
Memorandum

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604
312 913 3200
rtachicago.org

To: Board of Directors
From: Leanne P.
Redden, Executive
Director
Date: December 7,
2023

Re: Ordinance adopting the 2024 Budgets, 2025-2026 Financial Plans, and 2024-2028 Capital Programs of the Service Boards and Authority

Overview

Staff requests Board approval of the attached ordinance to adopt the [2024 Operating Budgets, 2025-2026 Financial Plans, and 2024-2028 Capital Programs](#) of the Service Boards and the Authority, including the RTA Agency. This recommendation is made following a review of the proposed budgets and capital programs with the Service Boards at the November Board meeting and the RTA public hearing held on December 7, 2023. The budgets, financial plans, and capital programs defined by the ordinance are balanced, adhere to the funding amounts and recovery ratios adopted by the RTA Board in August 2023, and meet all other statutory requirements for adoption. The proposed budgets and two-year financial plans utilize all remaining federal COVID-19 relief funding and subsequently include unspecified budget balancing actions in 2025 and 2026.

Regional Summary

While regional transit ridership continued to recover steadily in 2023 and sales tax collections have been strong, the Service Boards' combined system-generated revenue remains at about 60% of pre-pandemic levels. Regional ridership for 2024 is assumed at 349.0 million, or about 62% of 2019 pre-pandemic levels. No general fare increases are included in the proposed CTA, Pace, and ADA Paratransit budgets. However, Metra is proposing a complete revamp of their traditional 10-zone fare structure.

The Service Boards have proposed 2024 operating budgets that account for ongoing hiring and contractual wage increases, bringing the transit system closer to the overall service level provided before the onset of the COVID-19 pandemic. The CTA and Metra proposed budgets assume essentially fully restored service, and the proposed Pace Suburban Service budget continues to innovate with new Transportation network company (TNC) based services and deployment of Pulse corridors.

The proposed 2024 regional operating budget totals \$3.924 billion, an increase of \$459.5 million or 13.3% over estimated 2023 expense levels. However, on a budget-to-budget basis, Service Board and RTA 2024 operating expense growth rates are lower, at a combined 9.5%:

Expense by Agency (in millions)	2023 Budget	2024 Budget	Change	% Change
CTA	\$1,827.6	\$1,995.8	+\$168.2	+9.2%
Metra ¹	\$980.0	\$1,093.0	+\$113.0	+11.5%
Pace	\$303.4	\$333.3	+\$29.9	+9.9%
ADA Paratransit	\$238.5	\$248.9	+\$10.4	+4.4%
RTA Debt Service and JSIF	\$196.4	\$200.8	+\$4.4	+2.2%
RTA Agency ²	\$36.9	\$52.5	+\$15.6	+42.4%
Regional Total¹	\$3,582.8	\$3,924.4	+\$341.6	+9.5%

¹ Metra 2024 expense includes pass-through of \$65 million of Electric District improvements to be reimbursed by NICTD. Excluding those costs, Metra expense growth is 4.9% and regional expense growth is 7.7%.

² RTA Agency gross expense increase is due to the biennial pattern of 5310 grant-funded projects. The 2024 Agency net expense (funding requirement) of \$38.4 million is 6.0% higher than the 2023 budget.

In response to the sudden and lingering ridership and fare revenue losses caused by the COVID-19 pandemic, the federal government provided \$3.5 billion of much-needed relief funding in three tranches: CARES Act, CRRSAA, and ARP Act. At currently adopted funding levels, supporting the proposed Service Board expense levels is projected to result in the exhaustion of federal relief funding beginning in late 2025, with 2026 expected to be the first budget year largely unsupported by existing federal relief. Accordingly, each of the Service Boards has included budget balancing actions (BBA) in the proposed 2026 financial plan, totaling \$878 million. If new operations funding sources are not identified soon, these BBA could include extensive service reductions and/or fare increases.

The proposed five-year capital program totals \$5.975 billion, which is 4.4% greater than the 2023-2027 program. Changes to the budgeted amount are due to a reduction in anticipated federal allocations based on the proposed apportionments in the Fiscal Responsibility Act of 2023, offset by an increase in state PAYGO and federal discretionary funds. The program is presented based on the 15 evaluation metrics that were included in the adopted Strategic Plan, *Transit is the Answer*. Further, the budget focuses on the performance-based capital allocation method, approved by the Board in July 2021, which prioritizes advancement of projects that are focused on equity and accessibility.

The 2024-2028 Capital Program includes a funding mix of federal, state, RTA, and local sources. Funding is divided as follows: 63% federal formula funds, 7% federal discretionary funds, 20% state PAYGO funds, 7% CTA bond funds, 2% RTA bond funds, and 0.5% other RTA and local funding sources. RTA bonds of \$130 million are planned to be issued in 2024 with the proceeds distributed to Metra.

Service Board Presentations and RTA Public Hearings

The Service Boards conducted their required public budget hearings in October and early November, and the CTA, Metra, and Pace Boards voted to adopt their individual budgets and capital programs at their November Board meetings.

At the November 16th RTA Board meeting, each Service Board gave an overview of its proposed budget and capital program. RTA Board members' subsequent questioning stressed several common themes: ridership recovery, expense growth, labor contracts, hiring challenges, marketing, capital priorities, bond issuance plans, and business opportunities for DBE, veteran, and woman-owned firms. Details of the Service Boards' presentations and subsequent Q and A can be viewed on [YouTube](#).

As required by the RTA Act, senior staff and Board members presented a summary of the regional budget and capital program at Board meetings of all six counties of the region during October, November, and December. The RTA conducted a virtual public hearing via Zoom on December 7th to provide an opportunity for public comment on the proposed budget and capital program. Director J.D. Ross presided, Executive Director Redden presented along with Chief Financial Officer Kevin Bueso and Capital Programs Manager Brian Lowenberg, Communications Director Fassett Smith moderated, and Directors Carey, Coulson, Gathing, Gorman, Groven, and Sager attended. Eight residents provided testimony, with comments ranging from concern about the coming budget fiscal cliff to advocating for integrated fares, improved reliability, station improvements in their communities, and better communication between transit agencies and riders. The public hearing can be viewed on the RTA's [YouTube page](#) and the [2024 budget page](#) on the RTA website along with a full PDF of the budget and links to previous draft documents.

As of December 7, six [public comments](#) had been received via email. They pertained to a variety of topics, including the design of the new Harvey Metra station, the progress of bus electrification, the Cook County Fare Pilot Program, the frequency of Metra service to O'Hare Airport, a tax on the increase in property value from proximity to transit, the elimination of incremental fares on Metra, and a proposal for a new plan of governance for the region's public transit.

CTA Budget and Program

CTA's 2024 operating budget proposes an expense level of \$1.996 billion, an increase of \$209.5 million or 11.7% from the 2023 estimate, but a lesser increase of 9.2% from the adopted 2023 budget. Higher labor and other expenses represent approximately 88% of the operating expense increase. Ridership is budgeted at 64% of 2019 levels, a further improvement from the 60% estimated for 2023, and is assumed to recover to 70% of pre-COVID levels by 2026. No fare increases have

been proposed, and price reductions on passes introduced in 2021 remain in effect. To balance expenses, CTA's proposed 2024 budget incorporates \$427.4 million of system-generated revenue, \$1.096 billion of RTA funding, and \$472.5 million of federal relief funding. The remaining relief funding is projected to exhaust toward the end of the 2025 budget year. CTA has acknowledged the resulting operations funding shortfalls by including unspecified budget balancing actions of \$50.4 million and \$576.9 million in 2025 and 2026, respectively.

CTA's five-year capital program has \$3.615 billion available for capital expenditures in 2024-2028 despite an estimated 10-year need of \$24.3 billion for priority projects. CTA's 2024-2028 capital funding sources are: federal formula funds 62%, federal discretionary funds 6%, state PAYGO funds 20%, CTA bond proceeds 11%, and other funds 0.5%.

Key Projects in CTA's 2024-2028 Capital Program:

- Equity
 - Red Line Extension: \$704M
 - 95th Terminal Electrification: \$8M
- Accessibility
 - All Stations Accessibility Program (Oak Park and Ridgeland Green Line, Cicero and Austin Blue Line and Clybourn Red Line): \$128M
- Sustainable Transportation
 - Articulated Electric Buses and Charging Equipment: \$185M
 - Garage and System Electrifications: \$158M

CTA's 2024-2028 program is partially funded by the proposed issuance of \$467 million of 35-year sales tax-backed bonds, with \$42.3 million of capitalized interest and principal payments deferred until 2046. CTA projects that \$992 million will be needed for debt service payments over the five-year capital program.

Metra Budget and Program

Metra's proposed 2024 operating budget totals \$1.093 billion, an increase of \$182.7 million or 20.1% from the estimated 2023 expense level, but a lesser increase of 11.5% from the adopted 2023 budget. Further, if \$65 million of new pass-through costs anticipated to be incurred by Metra related to NICTD improvements on the Metra Electric District are excluded, Metra's budget-to-budget expense growth decreases to 4.9%. Core operating expense increases are being driven by inflationary and contractual cost increases, including the planned takeover of commuter operations on the Union Pacific lines. Ridership is budgeted at 54% of 2019 levels, a significant increase from the 44% estimated for 2023, and is assumed to recover to 66% of pre-COVID levels by 2026. To balance expenses, Metra's proposed 2024 budget incorporates \$308.9 million of system-generated revenue (including \$65 million of reimbursements related to the NICTD project), \$560.4 million of RTA funding, and \$223.7 million of federal COVID-relief funding. Relief funding is expected to last into early 2026. Metra has acknowledged the

resulting 2026 shortfall by including \$274.7 million of unspecified budget balancing actions in that year's plan, exacerbated by a tentative \$60 million transfer to the capital program.

New fares under the proposed 4 zone structure would be effective February 1, 2024, and are designed to be at or below pre-pandemic levels. The existing 10 fare zones would be replaced with 4 zones for One-Way tickets, weekday Day Passes, and Monthly Passes. Trips not originating or terminating downtown would receive the lowest one-way fare of \$3.75 regardless of distance to grow new types of ridership. The 10-Ride Ticket would be replaced with a new fare product, a Day Pass 5-Pack, only available on the Ventra app and priced the same as the current 10-Ride Ticket. The proposed fare structure would not change the \$30 Regional Connect Pass or weekend pass prices. Promotional fares introduced during the pandemic such as the \$100 super saver monthly pass would be discontinued.

Metra's five-year capital program has \$1.947 billion available for capital expenditures in 2024-2028 despite an estimated 10-year need of \$13.9 billion for priority projects. Metra's 2024-2028 capital funding sources are: federal formula funds 64%, federal discretionary funds 8%, state PAYGO funds 20%, RTA bond proceeds 7% and other funds 1%.

Key Projects in Metra's 2024-2028 Capital Program:

- Equity
 - Auburn Park Station: \$33M
 - Harvey Transportation Center: \$24M
- Accessibility
 - New Rail Cars: \$286M
 - Station Accessibility Enhancements: \$271M
- Sustainable Transportation
 - Zero-Emission Trainsets: \$104M
 - F-59 Locomotive Rehabs: \$13M

Metra does not plan to issue any bonds in the 2024-2028 Capital Program.

Pace Budget and Program

Pace's proposed Suburban Service operating budget totals \$333.3 million, an increase of \$38.4 million or 13.0% from estimated 2023 expenses, but a lesser increase of 9.9% from the adopted 2023 budget. Pace's proposed budget includes the first full year of Pulse Dempster service, continued support for innovative service options using transportation network companies (TNC), and the introduction of 23 battery electric buses into the Pace fleet. Ridership is budgeted in 2024 at 55% of 2019 levels, a marginal increase from the 52% that is estimated for 2023 and is then assumed to remain essentially flat through 2026. The Suburban Service budget does not contain any fare increases and proposes to offer free fares on Pace fixed routes for ADA-eligible customers. At Pace's

projected expense levels, maintaining balance will require the use of \$59.7 million of prior-year positive budget variance (PBV) from federal relief funding drawdowns. Such PBV is projected to exhaust in mid-2026, and Pace has acknowledged the resulting shortfall by including \$26.5 million of unspecified budget balancing actions in that year's plan.

