer, Software, and Office Systems Upgrades	31,936	-	-

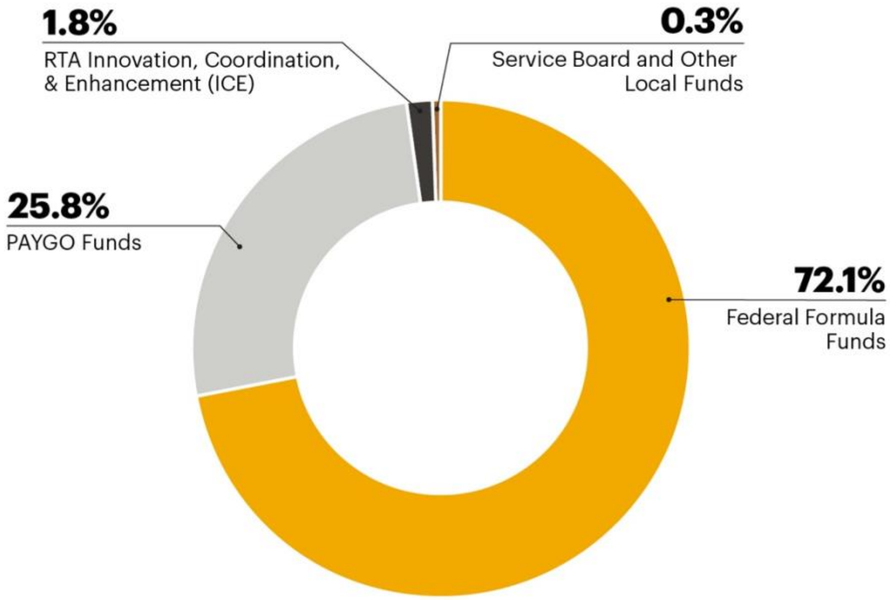
Priority Project	Estimated 10-Year Need for Priority Project	Description	5-Year Program
Intelligent Bus System (IBS) Replacement	29,636	-	-
Community Vehicles - Replacement	22,530	-	-
Support Equipment/Non-Revenue Vehicles	22,450	-	-
Fixed Route Buses - Replacement	22,050	Fixed Route OTR Coach Buses	12,450
		Fixed Route Hybrid Buses	9,600
Bus on Shoulder (BoS) Infrastructure	17,025	-	-
Vanpool Vehicles - Replacement	14,554	-	-
Improve Passenger Facilities - Park-n-Ride Lots	6,250	-	-
Community Vehicles - Expansion	3,000	-	-
Farebox System	Fully Funded		
Construct New Support Facilities	Fully Funded		
Admin and Uncategorized Projects			
Uncategorized Projects - Pace	1,000	Unanticipated Capital	1,000
	2,310,696		**379,217**

Capital Funding by Source

Pace's $379 million 2025-2029 Capital Program has four funding sources: federal formula funds 72%; PAYGO funds 26%, RTA ICE 2%, and 1% from Service Board or other local funds. The region continues to look for new ways to diversify funding streams to include other state and local sources as to reduce reliance on federal funding. Figure 50 shows the breakdown of capital funding by source.

In addition to working to find new local and state funding sources, Pace will continue to apply for federal discretionary opportunities that can enhance support for the program. Many of the discretionary opportunities can be used to help Pace transition to a greener bus fleet.

Figure 50. Pace 2025-2029 Capital Program Funding: $379.2 M



Capital Funding by Priority Projects

Pace has identified 22 priority projects, as shown in Table 26, including ADA projects, as part of their 10-year funding need. Pace's total 10-year need is $2.3 billion of which $379 million is funded in the five-year program. RTA estimates that an additional $429 million would be expected in 2030-2034 based on 2.5% annual funding growth. Based on this assumption, approximately 35% of Pace's funding needs are expected to be covered over the 10-year period with an additional $1.5 billion needed to meet all the state of good repair and enhancement needs.

Of the 22 priority projects, as shown in Table 26, Pace has been able to dedicate some funding to just four projects in the 2025-2029 Capital Program. Two of Pace's priority projects have been fully funded. Many of Pace's unfunded projects are in the areas of enhancing services and expanding infrastructure. The unfunded projects remain on hold as Pace assesses their system after the pandemic. A large portion of Pace's funding needs are focused on system electrification, which includes a $629 million need for electric buses and $607 million in need for electrification of garages throughout Pace's network. The investment in electrification represents 54% of the 10-year funding need.

Pace is also funding $40 million for the purchase of paratransit vehicles as well as funding $4 million for hydrogen-powered paratransit vehicles to help maintain a state of good repair. Additionally, with the $30 million received through the Low or No Emission (LoNo) Grant, Pace presents riders with a greener alternative to traditional diesel buses with their purchase of hybrid diesel-electric buses. The hybrid fleet will replace Pace's oldest vehicles that have exceeded their useful life.

Table 26. Pace Priority Projects (dollars in thousands)

Priority Project	Estimated 10-Year Need for Priority Project	Total 5-Year Funding Programmed
Fixed Route Buses - Electric	629,200	137,949

Priority Project	Estimated 10-Year Need for Priority Project	Total 5-Year Funding Programmed
Improve Support Facilities	607,522	173,540
ADA Regional Paratransit Program	394,462	-
Associated Capital Maintenance Items	89,600	-
Paratransit Vehicles - Replacement	84,480	44,678
Fixed Route Buses - Expansion	83,889	-
Pedestrian Infrastructure/Shelters/Signs	82,795	-
Improve Passenger Facilities - Transportation Centers	67,150	-
Charging Infrastructure	36,000	-
Pulse Infrastructure	33,000	-
Regional Transit Signal Priority (RTSP)	32,166	-
Security, Computer, Software, and Office Systems Upgrades	31,936	-
Intelligent Bus System (IBS) Replacement	29,636	-
Community Vehicles - Replacement	22,530	-
Support Equipment/Non-Revenue Vehicles	22,450	-
Fixed Route Buses - Replacement	22,050	22,050
Bus on Shoulder (BoS) Infrastructure	17,025	-
Vanpool Vehicles - Replacement	14,554	-
Improve Passenger Facilities - Park-n-Ride Lots	6,250	-
Community Vehicles - Expansion	3,000	-
Farebox System	Fully Funded	-
Construct New Support Facilities	Fully Funded	-
Administration and Uncategorized Projects		
Uncategorized Projects - Pace	1,000	1,000
Total 10-Year Needs	**2,310,696**	**$379,217**

Evaluation Metrics

RTA is continuing to evaluate all projects in the 2025-2029 Capital Program based on 15 metrics that evaluate the region's goals associated with the capital program that were introduced last year. While it is not expected that many projects will meet all of the regional goals, the analysis finds that Pace's projects are focused on around half of the regional goals. More funding is needed to robustly address every goal. Detailed evaluations of each Pace project can be found in Appendix A.

Table 27 shows all 15 evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 1% of funds ($4M) moderately improves access to key destinations.

Table 27. Pace Metrics and Evaluations

Metric	Measurements			Illustrative Project
Access to Key Destinations	↑↑	Significantly improves access	0%	
	↑	Moderately improves access	1%	
	↔	Maintains access	99%	
	–	Not applicable	0%	
Equity based on Residential Geography	↑↑↑	Scores 6-8 for USDOT Justice40 Program	24%	**Southwest Division Electrification and Expansion** serves communities that score 6-8 in the USDOT's Justice40 Program.
	↑↑	Scores 3-5 for USDOT Justice40 Program	23%	
	↑	Scores 0-2 for USDOT Justice40 Program	0%	
	–	Not location specific/Benefits entire service area	53%	
Benefit to Riders	↑↑	Significant benefit	54%	**Fixed Route Buses – Replacement Purchase** provide a Benefit to Riders by purchasing new Over-the-Road buses and Hybrid buses which will provide better accessibility, safety, and comfort for riders.
	↑	Moderate benefit	46%	
	↔	Maintains current benefit	0%	
	–	Project does not impact customers	0%	
Capacity Benefit and Need	↑↑	Increases capacity where utilization is near capacity	46%	**River Division Electrification and Expansion** addresses the Capacity metric by increasing the garage's capacity which in turn allows Pace to add more service to the area.
	↑	Increases capacity where utilization is not near capacity	1%	
	↔	Maintains original capacity	53%	
	–	Not related to capacity	0%	
Economic Impact	↑↑↑	Large economic impact	22%	**The River Division Electrification and Expansion** addresses the Economic Impact metric by creating a large construction project that doubles the size of their existing garage, adds new office space and installs bus charging capabilities.
	↑↑	Moderate economic impact	2%	
	↑	Small economic impact	1%	
	–	No economic development impact	53%	