Pace's proposed ADA Paratransit operating budget totals \$248.9 million, an increase of \$8.6 million or 3.6% from the 2023 expense estimate and a larger increase of 4.4% from the adopted 2023 budget. ADA Paratransit ridership is budgeted at 98% of 2019 levels, a modest increase from the 95% estimated for 2023, and is assumed to exceed pre-COVID levels by 8% in 2026. Expenses are budgeted to be offset by \$13.0 million of system-generated revenue in 2024, resulting in a funding requirement of \$236.0 million expected to be satisfied solely with Sales Tax II and state funding. The ADA Paratransit 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 divert some demand away from the more expensive traditional ADA Paratransit service which continues to experience driver shortages. TAP/RAP comprises 38% of total ADA Paratransit ridership in 2024.

Pace's five-year capital program has \$413 million available for capital expenditures in 2024-2028 despite an estimated 10-year need of \$2.3 billion for priority projects. Pace's 2024-2028 capital funding sources are: federal formula funds 68%, federal discretionary funds 12%, and state PAYGO funds 20%.

Key Projects in Pace's 2024-2028 Capital Program:

- Equity
 - Pulse 95th Street: \$20M
 - North Division Electrification: \$63M
- Accessibility
 - Pulse Halsted Line: \$40M
 - Paratransit Vehicle Purchases: \$31M
- Sustainable Transportation
 - Southwest Division Electrification: \$104M
 - River Division Electrification: \$67M
 - North Division Electrification: \$96M

There are no Pace bond issuances in the proposed capital program, and Pace's only existing bonds are scheduled to mature in 2024.

RTA Agency Budget

Proposed funding for the 2024 RTA Agency budget is \$38.4 million, \$2.2 million or 6% above the 2023 funding level. The proposed RTA Agency operating budget

contains gross expenses of \$52.5 million, an increase of \$15.6 million or 42.4% from the 2023 budget, due to biennial Federal 5310 projects.

The proposed funding for the RTA Agency Administrative Budget, which includes the core Agency expenses for staff, facilities, information technology, office services, and professional services, comprises 47.0% of the total proposed budget or \$18.0 million, a 2.2% increase over the 2023 budget. Comprising 53.0% or \$20.4 million of the total proposed funding for the Agency budget, the Regional Programs budget includes both Regional Services and Regional Programs. Projected to increase by 8% over the 2023 budget, Regional Services are provided directly to the public by the RTA such as ADA Certification, Mobility Management, Travel Information Center, Customer Service Center, Transit Benefit Programs, and Reduced Fare Administration, including Metra's new reduced fare pilot program. Projected to increase by 25% over the 2023 budget, Regional Programs include all 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.

Funding of \$38.4 million for the proposed 2024 Agency budget represents less than 2% of the total RTA funding for regional operations. Proposed 2024 Agency Budget gross expenses of \$52.5 million represent 1.3% of the total regional operating expenses.

Innovation, Coordination, and Enhancement (ICE)

The adopted 2023 funding amounts ordinance modified the process for the allocation of Innovation, Coordination, and Enhancement (ICE) funding to the Service Boards. Beginning with the 2023 budget, ICE funding distribution is being paused for two years to allow actual ICE amounts to be determined prior to the execution of ICE grant agreements for approved operating or capital projects, eliminating the administrative burden of managing variances of actual ICE funding from budgeted amounts.

As shown in Schedules I-A, I-B, and II-A, ICE funding associated with the 2023 and 2024 budget years will be allocated in 2025 and 2026. ICE funding will continue to be allocated at the same statutory shares used for Sales Tax II and PTF II: 48% for CTA, 39% for Metra, and 13% for Pace. CTA and Metra have proposed using ICE funding for capital projects, while Pace plans to use ICE funds for operating.

Actions

Staff requests adoption of the attached ordinance which approves the 2024 Budgets, 2025-2026 Financial Plans, and 2024-2028 Capital Programs of the Service Boards and Authority and appropriates funds accordingly.

Prepared by: Finance, Innovation and Technology / Capital Planning
LR/JL/MV/BL/TO/KB/WL/DA/SR

**Ordinance No.
2023-XX**

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

WHEREAS, Section 4.01 of the Regional Transportation Authority Act (the “Act”) directs the Board of Directors of the Regional Transportation Authority (the “RTA Board”) to (i) appropriate money to perform the purposes of the Regional Transportation Authority (the “RTA” or the “Authority”) and provide for payment of debts and expenses of the RTA, (ii) take action with respect to the budget and two-year financial plan of each of the Chicago Transit Authority (the “CTA”), the Commuter Rail Division of the Regional Transportation Authority (“Metra”), the Suburban Bus Division of the Regional Transportation Authority (“Pace”, and, together with the CTA and Metra, collectively, the “Service Boards” and each, individually, a “Service Board”), as provided for in Section 4.11 of the Act, and (iii) adopt an Annual Budget and Two-Year Financial Plan for the RTA that includes the annual budget and two-year financial plan of each Service Board that has been approved by the RTA;

WHEREAS, the federal government has provided relief funding for transit via the Coronavirus Aid, Relief, and Economic Security (“CARES”) Act, the Coronavirus Response and Relief Supplemental Appropriations Act (“CRRSAA”), and American Rescue Plan (“ARP”) Act, allowing FTA grants for reimbursement of lost revenue and eligible expenses related to the coronavirus public health emergency, providing a mechanism to replace both RTA public funding shortfalls and Service Board fare revenue losses;

WHEREAS, COVID-19 effects which began in March 2020 are expected to continue to have a material impact on RTA ridership and fare revenue through the 2024 to 2026 planning period;

WHEREAS, pursuant to Section 4.11 of the Act, the RTA Board adopted Ordinance 2023-29 on August 17, 2023, identifying the amounts of RTA funds estimated to be available to each Service Board for operations during fiscal year 2024 and the two following fiscal years;

WHEREAS, the RTA Board adopted Ordinances 2020-20, 2021-08, and 2021-52, authorizing CTA, Metra, and Pace Suburban Service to include federal relief funding requisitioned for fare revenue replacement as operating revenue for the purpose of achieving required system-generated revenue recovery ratios;

WHEREAS, in July 2023, Illinois P.A. 103-0281 provided temporary recovery ratio relief to the RTA and Service Boards for RTA fiscal years 2024 and 2025 by waiving the financial penalty for failing to achieve an actual 50% year-end system-generated revenue recovery ratio result, and further provided relief by allowing the

regional operating budget to reflect a system-generated revenue recovery ratio of less than 50% and by allowing the ADA Paratransit budget to reflect a system-generated revenue recovery ratio of less than 10%, extending the relief which had been provided by Illinois P.A. 102-0678 for RTA fiscal years 2021 through 2023;

WHEREAS, pursuant to Section 4.11 of the Act, each Service Board has submitted a proposed fiscal year 2024 budget and 2025–2026 financial plan to the RTA for review and approval;

WHEREAS, CTA has included unspecified budget balancing actions (BBA) of \$50 million in the proposed 2025 financial plan, and each of the Service Boards has included unspecified budget balancing actions in the proposed 2026 financial plan, totaling \$878 million;

WHEREAS, pursuant to Section 4.01(a) of the Act, the RTA held a virtual public hearing in the metropolitan region on December 7, 2023, and met with the county board or its designee of each of the several counties in the metropolitan region, with respect to the proposed annual budget and two-year financial plan, and considered the public comments on the proposed budget and financial plan;

WHEREAS, pursuant to Sections 4.01(a) and 4.11(d) of the Act, the budgets and financial plans of the Service Boards shall contain estimated expenses for contributions to be made with respect to pension and other employee benefits, and the Service Boards are required to present to the RTA budgets prepared in such detail as prescribed by the Board, which have been prepared on both an accrual and a cash flow basis, and that fairly present the condition of any pension plan or trust for health care benefits with respect to retirees established by the Service Board and describes the plans of the Service Boards to meet the requirements of Sections 4.02a and 4.02b;

WHEREAS, pursuant to Sections 4.02a and 4.02b of the Act, the RTA shall continually review the payment of the required employer contributions to affected pension plans and if at any time the RTA determines that a Service Board's payment of any portion of the required contributions to an affected pension plan is more than one month overdue, it shall as soon as possible pay the amount of those overdue contributions to the trustee of the affected pension plan on behalf of that Service Board out of monies otherwise payable to that Service Board under Section 4.03.3, and the RTA shall thereafter have no liability to the Service Board for amounts paid to the trustee of the affected pension plan, and if the RTA's payment of such contributions is similarly overdue it shall pay such overdue amount out of its administrative expenses;

WHEREAS, Section 4.10 of the Act prohibits the RTA from releasing funds, other than those allocated pursuant to sections 4.03 and 4.03.1 which are allocated to the CTA under Section 4.01(d), to the CTA in any fiscal year unless a unit or units of local government in Cook County (other than the CTA) enters or enter into an Agreement with the CTA to make a monetary contribution for such year of at least \$5,000,000 for public transportation;

WHEREAS, pursuant to Section 4.03.3 of the Act, the RTA has established public funding levels in 2024 through 2026 for the Suburban Community Mobility Fund

and the Innovation, Coordination, and Enhancement Fund (the “ICE Fund”) that change proportionately with the percentage change in estimated RTA sales tax receipts;

WHEREAS, RTA Ordinance 2022-47 paused the distribution of ICE Fund amounts to the Service Boards for two fiscal years, with actual 2023 ICE Fund amounts expected to be allocated with the 2025 funding amounts, to be utilized by the Service Boards for proposed operating or capital projects subject to a process that meets the requirements of the RTA Act;

WHEREAS, pursuant to Section 2.01d of the Act, the RTA in coordination with Pace has established public funding levels in 2024 through 2026 for the ADA Paratransit Fund;

WHEREAS, pursuant to Section 4.11(a) of the Act, the RTA Board shall, no later than September 15, 2024, review the interim 2024 results for the provision of Regional ADA Paratransit service operations and the written report of the Executive Director related thereto, and shall amend the 2024 budgets of the Authority and the Service Boards to provide for additional funding for the provision of ADA Paratransit services, if needed;

WHEREAS, the RTA will reimburse the purchase of excess liability and terrorism insurance by the RTA system’s Loss Financing Plan and Joint Self Insurance Fund to provide system protection against catastrophic loss;

WHEREAS, on February 16, 2023, and pursuant to Section 2.01a of the Act, the RTA Board adopted Ordinance 2023-01 approving the current Regional Transit Strategic Plan (the “Strategic Plan”), which delineates a number of regional goals and objectives;

WHEREAS, the provisions of this Ordinance comport with the goals and objectives set forth in the Strategic Plan;

WHEREAS, pursuant to Section 2.01b of the Act, the Authority shall each year adopt a Five-Year Capital Program that shall include each capital improvement to be undertaken by or on behalf of a Service Board; provided that the Authority finds that the improvement meets any criteria for capital improvements contained in the Strategic Plan, is consistent with any sub-regional or corridor plan adopted by the Authority, and can be funded within amounts available with respect to the capital and operating costs of such improvement;

WHEREAS, pursuant to Section 4.01 (h) of the Act, no Service Board shall undertake any capital improvement which is not identified in the Five-Year Capital Program;

WHEREAS, in order to ensure a continued responsible allocation of transit funding as well as to further regional financial transparency, the RTA Board adopted Ordinance 2021-39 on July 15, 2021, approving a performance-based capital allocation process that was developed in collaboration with the Service Boards;

WHEREAS, pursuant to Section 2.01b of the Act, the RTA conducted a virtual public hearing on December 7, 2023, with respect to the proposed Five-Year Capital Program, providing an opportunity for input by residents of the RTA region,

and has considered the public comments on the proposed capital program resulting from such hearing;

WHEREAS, the Five-Year Capital Program included with this Ordinance is based on capital program submittals from the RTA and Service Boards, and if the RTA Board makes any amendments to the estimates of capital funding available based on subsequent federal or state actions, the Service Boards will be required to adjust their capital programs to reflect such revised estimates;

WHEREAS, unfavorable economic conditions in prior years required the RTA to deplete its fund balance to provide funds to the Service Boards, and to allocate, rather than reserve, financial resources in an effort to preserve operating stability;

WHEREAS, RTA 2016 Budget Ordinance 2015-55 rescinded the provisions of the Fund Balance Policy adopted by Ordinance 98-15 and the provisions of the Fund to Budget Policy adopted by Ordinance 91-9;

WHEREAS, in accordance with the RTA Reserve Policy implemented in October 2015, the Service Boards have an ongoing responsibility to maintain individual reserve plans which will address any structural funding or operating revenue reductions or expense increases with remedial actions, and that the Service Boards have shared updated reserve plans with the RTA as required by the 2024 Budget Call;

WHEREAS, the RTA will continue to exercise its short-term borrowing authority to manage delays in State funding;

WHEREAS, the RTA will attempt to minimize the impact on Service Board funding levels from financial transactions that are sensitive to prevailing interest rates, collateral calls, and arbitrage penalties;

WHEREAS, the RTA Board held a regular Board meeting on November 16, 2023, to review the details of the Service Boards' proposed budgets and capital programs with representatives from each of the Service Boards; and

WHEREAS, the RTA Board has determined that it is in the best interest of the RTA to take the following actions in order to carry out its powers and duties under the Act.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY THAT:

**ARTICLE I
INCORPORATION OF PREAMBLES**

The preambles of this ordinance are hereby incorporated into this text as if set out herein in full.

**ARTICLE II
APPROVAL OF BUDGETS AND FINANCIAL PLANS**

Section One: Service Board Budgets and Financial Plans

- 1.1 In compliance with the Act, the RTA has received and reviewed each of the Service Boards' proposed budgets for 2024 and financial plans for 2025 and 2026.
- 1.2 With respect to the proposed budget and financial plan submitted by CTA (as summarized in Schedule I-B), the RTA finds as follows:
 - (a) the CTA budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
 - (b) the CTA budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;
 - (c) the CTA budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of CTA sufficient to allow CTA to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;
 - (d) the CTA budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;
 - (e) the CTA budget and plan has been prepared in accordance with sound financial practices;
 - (f) the CTA budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established; and
 - (g) the CTA budget and plan is consistent with the goals and objectives adopted by the RTA in the Strategic Plan.
- 1.3 With respect to the proposed budget and financial plan submitted by Metra (as summarized in Schedule I-B), the RTA finds as follows:
 - (a) the Metra budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or

encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;

(b) the Metra budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;

(c) the Metra budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of Metra sufficient to allow Metra to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;

(d) the Metra budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;

(e) the Metra budget and plan has been prepared in accordance with sound financial practices;

(f) the Metra budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established;

(g) the Metra budget and plan is consistent with the goals and objectives adopted by the RTA in the Strategic Plan.

1.4 With respect to the proposed budget and financial plan submitted by Pace for Suburban Service (as summarized in Schedule I-B), the RTA finds as follows:

(a) the Pace Suburban Service budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;

(b) the Pace Suburban Service budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;

(c) the Pace Suburban Service budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of Pace sufficient to allow Pace to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;

(d) the Pace Suburban Service budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;

(e) the Pace Suburban Service budget and plan has been prepared in accordance with sound financial practices;

(f) the Pace Suburban Service budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established; and

(g) the Pace Suburban Service budget and plan is consistent with the goals and objectives adopted by the RTA in the Strategic Plan.

- 1.5 With respect to the proposed budget and financial plan submitted by Pace for ADA Paratransit Service (as summarized in Schedule I-B), the RTA finds as follows:
- (a) the Pace ADA Paratransit Service budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
 - (b) the Pace ADA Paratransit Service budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;
 - (c) the Pace ADA Paratransit Service budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of Pace sufficient to allow Pace to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;
 - (d) the Pace ADA Paratransit Service budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;
 - (e) the Pace ADA Paratransit Service budget and plan has been prepared in accordance with sound financial practices;
 - (f) the Pace ADA Paratransit Service budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established; and
 - (g) the Pace ADA Paratransit Service budget and plan is consistent with the goals and objectives adopted by the Authority in the Strategic Plan.

Pursuant to Section 4.11 of the Act, the 2024 budgets and 2025-2026 financial plans for CTA, Metra and Pace, as presented in the attached Schedule I-B, are hereby approved.

As authorized by Section 4.11 of the Act, the RTA Board hereby directs that, no more than 40 days after the end of each fiscal quarter, each Service Board is required to report to the RTA its financial condition and results of operations and the financial condition and results of operations of the public transportation services subject to its jurisdiction, as of the end of and for such quarter, for review by the RTA for conformity with the approved budget for such period.

Section Two: RTA Budget and Financial Plan

The RTA Board has received and reviewed the proposed budget and financial plan of the Authority as summarized in Schedule I-A. The 2024 budget and 2025-2026 financial plan for the Authority is hereby approved and the RTA Board finds as follows:

- (a) The Authority budget and plan shows a balance between anticipated revenues from all sources and anticipated expenses, including the funding of operating deficits and the discharge of encumbrances incurred in prior periods and payment of principal and interest on outstanding indebtedness when due, as summarized in Schedule I-A.
- (b) The Authority budget and plan shows cash balances sufficient to pay with reasonable promptness all obligations and expenses as incurred, as summarized in Schedule I-E.
- (c) A waiver of the statutory system-generated revenue recovery ratio requirements is in place for RTA fiscal years 2024 and 2025, which are budgeted at 48.2% and 49.0%, respectively, for the Authority, apart from ADA Paratransit service, and at 7.5% for ADA Paratransit service, as summarized in Schedule I-C. The Authority 2026 plan shows that the level of fares and charges for public transportation provided by, or under grant or purchase of service contracts of, the Service Boards is sufficient to cause the aggregate of all projected system-generated revenues from such fares and charges received, apart from ADA Paratransit service, to equal at least fifty percent (50%) of the aggregate cost of providing such public transportation, and at least ten percent (10%) for ADA Paratransit service, as required by the Act.
- (d) The Authority budget and plan is based on and employs assumptions and projections which are reasonable and prudent
- (e) The budgeted administrative expenses of the RTA Agency, as defined in Section 4.01(c) of the Act, do not exceed the maximum expenses permitted for 2024.
- (f) The Authority budget and plan is consistent with the goals and objectives adopted by the Authority in the Strategic Plan

ARTICLE III ADOPTION OF THE FIVE-YEAR CAPITAL PROGRAM

Section One: Adoption of the Five-Year Capital Program

The RTA Board has received and reviewed the 2024-2028 Five-Year Capital Program presented by the Service Boards. The RTA Board hereby adopts the Five-Year Capital Program Revenues and Expenditures attached as Schedule II-A and Schedule II-B, subject to continuing review by the RTA.

Section Two: Prohibition on Capital Projects Not Included in the Program

Pursuant to Section 4.01 (h) of the Act, no Service Board shall undertake any capital improvement which is not identified in the Five-Year Capital Program.

Section Three: Applications for Federal and State Capital Grants, Loans and Other Funds

In accordance with Section 4.02 (b) of the Act, each Service Board is directed to provide notice to the RTA of its intent to file any application for federal or state capital grants, loans or other funds prior to making any such application, and to file a copy of any such application with the RTA. No Service Board shall apply for or receive any capital grant or loan unless it is identified in the RTA Five-Year Capital Program and is consistent with the RTA Strategic Plan.

Section Four: RTA Bond Projects

There is \$130 million in RTA bond proceeds programmed for 2024 to be used by Metra to fund a set of projects that, upon completion, would have a weighted average useful life of at least 20 years or, when combined for the region as a whole, would have a weighted average useful life of at least 20 years. Additionally, Metra must maintain, and provide to the RTA, the appropriate records necessary to satisfy any continuing disclosure requirements.

Section Five: Future Capital Allocations

Federal formula funds and state PAYGO funds are allocated based on historic splits for 2024. Beginning in 2025 the split of federal formula and PAYGO funds is based on the Performance-Based Capital Allocation Structure developed collaboratively between the RTA and the Service Boards and adopted by the RTA Board on July 15, 2021 (2021-39). The allocation method is guided by three principles: Addressing Capital Reinvestment Need, Incentivizing Capital Expenditure Performance, and Advancing Policy Priorities.

The 2028 withheld funds will be programmed by the Service Boards in the same manner as the calculated set-asides for 2025-2027.

ARTICLE IV APPROPRIATION OF FUNDS AND CERTAIN OTHER ACTIONS

Section One: Appropriation for Each Service Board

The following amounts for 2024 are appropriated for payment to each Service Board from the enumerated sources of funds and for the specified objects and purposes.

1.1 Statutory RTA Sales Taxes

There is appropriated, from the taxes collected under Section 4.03, for expenditure by each Service Board pursuant to the 2024 budget approved for such Service Board in Article II, the amount required by Sections 4.03.3 (a) and 4.03.3 (b) of the Act. The estimated amount of each appropriation is specified as “Part I Sales Tax Allocation” on Schedule I-D. After receipt by the RTA of the proceeds of taxes imposed pursuant to Section 4.03 of the Act, the Executive Director of the RTA shall provide for the payment to each Service Board the specified appropriation.

1.2 Statutory RTA Sales Taxes and Public Transportation Funds

- (a) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act, to Pace for expenditure for ADA Paratransit Services, the amount required by Section 4.03.3 (c). The estimated amount of the appropriation is specified as “Part II Allocation; RTA Total for ADA Paratransit Service” on Schedule I-D. The RTA Board directs Pace to provide to the RTA any information requested by the Executive Director that is, in the judgment of the Executive Director, necessary to estimate the difference between (i) the projected final 2024 operating deficit of ADA Paratransit service and (ii) the total amount of funding from all sources estimated to be available for 2024 operations of ADA Paratransit service (such difference, the “Shortfall Amount”). The Shortfall Amount, if any, shall be established by the Executive Director prior to August 15, 2024 by examining the ADA Paratransit service year-to-date operating results through the second quarter of 2024, and, after being approved by the Chairman of the RTA Board and the Chairman of the Finance Committee of the RTA Board, shall be submitted to the RTA Board together with a certification from Pace that additional funds equal to the Shortfall Amount are necessary for 2024 ADA Paratransit service operations. Such certification shall be accompanied by a report describing Pace’s efforts to implement reasonable and appropriate cost savings and revenue raising measures related to ADA Paratransit service.
- (b) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act, to Pace for expenditure for Suburban Community Mobility, the amount required by Section 4.03.3. The estimated amount of the appropriation is specified as “Part II Allocation; RTA Suburban Community Mobility Fund (SCMF) to Pace” on Schedule I-D.
- (c) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act, to the Innovation, Coordination, and Enhancement (ICE) Fund the amount required by Section 4.03.3 (c). The estimated amount of the appropriation is specified as “Part II Allocation; RTA Innovation, Coordination & Enhancement (ICE)” on Schedule I-D.
- (d) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act to each Service Board for expenditure pursuant to the 2024 budget approved for such Service Board in Article II, the amount required by Section 4.03.3 (c). The estimated amount of each appropriation is specified as “Part II Allocation; Remaining Balance to Service Boards” on Schedule I-D.