Metric		Measurements		Illustrative Project
Service Speed and Reliability	↑↑	Significantly improves speed/reliability	0%	
	↑	Moderately improves speed/reliability	0%	
	↔	Maintains speed/reliability	99%	
	–	No impact on speed/reliability	1%	
Impact on Customer/ Employee Safety	↑↑	Directly provides safety benefit/improvement	0%	**River Division Electrification and Expansion** will provide safety benefits for employees, including a larger working space and more vehicle storage.
	↑	Indirectly provides safety benefit/improvement	46%	
	↔	Maintains safety levels	54%	
	–	No impact on safety	0%	
Impact on System Security	↑↑	Implements new security protection/prevention	0%	**Southwest Division Electrification and River Division Electrification and Expansion** addresses the Security metric as the garage renovations will provide added security measures such as cameras, fencing.
	↑	Enhances existing security level	22%	
	↔	Maintains or replaces existing level of security	24%	
	–	Does not impact security	54%	
Asset Conditions		Rated below 2 for FTA's Transit Economic Requirements Model (TERM)	0%	
		Rated between 2 and 3 for TERM	22%	
		Rated above 3 for TERM	24%	
	–	Does not have an asset rating	54%	
Vehicle Useful Life		Over 2 years past useful life	50%	**Fixed Route Electric Bus Purchase** addresses the Vehicle Useful Life by replacing buses that are over 2 years past their useful life.
		Between 0-2 years past useful life	3%	
		Not exceeding useful life	0%	
	–	Is not a vehicle with a useful life	47%	
Ridership/ Mode Shift	↑↑	Significantly improves transit ridership	0%	**Southwest Division Electrification and Expansion** addresses the Ridership/Mode Shift
	↑	Moderately improves transit ridership	100%	

Metric		Measurements		Illustrative Project
	↔	Maintains asset necessary for transit ridership	0%	metric by allowing for a 43% increase in bus capacity.
	–	Project has no impact on transit ridership	0%	
Climate Agency Operating Impacts	↓↓	Directly supports significant reduction/zero GHG emissions	83%	**Hydrogen Paratransit Vehicles Purchase** addresses the Climate metric by acquiring hydrogen fuel-cell paratransit vehicles as part of their zero-emissions commitment. These new vehicles will reduce diesel emissions.
	↓	Supports moderate reductions or offsets to GHG emissions	3%	
	↔	No reduction of GHG emissions	14%	
	–	Project does not impact GHG emissions	0%	
Accessibility for Persons with Disabilities	↑↑	Makes assets fully accessible	1%	
	↑	Makes assets partially accessible/minor accessibility improvements	11%	
	↔	Maintains current levels of accessibility	42%	
	–	Project is not related to accessibility	46%	
Regulatory Requirements	✓	Yes, fulfills regulatory requirements	47%	**Fixed Route Electric Bus Purchase** directly addresses the statewide mandate as a Regulatory Requirement to only purchase electric buses by 2026.
	✕	No, is not a project to fulfill specific regulatory requirements	53%	
Operating Costs	↓	Decreases operating costs	85%	**River Division Electrification and Expansion** addresses the Operating Cost metric with plans to electrify the Elgin bus terminal. Once the zero-emissions fleet is fully operational, a reduction of diesel fuel and vehicle maintenance costs are expected.
	↔	No change to operating costs	14%	
	↑	Increases operating costs	1%	
	–	Not applicable	0%	

The funded projects in Pace's program touch on most of the regional goals. Pace's funding is largely channeled to garage electrification projects and electric bus purchases, so the program focuses on metrics such as Climate Impact, Economic Impact, and Reduction in Operating Cost. As a result of dedicating resources in that manner, other measures such as Access to Key Destinations, Impacts to Service Speed and Reliability and Asset Conditions are not getting as much attention.

This is a common trend that outlines the serious financial needs each of the Service Boards face in meeting all the regional goals. Additional streams of funding would facilitate the Service Boards' capacity to achieve more work across all the regional goals.

In this analysis, RTA will dive deeper on three of the regional goals, Climate Impact, Equity, and Accessibility to see how Pace's program is impacting these regionally important areas.

Climate Impact

The region uses two metrics to look at climate impact: ridership/mode shift and agency greenhouse gas (GHG) operating impacts.

For ridership/mode shift, Pace's entire program ($379M) is understood to provide a positive impact on transit ridership as shown in Figure 51. Pace has projects that improve customer amenities, such as new vehicles as well as customer information projects for new signage and bus shelters that work in unison to make the system more accessible to the public, all of which facilitates moderate increases in ridership. Pace's electrification initiatives like the new fleet of electrified vehicles could spur increases in ridership and their garage expansions could allow them to run more frequent services throughout the region.

Figure 51 Pace Metric - Ridership/Mode Shift

For climate agency operating impacts on GHG, 83% ($325M), as shown in Figure 52, of Pace's program directly supports a significant reduction in GHG emissions. Pace is undertaking some key projects that reduce GHG emissions including electrification at two bus garages in addition to the purchase of electric buses to be used at these garages.