After receipt by the RTA of the proceeds of taxes imposed pursuant to Section 4.03 of the Act, and Public Transportation Fund receipts pursuant to Section 4.09 of the Act, the Executive Director of the RTA shall provide for the payment to each Service Board the specified appropriation.

1.3 Reduced Fare Reimbursement

There is appropriated, for expenditure by each Service Board pursuant to the 2024 budget approved for such Service Board in Article II, amounts received from the State of Illinois for reimbursement of revenues lost from providing reduced fare rides.

After receipt by the RTA of such funds from the State of Illinois, the Executive Director shall provide for the payment to each Service Board its proportionate share of the proceeds estimated to be received from the State identified as "State Reduced Fare Reimbursement" on Schedule I-A; provided that such funds shall not be distributed to the CTA unless and until a unit or units of local government in Cook County (other than the CTA) enters or enter into an agreement with the CTA to make a monetary contribution for such year of at least \$5,000,000 for public transportation.

1.4 RTA Non-Statutory Funding - Public Transportation Fund, 15% Sales Tax, Other RTA Revenues

(a) There is appropriated, for expenditure by each Service Board pursuant to the 2024 budget approved for such Service Board in Article II, the amounts specified as "RTA Non-Statutory Funding – PTF I" and "RTA Non-Statutory Funding – Sales Tax I" on Schedule I-B. Pursuant to Ordinance 2023-39, approving the operations funding amounts for the 2024 operating budget and the 2025-2026 financial plan years, any amounts of PTF I received in excess of the PTF I receipts budgeted, as identified on Schedule I-A, shall be distributed to the Service Boards in the same proportion as the Service Board PTF I funds originally budgeted in that fiscal year. Any negative variance in PTF I receipts (i.e. receipts lower than anticipated) shall be borne by the Service Boards in the same proportion as the distribution of Service Board PTF I funds originally budgeted for that fiscal year. The Executive Director shall provide for the payment to each Service Board its share of "RTA Non-Statutory Funding – PTF I" and "RTA Non-Statutory Funding – Sales Tax I" provided that such funds shall not be distributed to the CTA unless and until a unit or units of local government in Cook County (other than the CTA) enters or enter into an agreement with the CTA to make a monetary contribution for such year of at least \$5,000,000 for public transportation.

(b) There is appropriated, for expenditure by Pace pursuant to the 2024 budget approved for Pace Suburban Service in Article II, the amount specified as "South Suburban Job Access Funds" on Schedule I-B from other receipts and revenues of the RTA.

Subject to receipt by the RTA of sufficient proceeds of taxes imposed pursuant to Section 4.03 of the Act, and from the Public Transportation Fund receipts pursuant to Section 4.09 of the Act, the Executive Director is hereby directed to provide for the payment of such funds described in paragraphs (a) and (b) as soon as may be practicable upon their receipt provided that each Service Board is in compliance with the requirements of Section 4.11 of the Act and this Ordinance.

Section Two: Appropriation to the Regional Transportation Authority

In 2024 there is appropriated, for expenditure for the operating purposes of the RTA (the “Agency”) the amounts specified on Schedule I-A as “Agency Administration” and “RTA Regional Services and Programs”, pursuant to the 2024 Authority budget approved in Article II, from other receipts and revenues of the RTA.

In 2024 there is appropriated, for transfer from the RTA’s Fund Balance to the Joint Self-Insurance Fund (JSIF), funds to reimburse the insurance premium and associated fees for liability and terrorism insurance for the RTA System’s Loss Financing Plan the amount specified on Schedule I-A as “RTA Joint Self-Insurance Fund (JSIF) Funding.”

**ARTICLE V
GENERAL**

Section One: Implementation and Dissemination

The Executive Director is authorized and directed to take appropriate action to implement and enforce this Ordinance and to prepare and disseminate the 2024 Annual Budget and Program of the RTA in accordance with the Act and the policies established herein. This shall specifically include the authority to enter into intergovernmental agreements (IGAs), Technical Services Agreements (TSAs), or other agreements necessary to apply for or effectuate grants for projects specifically authorized herewith in the Five-Year Capital Program.

The Executive Director shall be further authorized to execute and enter into other IGAs necessary to effectuate or implement powers and duties of the RTA, so long as those IGAs do not exceed \$100,000 in value and are subject to funds appropriated by the RTA Board.

Section Two: Organization of the RTA

The Executive Director shall organize the staff of the Authority, shall allocate their functions and duties, and shall fix compensation and conditions of employment. The Executive Director shall develop, and modify as may be necessary, Agency policies regarding travel, business and relocation expenses, consistent with the Local Government Travel Expense Control Act.

Section Three: Non-Waiver of RTA Authority

Nothing in this Ordinance is intended to or shall have the effect of (i) creating an obligation on the part of the RTA to provide funding to the Service Boards in excess of their respective statutorily allocated portions of the proceeds from taxes and State funds actually received by the RTA, nor (ii) waiving any discretion the RTA may have under law to amend the amounts appropriated to the Service Boards under the Ordinance, subject to compliance by the Service Boards with terms and conditions established by the RTA. Furthermore, nothing in this Ordinance is intended to or shall have the effect of waiving any discretion the RTA may have under law to subject to review the determinations made in this Ordinance, including, but not limited to, setting recovery ratios for the Service Boards, establishing inclusions or exclusions of certain revenues or expenditures from the calculation of such recovery ratios, or determining the allowable uses of federal, state or local funds.

Section Four: Executive Director's Authority to Apply for Additional Funds

The Executive Director, and his or her designee, is authorized and directed to execute and file applications on behalf of the RTA with the United States Department of Transportation ("USDOT"), Federal Transit Administration ("FTA"), the Illinois Department of Transportation ("IDOT"), and any other funding agency (collectively the "Funding Agencies") for any monies available for funding of the RTA Annual Budget. The Executive Director, and his or her designee, is authorized to furnish such additional information, assurances, certifications, and amendments as the Funding Agencies may require in connection with such applications or the projects. The Executive Director, and his or her designee, is authorized and directed on behalf of the RTA to execute and deliver grant agreements and all subsequent amendments thereto between the RTA and the Funding Agencies. Further, the Executive Director, and his or her designee, is authorized and directed to take such action as he or she deems necessary or appropriate to implement, administer, and enforce said agreements and all subsequent amendments thereto on behalf of the RTA.

Section Five: Direction to File this Ordinance with Public Officials.

The Executive Director is authorized and directed to file the 2024 Budget and Program and a copy of this Ordinance with the Governor of Illinois, the Illinois General Assembly, the Comptroller of the State of Illinois, the Mayor of the City of Chicago and the Auditor General of the State of Illinois, along with an appropriate certification that this budget and program meet the requirements of the Act.

RTA Statement of Revenues and Expenditures
General and Agency Funds
(dollars in thousands)

	2024 Budget	2025 Plan	2026 Plan
RTA Funding Sources			
RTA Sales Tax (Part I) ¹	1,222,993	1,259,683	1,292,434
RTA Sales Tax (Part II) ¹	429,928	442,826	454,340
RTA Public Transportation Fund (PTF - Part I)	307,482	319,716	328,029
RTA Public Transportation Fund (PTF - Part II)	212,791	221,203	226,954
State Financial Assistance (ASA/AFA)	117,615	103,358	99,131
State Reduced Fare Reimbursement	19,107	19,107	19,107
State Funding for ADA Paratransit	9,108	9,108	9,108
Innovation, Coordination, and Enhancement (ICE) Carry Forward ²	-	16,301	16,823
Other RTA Revenue ³	17,557	3,739	17,913
Total RTA Funding Sources	2,336,581	2,395,040	2,463,838
Operating Expenditures			
RTA Total Funds for CTA Operations	1,023,395	1,064,900	1,093,800
RTA Total Funds for Metra Operations	560,431	583,519	599,676
RTA Total Funds for Pace Suburban Service Operations	227,521	236,274	242,551
RTA Total Funds for Pace ADA Paratransit Operations	235,973	251,790	266,515
RTA Funding for Innovation, Coordination, and Enhancement (ICE) ²	16,823	17,327	17,778
State Reduced Fare Reimbursement	19,107	19,107	19,107
Agency Administration	18,068	18,610	19,169
RTA Regional Services and Programs	34,432	21,225	36,029
Total Operating Expenditures	2,135,750	2,212,754	2,294,625
Debt Service & JSIF Expenditures			
Principal and Interest	189,834	170,740	157,090
RTA Joint Self-Insurance Fund (JSIF) Funding	10,997	11,547	12,125
Total Debt Service & JSIF Expenditures	200,832	182,287	169,215
Total Expenditures	2,336,581	2,395,040	2,463,838
Beginning Unreserved/Undesignated Fund Balance	28,475	28,475	28,475
Change in Fund Balance	0	0	0
Ending Unreserved/Undesignated Fund Balance	28,475	28,475	28,475
Regional System-Generated Revenue Recovery Ratio (statutory) ⁴	48.2%	49.0%	50.0%
Regional Recovery Ratio Excluding Federal Relief Funding and BBA (for information only)	26.1%	25.7%	23.4%

¹ Net amount after 1.5% State administrative fee.

² Reflects two-year pause, with estimated 2023 and 2024 ICE amounts temporarily held at RTA, to be allocated beginning with 2025 budget year.

³ Includes income from investments, sales tax interest, and revenue from RTA programs and projects.

⁴ Includes an unspecified regional-level revenue credit of \$30 million to achieve 50% requirement in 2026.

Total Funds for Service Board Operations
General and Agency Funds
(dollars in thousands)

	2024 Budget	2025 Plan	2026 Plan
CTA			
System-Generated Revenue	427,423	443,424	463,673
Total Operating Expenses	1,995,789	2,106,776	2,202,916
Operating Deficit	1,568,366	1,663,352	1,739,243
RTA Sales Tax (Part I)	509,584	524,872	538,519
RTA Sales Tax and PTF (Part II)	166,752	168,340	168,677
RTA 25% PTF on RETT (Part II)	17,987	18,657	19,142
RTA Non-Statutory Funding - PTF I	301,333	313,322	321,468
RTA Non-Statutory Funding - Sales Tax I	27,739	31,885	37,918
Innovation, Coordination, and Enhancement (ICE) Funding ¹	-	7,824	8,075
Total RTA Funding for Operations	1,023,395	1,064,900	1,093,800
City of Chicago RETT (Part II)	72,455	74,629	76,569
Federal Relief Funding ^{2,3}	472,516	481,227	-
Additional Funding Need or Budget Balancing Actions ^{3,4}	-	50,420	576,949
Total Funding for Operations	1,568,366	1,671,176	1,747,318
ICE funding not used for operations - transfer to capital ⁵	-	(7,824)	(8,075)
Net Result	0	0	0
Metra			
System-Generated Revenue	308,900	337,800	313,700
Total Operating Expenses	1,093,000	1,155,000	1,145,000
Operating Deficit	784,100	817,200	831,300
RTA Sales Tax (Part I)	402,407	414,480	425,256
RTA Sales Tax and PTF (Part II)	135,486	136,776	137,050
RTA Non-Statutory Funding - Sales Tax I	22,538	25,906	30,809
Innovation, Coordination, and Enhancement (ICE) Funding ¹	-	6,357	6,561
Total RTA Funding for Operations	560,431	583,519	599,676
Federal Relief Funding ^{2,3}	223,670	240,038	23,485
Additional Funding Need or Budget Balancing Actions ^{3,4}	-	-	274,700
Total Funding for Operations	784,100	823,557	897,861
ICE funding not used for operations - transfer to capital ⁵	-	(6,357)	(6,561)
Farebox Capital Program	-	-	(60,000)
Net Result	0	0	0
Pace Suburban Service			
System-Generated Revenue	40,554	38,526	36,873
Total Operating Expenses	333,334	346,155	361,011
Operating Deficit	292,780	307,629	324,138
RTA Sales Tax (Part I)	127,552	131,379	134,794
RTA Sales Tax and PTF (Part II)	45,162	45,592	45,683
Suburban Community Mobility Funds	33,645	34,655	35,556
South Suburban Job Access Funds	7,500	7,500	7,500
RTA Non-Statutory Funding - PTF I	6,150	6,394	6,561
RTA Non-Statutory Funding - Sales Tax I	7,513	8,635	10,270
Innovation, Coordination, and Enhancement (ICE) Funding ¹	-	2,119	2,187
Total RTA Funding for Operations	227,521	236,274	242,551
Federal Discretionary Fund Programs	5,553	5,558	4,357
Prior Year PBV (from 2020-2022 relief funding drawdowns) ^{2,3}	59,706	65,797	50,731
Additional Funding Need or Budget Balancing Actions ^{3,4}	-	-	26,499
Total Funding for Operations	292,780	307,629	324,138
ICE funding not used for operations - transfer to capital ⁵	-	-	-
Net Result	0	0	0
Pace ADA Paratransit Service			
Total System-Generated Revenue	12,960	13,077	13,352
Total Operating Expenses	248,933	264,867	279,867
Operating Deficit	235,973	251,790	266,515
RTA Sales Tax and PTF (Part II)	226,864	242,682	257,407
State Funding for ADA Paratransit	9,108	9,108	9,108
Total RTA Funding for Operations	235,973	251,790	266,515
Net Result	0	0	0

¹ Reflects two-year pause, with actual 2023 and 2024 amounts to be allocated beginning with 2025 budget year.

² Includes CARES Act, CRRSAA, and/or ARP Act federal relief funding.

³ Authorized for inclusion in operating revenue for recovery ratio purposes by the RTA Board.

⁴ Potential revenue and/or expense adjustments due to projected exhaustion of federal relief funding.

⁵ As authorized by RTA Ordinance 2023-39, may alternatively be used for capital purposes.

System-Generated Revenue Recovery Ratios

	2024 Requirement	2024 As Budgeted	2025 As Planned	2026 As Planned
CTA ¹	42.0%	52.5%	53.5%	54.4%
Metra ¹	39.0%	52.0%	53.4%	51.6%
Pace Suburban Service ¹	17.0%	17.0%	17.0%	17.0%
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Regional System-Generated Revenue Recovery Ratio ^{1,2}	37.0%	48.2%	49.0%	50.0%
Pace ADA Paratransit	7.5%	7.5%	7.5%	10.0%

The RTA Act allows certain expenditures to be excluded from the recovery ratio calculation including security expense, depreciation, debt service, facility leases, ICE-funded operating expenses, and capital cost of contracting.

¹ Includes federal relief funding authorized for inclusion by RTA ordinances 2020-20, 2021-08, and 2021-52.

² In 2026, includes unspecified regional-level revenue credit of \$30 million to reach 50%.

RTA Statutory Sales Tax, Public Transportation Funds, and RETT
Source and Distribution of Funds
(dollars in thousands)

	2024 Budget	2025 Plan	2026 Plan
Source of Funds			
Part I Sales Tax ("85% Sales Tax") ¹			
City of Chicago	414,595	427,032	438,135
Suburban Cook County	616,388	634,880	651,387
Collar Counties	192,010	197,770	202,912
Total Part I Sales Tax	1,222,993	1,259,683	1,292,434
Part I Public Transportation Funds (PTF) (25% of Sales Tax I)	307,482	319,716	328,029
Total Part I Sales Tax and PTF	1,530,475	1,579,399	1,620,463
Part II Sales Tax, RETT, and PTF			
City of Chicago	95,953	98,832	101,401
Suburban Cook	145,364	149,725	153,618
Collar Counties	188,611	194,269	199,321
Total Part II Sales Tax	429,928	442,826	454,340
Part II Real Estate Transfer Tax (RETT) ²	72,455	74,629	76,569
Total Part II Sales Tax and RETT	502,384	517,455	530,909
Part II Public Transportation Funds			
5% of Sales Tax I and 30% of Sales Tax II	191,206	198,814	203,983
30% of RETT	21,585	22,389	22,971
Total Part II PTF	212,791	221,203	226,954
Total Part II - Sales Tax, PTF and RETT	715,175	738,658	757,863
Total Source of Funds	2,245,650	2,318,057	2,378,326
Distribution of Funds			
Part I Sales Tax Allocation ("85% Sales Tax") ¹			
RTA - 15% of Part I Sales Tax	183,449	188,952	193,865
CTA	509,584	524,872	538,519
Metra	402,407	414,480	425,256
Pace	127,552	131,379	134,794
Total Part I Sales Tax	1,222,993	1,259,683	1,292,434
RTA - 100% of Part I PTF	307,482	319,716	328,029
Total Part I Sales Tax & PTF	1,530,475	1,579,399	1,620,463
Part II Allocation (Sales Tax, PTF and RETT)			
RTA Total for ADA Paratransit Service	226,864	242,682	257,407
RTA Innovation, Coordination & Enhancement (ICE)	16,823	17,327	17,778
RTA Suburban Community Mobility Fund (SCMF) to Pace	33,645	34,655	35,556
RETT to CTA ²	72,455	74,629	76,569
PTF - 25% of RETT to CTA	17,987	18,657	19,142
Total Part II Allocation before Service Board Distribution	367,775	387,950	406,452
Remaining Balance to Service Boards			
CTA - 48%	166,752	168,340	168,677
Metra - 39%	135,486	136,776	137,050
Pace - 13%	45,162	45,592	45,683
Total Part II Funds to Service Boards	347,400	350,708	351,411
Total Part II Funds Allocated (Sales Tax, PTF and RETT)	715,175	738,658	757,863
Total Distribution of Funds	2,245,650	2,318,057	2,378,326
	City of Chicago	Suburban Cook	Collar Counties
Part I Sales Tax - Service Board Allocation Formula ¹			
CTA	100%	30%	-
Metra	-	55%	70%
Pace	-	15%	30%
Total	100%	100%	100%

¹ The RTA Act directs 85% of these sales tax revenues to the Service Boards according to the allocation formula shown on this schedule.

² The City of Chicago disburses RETT funds directly to the CTA, therefore these funds are excluded from RTA Revenues on Schedule I-A.

Assumes 3-month delay of PTF payments	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	2024 Operations
Cash Receipts																
RTA Sales Tax (Part I)	-	-	-	\$86,166	\$85,719	\$101,491	\$97,610	\$106,314	\$107,818	\$103,677	\$106,303	\$103,316	\$103,526	\$101,783	\$119,269	\$1,222,993
RTA Public Transportation Fund (PTF - Part I)	-	-	-	25,515	25,212	28,731	21,870	21,756	25,759	24,774	26,983	27,365	26,314	26,980	26,222	307,482
RTA Sales Tax (Part II)	-	-	-	30,291	30,134	35,678	34,313	37,373	37,902	36,446	37,369	36,320	36,393	35,781	41,928	429,928
RTA PTF (Part II)	-	-	-	17,088	19,205	18,956	14,396	14,821	18,142	17,555	19,233	18,968	18,212	18,319	17,897	212,791
State Financial Assistance (ASA/AFA)	-	-	-	-	-	-	-	23,523	23,523	23,523	23,523	23,523	-	-	-	117,615
State Reduced Fare Reimbursement	-	-	-	-	-	19,107	-	-	-	-	-	-	-	-	-	19,107
State Funding for ADA Paratransit	-	-	-	-	-	9,108	-	-	-	-	-	-	-	-	-	9,108
RTA Other Revenue	1,463	1,463	1,463	1,463	1,463	1,463	1,463	1,463	1,463	1,463	1,463	1,463	-	-	-	17,557
Total Cash Receipts	\$1,463	\$1,463	\$1,463	\$160,523	\$161,733	\$214,535	\$169,652	\$205,250	\$214,608	\$207,438	\$214,874	\$210,954	\$184,445	\$182,864	\$205,316	\$2,336,581
CTA																
RTA Sales Tax (Part I)	-	-	-	\$35,903	\$35,717	\$42,288	\$40,671	\$44,298	\$44,925	\$43,199	\$44,293	\$43,049	\$43,136	\$42,410	\$49,696	\$509,584
RTA Sales Tax (Part II)	-	-	-	733	667	3,016	2,438	3,734	3,958	3,341	3,732	3,288	15,418	15,159	17,763	73,246
RTA PTF (Part II)	-	-	-	7,714	7,808	8,663	6,592	6,597	7,859	7,567	8,250	8,324	8,002	8,177	7,954	93,506
RTA PTF from RETT (Part II)	-	-	-	1,018	2,939	908	664	1,076	1,770	1,791	2,044	1,626	1,541	1,285	1,325	17,987
State Reduced Fare Reimbursement	-	-	-	-	-	15,884	-	-	-	-	-	-	-	-	-	15,884
RTA Non-Statutory Funding (PTF I)	-	-	-	25,005	24,708	28,156	21,432	21,321	25,244	24,279	26,444	26,818	25,788	26,441	25,698	301,333
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	2,312	2,312	2,312	2,312	2,312	2,312	2,312	2,312	2,312	2,312	2,312	2,312	27,739
Innovation, Coordination, and Enhancement Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total CTA Disbursements	-	-	-	\$72,684	\$74,149	\$101,227	\$74,108	\$79,338	\$86,067	\$82,488	\$87,075	\$85,415	\$96,196	\$95,783	\$104,748	\$1,039,278
Metra																
RTA Sales Tax (Part I)	-	-	-	\$28,352	\$28,205	\$33,394	\$32,117	\$34,981	\$35,476	\$34,113	\$34,977	\$33,995	\$34,064	\$33,490	\$39,244	\$402,407
RTA Sales Tax (Part II)	-	-	-	596	542	2,450	1,981	3,034	3,216	2,715	3,032	2,671	12,527	12,316	14,432	59,512
RTA PTF (Part II)	-	-	-	6,267	6,344	7,039	5,356	5,360	6,385	6,148	6,703	6,763	6,502	6,643	6,463	75,974
State Reduced Fare Reimbursement	-	-	-	-	-	1,760	-	-	-	-	-	-	-	-	-	1,760
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	1,878	1,878	1,878	1,878	1,878	1,878	1,878	1,878	1,878	1,878	1,878	1,878	22,538
Innovation, Coordination, and Enhancement Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Metra Disbursements	-	-	-	\$37,093	\$36,968	\$46,521	\$41,331	\$45,253	\$46,955	\$44,854	\$46,591	\$45,307	\$54,971	\$54,328	\$62,017	\$562,191
Pace Suburban Service																
RTA Sales Tax (Part I)	-	-	-	\$8,987	\$8,940	\$10,585	\$10,180	\$11,088	\$11,245	\$10,813	\$11,087	\$10,775	\$10,797	\$10,616	\$12,439	\$127,552
RTA Sales Tax (Part II)	-	-	-	199	181	817	660	1,011	1,072	905	1,011	890	4,176	4,105	4,811	19,837
RTA PTF (Part II)	-	-	-	2,089	2,115	2,346	1,785	1,787	2,128	2,049	2,234	2,254	2,167	2,214	2,154	25,325
RTA Suburban Community Mobility Fund (SCMF)	-	-	-	2,370	2,358	2,792	2,685	2,925	2,966	2,852	2,924	2,842	2,848	2,800	3,281	33,645
RTA South Suburban Job Access (SSJA) Fund	-	-	-	-	-	-	-	-	-	-	-	7,500	-	-	-	7,500
State Reduced Fare Reimbursement	-	-	-	-	-	1,464	-	-	-	-	-	-	-	-	-	1,464
RTA Non-Statutory Funding (PTF I)	-	-	-	510	504	575	437	435	515	495	540	547	526	540	524	6,150
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	626	626	626	626	626	626	626	626	626	626	626	626	7,513
Innovation, Coordination, and Enhancement Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Pace Suburban Service Disbursements	-	-	-	\$14,781	\$14,724	\$19,204	\$16,374	\$17,872	\$18,553	\$17,741	\$18,422	\$25,436	\$21,141	\$20,901	\$23,836	\$228,985
Pace ADA Paratransit																
RTA Sales Tax and PTF (Part II)	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	-	-	-	\$226,864
State Funding for ADA	-	-	-	-	-	9,108	-	-	-	-	-	-	-	-	-	9,108
Total Pace ADA Paratransit Disbursements	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$28,014	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	\$18,905	-	-	-	\$235,973
RTA Operations, Debt Service, Capital, JSIF																
Principal and Interest for Service Board Capital Programs	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	\$15,820	-	-	-	\$189,834
Agency Operations ²	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	4,375	-	-	-	52,500
Joint Self Insurance Fund	-	-	-	-	-	-	-	-	-	-	-	10,997	-	-	-	10,997
RTA Funding for Innovation, Coordination, and Enhancement (ICE)	-	-	-	1,185	1,179	1,396	1,343	1,462	1,483	1,426	1,462	1,421	1,424	1,400	1,641	16,823
Total RTA Disbursements	\$20,195	\$20,195	\$20,195	\$21,380	\$21,374	\$21,591	\$21,537	\$21,657	\$21,678	\$21,621	\$21,657	\$32,613	\$1,424	\$1,400	\$1,641	\$270,155
Total Cash Disbursements	\$39,100	\$39,100	\$39,100	\$164,844	\$166,120	\$216,556	\$172,256	\$183,025	\$192,157	\$185,609	\$192,651	\$207,677	\$173,732	\$172,412	\$192,241	\$2,336,582
Cash Balance ³																Change
Beginning	\$150,000	\$112,363	\$74,726	\$37,089	\$32,769	\$28,381	\$26,360	\$23,756	\$45,980	\$68,431	\$90,260	\$112,483	\$115,760	\$126,473	\$136,925	
Ending	\$112,363	\$74,726	\$37,089	\$32,769	\$28,381	\$26,360	\$23,756	\$45,980	\$68,431	\$90,260	\$112,483	\$115,760	\$126,473	\$136,925	\$150,000	(\$0)