Figure 52. Pace Metric – Climate Agency Operating Impacts

Below are additional details on select climate-friendly projects:

- Southwest Division Electrification: Renovation of Southwest Division Garage located in Bridgeview, including installation of charging capabilities for electric buses. This project is funded with $91.5M in the program.
- River Division Electrification: Renovation and expansion of River Division Garage located in Elgin, including installation of charging capabilities for electric buses. This project is funded with $82M in the program.

- Electric Bus Purchases: Purchase of approximately 60 electric buses to support electrification at the above garages funded with $138M in the program.

Equity

Equity is being measured using the geography of the project based on the USDOT Justice40 metric. Station specific projects are measured based on the Justice40 score within the station's walkshed and projects that span bus lines receive an equity ranking based on the highest scoring area that the route passes through.

Reviewing Pace's program, 24% ($92M) of the program creates a positive impact on areas scoring 6 or higher in the Justice40 metric, while an additional 23% ($86M) of the program creates a positive impact on areas scoring 3-5 on the Justice40 metric, as shown in Figure 53. As Pace has developed plans for both electrification equity has played a large role in deciding how to distribute the funds among their projects.

Some of the key equity projects include:

- River Division Electrification: Renovation and expansion of River Division Garage located in Elgin, including installation of charging capabilities for electric buses. The project is funded with $82M in the program.
- Southwest Division Electrification: This project will serve disadvantaged routes originating from the Bridgeview Garage with clean electric buses and is funded with $104M in the program.

Figure 53. Pace Metric – Equity Based on Residential Geography

Accessibility

Accessibility is being evaluated using a metric focused on accessibility improvements. Pace's program shows that 1% ($4.4M) provides for full accessibility while 11% ($40.3M) of the program provides a minor improvement to accessibility, as shown in Figure 54. Additionally, 88% of Pace's program either maintains existing accessibility or has no impact on accessibility. This is not surprising because all of Pace's buses are already accessible, and their prioritization of garage electrification and renovations do not impact accessibility for riders. Projects that do impact accessibility include:

- Hydrogen Paratransit Vehicles: The project addresses ADA accessibility by the expansion of Pace's fleet to include hydrogen fuel-cell powered paratransit buses that will initially operate as a pilot program in Pace's River Division in Elgin. The project is funded with $4M in the program.
- Paratransit Vehicle Purchase: The project increases ADA accessibility by outfitting new vehicles with stronger lifts as well as improving signage both outside and onboard the vehicles. This project is funded with $40M in the program.

Figure 54. Pace Metric - Accessibility for Persons with Disabilities

Performance Based Programming

The new performance-based programming methodology requires that each Service Board programs at least 20% of funding to projects that are focused on improving accessibility or equity. Table 28 shows the projects and dollar value of those projects that are programmed to either equity or accessibility projects for 2025-2029. Pace's program has a significant focus on equity and accessibility projects with 71% of the program meeting one of these requirements in 2025, 100% addressing the goals in 2026, 57% in 2027, 28% in 2028 and 28% of projects in 2029. Over the 5-year proposed plan, 58% of funds is targeted at either equity or accessibility projects or both. The percentage of projects meeting these criteria trends down over time because the later years include bus purchases which support the electrification of garages in equity areas.

Table 28. Pace Accessibility and Equity Projects (dollars in thousands)

Description	2025	2026	2027	2028	2029	5-Year Total	Equity	Accessibility
Hydrogen Paratransit Vehicles	2.2	2.2	-	-	-	4.4	●	●
Paratransit Vehicles	1.9	16.0	3.3	1.6	17.6	40.3	●	●
River Division Electrification/ Expansion	20.3	20.3	19.2	19.2	3.2	82.0	●	
Southwest Division Electrification/ Expansion	31.5	40.0	20.0	-	-	91.5	●	
Total	**$56**	**$78**	**$42**	**$21**	**$21**	**$218**		
Total Program	**$79**	**$78**	**$75**	**$73**	**$74**	**$379**		
Percent of Program toward Equity /Accessibility	**71%**	**100%**	**57%**	**28%**	**28%**	**58%**		

Pace continues to focus its capital program on their impending transition to electrification. As a result, over 80% of Pace's 2025-2029 Capital Program is dedicated to garage electrification projects and electric bus purchases. Accessibility and equity continue to be influential in Pace's selection of projects, with a significant focus on improving air quality in equity areas and expanding their fleet of buses including hydrogen-powered paratransit vehicles. RTA and the Service Boards continue to identify and acquire more capital funding so more projects that aim to maintain the system, move towards greener operations, as well as provide for more equitable and accessible transportation, can be achieved.