¹ Cash disbursements are subject to actual cash availability. ² Agency Administration and Regional Services & Programs. ³ Restricted and unrestricted cash.

Schedule IIA 2024-2028 Capital Program

2023-XX

December 14, 2023

	2024	2025	2026	2027	2028	Total
CTA						
5307 Urbanized Area	\$170,593,850	\$185,183,765	\$187,035,603	\$188,905,959	\$190,795,019	\$922,514,196
5337 State of Good Repair	246,379,060	248,671,235	251,157,947	253,669,527	256,206,222	1,256,083,991
5339 Bus and Bus Facilities	13,063,476	13,212,310	13,344,433	13,477,877	13,612,656	66,710,752
Subtotal Federal Formula Funds	\$430,036,386	\$447,067,310	\$451,537,983	\$456,053,363	\$460,613,897	\$2,245,308,939
Congestion Mitigation Air Quality (CMAQ)	\$0	\$0	\$74,255,332	\$0	\$0	\$74,255,332
Department of Homeland Security (DHS)	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
5303 Unified Work Program (UWP)	500,000	500,000	500,000	500,000	500,000	2,500,000
5310 Enhanced Mobility Program	1,357,600	0	0	0	0	1,357,600
Rail Vehicle Replacement Program	103,093,337	0	0	0	0	103,093,337
Subtotal Federal Discretionary Funds	\$110,950,937	\$6,500,000	\$80,755,332	\$6,500,000	\$6,500,000	\$211,206,269
Subtotal Federal Funds	\$540,987,323	\$453,567,310	\$532,293,315	\$462,553,363	\$467,113,897	\$2,456,515,208
RTA ICE	\$0	\$7,824,000	\$8,075,000	\$0	\$0	\$15,899,000
Subtotal RTA Funds	\$0	\$7,824,000	\$8,075,000	\$0	\$0	\$15,899,000
CTA Bonds	\$409,370,507	\$0	\$0	\$0	\$0	\$409,370,507
Other Service Board	125,000	125,000	125,000	125,000	125,000	625,000
Subtotal Service Board & Local Funds	\$409,495,507	\$125,000	\$125,000	\$125,000	\$125,000	\$409,995,507
State PAYGO	\$141,875,000	\$140,262,165	\$145,171,341	\$150,252,337	\$155,511,169	\$733,072,012
Subtotal State Funds	\$141,875,000	\$140,262,165	\$145,171,341	\$150,252,337	\$155,511,169	\$733,072,012
Subtotal Non-Federal Funds	\$551,370,507	\$148,211,165	\$153,371,341	\$150,377,337	\$155,636,169	\$1,158,966,519
Total CTA Funding	\$1,092,357,830	\$601,778,475	\$685,664,656	\$612,930,700	\$622,750,066	\$3,615,481,727
CTA Debt Repayment (5307)	(\$87,069,708)	(\$92,210,499)	(\$97,014,535)	(\$80,853,638)	(\$66,493,638)	(\$423,642,018)
CTA Debt Repayment (5337)	(118,410,891)	(118,923,327)	(93,856,808)	(126,221,505)	(111,776,006)	(569,188,537)
Subtotal Debt Repayment	(\$205,480,599)	(\$211,133,826)	(\$190,871,343)	(\$207,075,143)	(\$178,269,644)	(\$992,830,555)
Total CTA Funding Available	\$886,877,231	\$390,644,649	\$494,793,313	\$405,855,557	\$444,480,422	\$2,622,651,172

		2024	2025	2026	2027	2028	Total
Metra	5307 Urbanized Area	\$107,661,191	\$99,579,910	\$100,575,709	\$104,637,100	\$105,683,471	\$518,137,381
	5337 State of Good Repair	144,429,104	146,045,011	147,505,461	148,980,516	150,470,321	737,430,413
	Subtotal Federal Formula Funds	\$252,090,295	\$245,624,921	\$248,081,170	\$253,617,616	\$256,153,792	\$1,255,567,794
	Congestion Mitigation Air Quality (CMAQ)	\$0	\$29,024,137	\$0	\$0	\$0	\$29,024,137
	5310 Enhanced Mobility Program	2,000,000	0	0	0	0	2,000,000
	USDOT Mega Grant Program	117,000,000	0	0	0	0	117,000,000
	Subtotal Federal Discretionary Funds	\$119,000,000	\$29,024,137	\$0	\$0	\$0	\$148,024,137
	Subtotal Federal Funds	\$371,090,295	\$274,649,058	\$248,081,170	\$253,617,616	\$256,153,792	\$1,403,591,931
	RTA Bonds	\$130,000,000	\$0	\$0	\$0	\$0	\$130,000,000
	RTA ICE	0	6,357,000	6,560,815	0	0	12,917,815
	Subtotal RTA Funds	\$130,000,000	\$6,357,000	\$6,560,815	\$0	\$0	\$142,917,815
	State PAYGO	\$73,775,000	\$77,061,960	\$79,759,129	\$83,557,414	\$86,481,923	\$400,635,426
	Subtotal State Funds	\$73,775,000	\$77,061,960	\$79,759,129	\$83,557,414	\$86,481,923	\$400,635,426
	Subtotal Non-Federal Funds	\$203,775,000	\$83,418,960	\$86,319,944	\$83,557,414	\$86,481,923	\$543,553,241
	Total Metra Funding Available	\$574,865,295	\$358,068,018	\$334,401,114	\$337,175,030	\$342,635,715	\$1,947,145,172

		2024	2025	2026	2027	2028	Total
Pace	5307 Urbanized Area	\$57,513,505	\$54,362,556	\$54,906,182	\$52,399,610	\$52,923,606	\$272,105,459
	5339 Bus and Bus Facilities	1,801,859	1,801,679	1,819,695	1,837,892	1,856,271	9,117,396
	Subtotal Federal Formula Funds	\$59,315,364	\$56,164,235	\$56,725,877	\$54,237,502	\$54,779,877	\$281,222,855
	Congestion Mitigation Air Quality (CMAQ)	\$15,654,000	\$0	\$0	\$0	\$0	\$15,654,000
	Carbon Reduction Program (CRP)	12,137,334	0	0	0	0	12,137,334
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	20,000,000	0	0	0	0	20,000,000
	Subtotal Federal Discretionary Funds	\$47,791,334	\$0	\$0	\$0	\$0	\$47,791,334
	Subtotal Federal Funds	\$107,106,698	\$56,164,235	\$56,725,877	\$54,237,502	\$54,779,877	\$329,014,189
	State PAYGO	\$11,350,000	\$17,620,875	\$18,237,606	\$17,869,206	\$18,494,628	\$83,572,315
	Subtotal State Funds	\$11,350,000	\$17,620,875	\$18,237,606	\$17,869,206	\$18,494,628	\$83,572,315
Subtotal Non-Federal Funds		\$11,350,000	\$17,620,875	\$18,237,606	\$17,869,206	\$18,494,628	\$83,572,315
Total Pace Funding Available		\$118,456,698	\$73,785,110	\$74,963,483	\$72,106,708	\$73,274,505	\$412,586,504

	2024	2025	2026	2027	2028	Total	
Regional	5307 Urbanized Area	\$335,768,546	\$339,126,231	\$342,517,494	\$345,942,669	\$349,402,096	\$1,712,757,036
	5337 State of Good Repair	390,808,164	394,716,246	398,663,408	402,650,043	406,676,543	1,993,514,404
	5339 Bus and Bus Facilities	14,865,335	15,013,989	15,164,128	15,315,769	15,468,927	75,828,148
	Subtotal Federal Formula Funds	\$741,442,045	\$748,856,466	\$756,345,030	\$763,908,481	\$771,547,566	\$3,782,099,588
	Congestion Mitigation Air Quality (CMAQ)	\$15,654,000	\$29,024,137	\$74,255,332	\$0	\$0	\$118,933,469
	Department of Homeland Security (DHS)	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
	5303 Unified Work Program (UWP)	500,000	500,000	500,000	500,000	500,000	2,500,000
	5310 Enhanced Mobility Program	3,357,600	0	0	0	0	3,357,600
	Rail Vehicle Replacement Program	103,093,337	0	0	0	0	103,093,337
	USDOT Mega Grant Program	117,000,000	0	0	0	0	117,000,000
	Carbon Reduction Program (CRP)	12,137,334	0	0	0	0	12,137,334
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	20,000,000	0	0	0	0	20,000,000
	Subtotal Federal Discretionary Funds	\$277,742,271	\$35,524,137	\$80,755,332	\$6,500,000	\$6,500,000	\$407,021,740
	Subtotal Federal Funds	\$1,019,184,316	\$784,380,603	\$837,100,362	\$770,408,481	\$778,047,566	\$4,189,121,328
RTA Bonds	\$130,000,000	\$0	\$0	\$0	\$0	\$130,000,000	
RTA ICE	0	14,181,000	14,635,815	0	0	28,816,815	
Subtotal RTA Funds	\$130,000,000	\$14,181,000	\$14,635,815	\$0	\$0	\$158,816,815	
CTA Bonds	\$409,370,507	\$0	\$0	\$0	\$0	\$409,370,507	
Other Service Board	125,000	125,000	125,000	125,000	125,000	625,000	
Subtotal Service Board & Local Funds	\$409,495,507	\$125,000	\$125,000	\$125,000	\$125,000	\$409,995,507	
State PAYGO	\$227,000,000	\$234,945,000	\$243,168,076	\$251,678,957	\$260,487,720	\$1,217,279,753	
Subtotal State Funds	\$227,000,000	\$234,945,000	\$243,168,076	\$251,678,957	\$260,487,720	\$1,217,279,753	
Subtotal Non-Federal Funds	\$766,495,507	\$249,251,000	\$257,928,891	\$251,803,957	\$260,612,720	\$1,786,092,075	
Total Regional Funding	\$1,785,679,823	\$1,033,631,603	\$1,095,029,253	\$1,022,212,438	\$1,038,660,286	\$5,975,213,403	
CTA Debt Repayment (5307)	(\$87,069,708)	(\$92,210,499)	(\$97,014,535)	(\$80,853,638)	(\$66,493,638)	(\$423,642,018)	
CTA Debt Repayment (5337)	(118,410,891)	(118,923,327)	(93,856,808)	(126,221,505)	(111,776,006)	(569,188,537)	
Subtotal Debt Repayment	(\$205,480,599)	(\$211,133,826)	(\$190,871,343)	(\$207,075,143)	(\$178,269,644)	(\$992,830,555)	
Total Regional Funding Available	\$1,580,199,224	\$822,497,777	\$904,157,910	\$815,137,295	\$860,390,642	\$4,982,382,848	

Schedule IIB

2023-XX December 14, 2023

Proposed RTA 2024-2028 Capital Program

Project Number	Description	Funding Source	2024	2025	2026	2027	2028	Total
CTA Capital Program								
Rolling Stock - Bus								
021.803	2024 - Bus Maintenance	State PAYGO	\$12,373,828	\$12,373,828	\$12,373,828	\$12,373,828	\$0	\$49,495,313
021.806	Bus Overhaul - Mid-Life 450 Nova (7900 Series)	5307 Urbanized Area	\$6,559,666	\$28,163,598	\$23,769,470	\$0	\$0	\$58,492,734
021.806	Bus Overhaul - Mid-Life 450 Nova (7900 Series)	5339 Bus and Bus Facilities	\$7,132,707	\$0	\$0	\$0	\$0	\$7,132,707
021.806	Bus Overhaul - Mid-Life 450 Nova (7900 Series)	State PAYGO	\$0	\$8,526,025	\$0	\$6,337,384	\$0	\$14,863,409
021.806	Life Extending Bus Overhaul - (1000 Series)	5307 Urbanized Area	\$6,737,430	\$0	\$0	\$0	\$0	\$6,737,430
031.054	Purchase up to 6 Electric Buses with Charging Systems	State PAYGO	\$2,600,000	\$0	\$0	\$0	\$0	\$2,600,000
031.054	Purchase Articulated Electric Buses and Charging Equipment	5307 Urbanized Area	\$0	\$0	\$0	\$50,427,665	\$29,847,485	\$80,275,150
031.054	Purchase Articulated Electric Buses and Charging Equipment	5339 Bus and Bus Facilities	\$0	\$0	\$9,081,056	\$13,402,738	\$13,544,593	\$36,028,387
031.054	Purchase Articulated Electric Buses and Charging Equipment	CMAQ	\$0	\$0	\$44,255,332	\$0	\$0	\$44,255,332
031.054	Purchase Articulated Electric Buses and Charging Equipment	State PAYGO	\$0	\$0	\$0	\$0	\$24,816,486	\$24,816,486
031.054	Replace Buses - Options to Purchase Up To 500 of 1,030	5307 Urbanized Area	\$10,079,765	\$41,862,661	\$0	\$0	\$0	\$51,942,426
031.054	Replace Buses - Options to Purchase Up To 500 of 1,030	5339 Bus and Bus Facilities	\$5,862,873	\$13,142,330	\$4,190,772	\$0	\$0	\$23,195,975
031.054	Replace Buses - Options to Purchase Up To 500 of 1,030	State PAYGO	\$22,935,600	\$8,976,059	\$0	\$0	\$0	\$31,911,659
101.007	Farebox Replacement	5307 Urbanized Area	\$651,561	\$0	\$0	\$0	\$0	\$651,561
101.007	Farebox Replacement	5337 State of Good Repair	\$23,159,548	\$0	\$0	\$0	\$0	\$23,159,548
Total Rolling Stock - Bus			\$98,092,978	\$113,044,501	\$93,670,458	\$82,541,615	\$68,208,564	\$455,558,117
Rolling Stock - Rail								
022.903	5000 Series Rail Car Quarter Life Overhaul	CTA Bonds	\$1,899,057	\$0	\$0	\$0	\$0	\$1,899,057
022.903	5000 Series Rail Car Quarter Life Overhaul	5307 Urbanized Area	\$0	\$0	\$9,098,997	\$0	\$0	\$9,098,997
022.903	5000 Series Rail Car Quarter Life Overhaul	5337 State of Good Repair	\$0	\$6,531,997	\$6,200,635	\$0	\$0	\$12,732,632
022.903	5000 Series Rail Car Quarter Life Overhaul	State PAYGO	\$0	\$11,760,081	\$6,128,812	\$0	\$0	\$17,888,893
022.903	Life extending Overhaul 2600/3200 Series	5307 Urbanized Area	\$0	\$0	\$8,485,959	\$1,082,852	\$0	\$9,568,811
022.903	Life extending Overhaul 2600/3200 Series	5337 State of Good Repair	\$0	\$0	\$60,021,779	\$35,074,787	\$0	\$95,096,566
022.903	Life extending Overhaul 2600/3200 Series	State PAYGO	\$0	\$0	\$0	\$7,902,568	\$24,406,650	\$32,309,218
022.903	Replace video system 3200 and 5000-Series railcars	5337 State of Good Repair	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$20,000,000
132.056	Purchase Rail Cars - 7000 Series (Base Order 400)	5307 Urbanized Area	\$24,923,404	\$0	\$0	\$0	\$0	\$24,923,404
132.056	Purchase Rail Cars - 7000 Series (Base Order 400)	5337 State of Good Repair	\$22,027,311	\$15,334,196	\$0	\$0	\$0	\$37,361,507
132.056	Purchase Rail Cars - 7000 Series (Base Order 400)	CTA Bonds	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
132.056	Purchase Rail Cars - 9000 Series	5307 Urbanized Area	\$0	\$1,598,832	\$5,636,434	\$0	\$21,102,850	\$28,338,115
132.056	Purchase Rail Cars - 9000 Series	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$52,350,880	\$52,350,880
132.056	Purchase Rail Cars - 9000 Series	State PAYGO	\$7,400,000	\$0	\$0	\$11,076,398	\$9,452,620	\$27,929,018
132.056	Purchase Rail Cars - 9000 Series	Rail Vehicle Replacement Program	\$103,093,337	\$0	\$0	\$0	\$0	\$103,093,337
132.056	Rail Cars - 7000 Series Options	5307 Urbanized Area	\$0	\$0	\$13,155,792	\$0	\$7,764,734	\$20,920,526
132.056	Rail Cars - 7000 Series Options	5337 State of Good Repair	\$15,371,956	\$33,955,745	\$24,093,232	\$0	\$0	\$73,420,933
132.056	Rail Cars - 7000 Series Options	State PAYGO	\$0	\$0	\$28,042,529	\$10,024,244	\$0	\$38,066,773
Total Rolling Stock - Rail			\$199,715,065	\$79,180,851	\$160,864,169	\$65,160,849	\$115,077,734	\$619,998,667
Track and Structure								
181.500	2024 - Elevated Track and Structure Maintenance Systemwide	State PAYGO	\$9,595,891	\$9,595,891	\$9,595,891	\$9,595,891	\$0	\$38,383,562
181.500	Infrastructure State of Good Repair Program	5307 Urbanized Area	\$0	\$0	\$0	\$11,985,176	\$13,560,845	\$25,546,021
181.500	Infrastructure State of Good Repair Program	5337 State of Good Repair	\$0	\$0	\$0	\$34,171,445	\$30,382,534	\$64,553,979
181.500	Infrastructure State of Good Repair Program	State PAYGO	\$0	\$0	\$0	\$0	\$9,900,000	\$9,900,000
Total Track and Structure			\$9,595,891	\$9,595,891	\$9,595,891	\$55,752,512	\$53,843,379	\$138,383,562
Electrical, Signal, and Communications								
150.028	Public Address Communication Modernization & Upgrade	5307 Urbanized Area	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$12,000,000
150.028	Public Address Communication Modernization & Upgrade	State PAYGO	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
150.028	Rail Station Communications Infrastructure Modernization	5307 Urbanized Area	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
150.028	Rail Station Communications Infrastructure Modernization	5337 State of Good Repair	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
150.028	Security Camera Modernization and Upgrade	5307 Urbanized Area	\$2,000,000	\$4,000,000	\$3,568,629	\$0	\$0	\$9,568,629
150.207	Subway Life Safety	5337 State of Good Repair	\$0	\$5,250,000	\$12,750,000	\$0	\$0	\$18,000,000
Total Electrical, Signal, and Communications			\$2,000,000	\$20,250,000	\$27,318,629	\$2,000,000	\$0	\$51,568,629
Information Technology								
022.903	IT- Technology Upgrades Rail Engineering & Maintenance	5337 State of Good Repair	\$50,000	\$50,000	\$100,000	\$0	\$0	\$200,000
061.059	Information Technology - Bus Router Replacements (MP070's)	5307 Urbanized Area	\$0	\$4,200,000	\$0	\$0	\$0	\$4,200,000
061.059	Information Technology - Hastus Upgrade	5307 Urbanized Area	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
061.059	Information Technology - IVN3/IVN4 Replacement	5337 State of Good Repair	\$2,601,168	\$0	\$0	\$0	\$0	\$2,601,168
061.059	Information Technology - MMIS Upgrade	5307 Urbanized Area	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
061.059	Information Technology - TOPS Upgrade II	5307 Urbanized Area	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
061.059	Upgrade Office Computer Systems	5307 Urbanized Area	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

Project Number	Description	Funding Source	2024	2025	2026	2027	2028	Total
061.059	Upgrade Technology Systems	State PAYGO	\$0	\$0	\$0	\$1,911,743	\$3,000,000	\$4,911,743
110.021	Train Tracker Digital Signage Upgrade	RTA ICE	\$0	\$7,824,000	\$8,075,000	\$0	\$0	\$15,899,000
Total Information Technology			\$9,151,168	\$12,074,000	\$9,675,000	\$1,911,743	\$3,000,000	\$35,811,911
Support Facilities and Equipment								
073.500	Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track	5337 State of Good Repair	\$0	\$0	\$13,800,000	\$0	\$0	\$13,800,000
073.500	Office Building Principle and Interest	5307 Urbanized Area	\$6,186,525	\$6,187,981	\$6,187,888	\$6,185,719	\$6,190,687	\$30,938,800
073.500	Rail Car Facility Maintenance	5337 State of Good Repair	\$4,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$14,000,000
073.500	Skokie Shops - Railcar Hoists	5337 State of Good Repair	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
073.500	Skokie Shops - Wheel truing machine replacement	5337 State of Good Repair	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
073.500	Skokie Shops Improvements Other	5337 State of Good Repair	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
073.501	95th Street Terminal Electrification	State PAYGO	\$7,600,000	\$0	\$0	\$0	\$0	\$7,600,000
073.501	Bus Garage Electrification - Chicago	5307 Urbanized Area	\$17,010,000	\$0	\$0	\$0	\$0	\$17,010,000
073.501	Bus Garage Electrification - 103rd Garage	5307 Urbanized Area	\$0	\$0	\$0	\$37,363,195	\$34,880,805	\$72,244,000
073.501	Bus Garage Electrification - 103rd Garage	5337 State of Good Repair	\$0	\$0	\$0	\$40,257,351	\$20,498,649	\$60,756,000
086.500	Equipment and Non-Revenue Vehicles Program	5307 Urbanized Area	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$4,000,000
086.500	Equipment and Non-Revenue Vehicles Program	5337 State of Good Repair	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
086.500	Non-Revenue Rail Vehicle Equipment - Replacement	5337 State of Good Repair	\$2,000,000	\$2,000,000	\$3,000,000	\$3,000,000	\$0	\$10,000,000
086.500	Non-Revenue Utility Vehicle Replacement	5337 State of Good Repair	\$1,225,000	\$1,225,000	\$0	\$0	\$0	\$2,450,000
086.500	Ventra 3.0 Upgrade	CTA Bonds	\$82,990,931	\$0	\$0	\$0	\$0	\$82,990,931
Total Support Facilities and Equipment			\$144,012,456	\$14,412,981	\$24,987,888	\$93,806,265	\$61,570,141	\$338,789,731
Stations and Passenger Facilities								
073.500	Facilities Critical Needs	5337 State of Good Repair	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000
073.500	2024 Facilities Maintenance - Systemwide	State PAYGO	\$3,030,281	\$3,030,281	\$3,030,281	\$3,030,281	\$0	\$12,121,125
092.001	Tactile Signage at CTA Bus Stops	State PAYGO	\$339,400	\$0	\$0	\$0	\$0	\$339,400
092.001	Tactile Signage at CTA Bus Stops	5310 Enhanced Mobility Program	\$1,357,600	\$0	\$0	\$0	\$0	\$1,357,600
141.273	Refresh and Renew Program Expansion	5337 State of Good Repair	\$3,000,000	\$3,000,000	\$3,000,000	\$0	\$0	\$9,000,000
141.283	All Stations Accessibility Program - Elevator Replacement	5307 Urbanized Area	\$0	\$0	\$4,633,224	\$0	\$0	\$4,633,224
141.283	All Stations Accessibility Program Elevator Replacement Phase II	5337 State of Good Repair	\$0	\$13,550,000	\$8,916,776	\$0	\$0	\$22,466,776
141.283	All Stations Accessibility Program - Escalator Replacement	5337 State of Good Repair	\$0	\$7,500,000	\$7,500,000	\$0	\$0	\$15,000,000
141.283	All Stations Accessibility Program - Next Phases	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
141.283	All Stations Accessibility Program - Next Phases	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$33,310,747	\$33,310,747
141.283	All Stations Accessibility Program - Next Phases	State PAYGO	\$0	\$0	\$0	\$0	\$13,052,844	\$13,052,844
141.283	All Stations Accessibility Program - Oak Park, Ridgeland	5337 State of Good Repair	\$15,664,062	\$13,460,000	\$0	\$0	\$0	\$29,124,062
Total Stations and Passenger Facilities			\$23,391,343	\$40,540,281	\$37,080,281	\$3,030,281	\$56,363,591	\$160,405,778
Extensions and Expansions								
254.001	Red Line Extension	CTA Bonds	\$309,480,519	\$0	\$0	\$0	\$0	\$309,480,519
254.001	Red Line Extension	CMAQ	\$0	\$0	\$30,000,000	\$0	\$0	\$30,000,000
254.001	Red Line Extension	State PAYGO	\$76,000,000	\$76,000,000	\$76,000,000	\$76,000,000	\$60,882,569	\$364,882,569
Total Extensions and Expansions			\$385,480,519	\$76,000,000	\$106,000,000	\$76,000,000	\$60,882,569	\$704,363,088
Miscellaneous								
150.028	Implement Security Projects - HLS Program	Department of Homeland Security	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
310.001	Match for FTA Discretionary Awards	State PAYGO	\$0	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000
Total Miscellaneous			\$6,000,000	\$16,000,000	\$16,000,000	\$16,000,000	\$16,000,000	\$70,000,000
Contingencies and Administration								
310.001	Program Development - UWP	Other Service Board	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
310.001	Program Development - UWP	UWP	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
310.001	Program Management	5337 State of Good Repair	\$6,606,375	\$6,606,375	\$6,606,375	\$6,606,375	\$6,606,375	\$33,031,875
310.001	Support Services	5307 Urbanized Area	\$875,791	\$960,194	\$984,675	\$1,007,713	\$953,975	\$4,782,350
310.001	Support Services	5337 State of Good Repair	\$1,262,749	\$1,284,595	\$1,312,342	\$1,338,064	\$1,281,031	\$6,478,781
310.001	Support Services	5339 Bus and Bus Facilities	\$67,896	\$69,980	\$72,605	\$75,139	\$68,063	\$353,683
Total Contingencies and Administration			\$9,437,811	\$9,546,144	\$9,600,997	\$9,652,291	\$9,534,444	\$47,771,689
Debt Service								
308.002	CTA Bond Repayment - Principal/Interest	5307 Urbanized Area	\$87,069,708	\$92,210,499	\$97,014,535	\$80,853,638	\$66,493,638	\$423,642,018
308.002	CTA Bond Repayment - Principal/Interest	5337 State of Good Repair	\$118,410,891	\$118,923,327	\$93,856,808	\$126,221,505	\$111,776,006	\$569,188,537
308.002	CTA Bond Repayment - Principal/Interest - OFFSET	5307 Urbanized Area	-\$87,069,708	-\$92,210,499	-\$97,014,535	-\$80,853,638	-\$66,493,638	-\$423,642,018
308.002	CTA Bond Repayment - Principal/Interest - OFFSET	5337 State of Good Repair	-\$118,410,891	-\$118,923,327	-\$93,856,808	-\$126,221,505	-\$111,776,006	-\$569,188,537
Total Debt Service			\$0	\$0	\$0	\$0	\$0	\$0
CTA Capital Program Total			\$886,877,231	\$390,644,649	\$494,793,313	\$405,855,556	\$444,480,422	\$2,622,651,172

Project Number	Description	Funding Source	2024	2025	2026	2027	2028	Total
Metra Capital Program								
Rolling Stock - Rail								
5006	New Bi-Level Rail Cars Purchase	5307 Urbanized Area	\$0	\$0	\$14,735,000	\$52,500,000	\$0	\$67,235,000
5006	New Bi-Level Rail Cars Purchase	5337 State of Good Repair	\$0	\$0	\$12,205,501	\$58,420,000	\$0	\$70,625,501
5006	New Bi-Level Rail Cars Purchase	State PAYGO	\$0	\$0	\$9,005,000	\$16,380,000	\$44,500,000	\$69,885,000
5009	Car Rehab (Nippon Sharyo 05-09 Highliner Cars)	5307 Urbanized Area	\$7,030,000	\$0	\$0	\$0	\$0	\$7,030,000
5009	Car Rehab (Nippon Sharyo 05-09 Highliner Cars)	5337 State of Good Repair	\$7,992,000	\$0	\$0	\$0	\$0	\$7,992,000
5010	Car And Locomotive Cameras	5307 Urbanized Area	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,000,000
5207	Car Rehab (Nippon Sharyo P-5)	5307 Urbanized Area	\$10,000,000	\$5,100,000	\$4,150,000	\$0	\$0	\$19,250,000
5207	Car Rehab (Nippon Sharyo P-5)	5337 State of Good Repair	\$11,620,000	\$5,000,000	\$3,200,000	\$0	\$0	\$19,820,000
5207	Car Rehab (Nippon Sharyo P-5)	RTA Bonds	\$21,920,000	\$0	\$0	\$0	\$0	\$21,920,000
5306	F59 Locomotive Engine Upgrade	5307 Urbanized Area	\$0	\$1,120,000	\$2,500,000	\$0	\$0	\$3,620,000
5306	F59 Locomotive Engine Upgrade	5337 State of Good Repair	\$8,550,000	\$1,120,000	\$0	\$0	\$0	\$9,670,000
5404	Switcher Locomotive Procurement	State PAYGO	\$3,750,000	\$0	\$0	\$0	\$0	\$3,750,000
5505	PTC Renewal (Mechanical)	State PAYGO	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
5605	Zero-Emissions Trainsets	CMAQ	\$0	\$29,024,137	\$0	\$0	\$0	\$29,024,137
5605	Zero-Emissions Trainsets	State PAYGO	\$0	\$7,250,000	\$0	\$21,165,000	\$21,165,000	\$49,580,000
5757	DC & AC Switchgear Replacement	5337 State of Good Repair	\$500,000	\$825,000	\$0	\$0	\$0	\$1,325,000
5801	Traction Motors	5337 State of Good Repair	\$2,000,000	\$1,800,000	\$1,800,000	\$1,600,000	\$1,600,000	\$8,800,000
5802	Locomotive and Car Improvements	5307 Urbanized Area	\$0	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$6,000,000
5802	Locomotive and Car Improvements	5337 State of Good Repair	\$3,000,000	\$0	\$2,000,000	\$0	\$0	\$5,000,000
5803	Wheel Replacements	5337 State of Good Repair	\$4,000,000	\$4,000,000	\$4,500,000	\$4,500,000	\$4,500,000	\$21,500,000
5804	Car Rehab - Midlife (Amrail)	5307 Urbanized Area	\$0	\$6,500,000	\$10,825,000	\$13,565,000	\$15,500,000	\$46,390,000
5804	Car Rehab - Midlife (Amrail)	5337 State of Good Repair	\$3,000,000	\$9,455,000	\$11,100,000	\$16,435,000	\$17,000,000	\$56,990,000
5809	Car Rehab (Nippon Sharyo 12-16 Highliner Cars)	5307 Urbanized Area	\$3,000,000	\$10,145,000	\$11,000,000	\$10,650,000	\$13,000,000	\$47,795,000
5809	Car Rehab (Nippon Sharyo 12-16 Highliner Cars)	5337 State of Good Repair	\$3,000,000	\$13,000,000	\$13,000,000	\$5,300,000	\$17,900,000	\$52,200,000
5809	Car Rehab (Nippon Sharyo 12-16 Highliner Cars)	State PAYGO	\$0	\$0	\$0	\$14,050,000	\$0	\$14,050,000
Total Rolling Stock - Rail			\$93,112,000	\$98,339,137	\$102,020,501	\$218,565,000	\$139,165,000	\$651,201,638
Track and Structure								
4840	UP North Line - South 11 Bridges	5307 Urbanized Area	\$0	\$0	\$0	\$200,000	\$34,000,000	\$34,200,000
4840	UP North Line - South 11 Bridges	5337 State of Good Repair	\$0	\$0	\$0	\$200,000	\$22,000,000	\$22,200,000
4840	UP North Line - South 11 Bridges	State PAYGO	\$0	\$0	\$0	\$0	\$5,816,923	\$5,816,923
4840	UP North Line - South 11 Bridges	USDOT Mega Grant	\$117,000,000	\$0	\$0	\$0	\$0	\$117,000,000
5330	CREATE - 75th St CIP	5337 State of Good Repair	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000
5442	Bridge A318	5307 Urbanized Area	\$0	\$0	\$0	\$2,000,000	\$3,400,000	\$5,400,000
5442	Bridge A318	5337 State of Good Repair	\$0	\$0	\$0	\$2,000,000	\$200,000	\$2,200,000
5443	Hickory Creek Bridge	State PAYGO	\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000
5444	Catenary Structure Rehabilitation	5337 State of Good Repair	\$2,000,000	\$1,200,000	\$800,000	\$800,000	\$0	\$4,800,000
5445	CREATE EW-2 Bridge Lift	5337 State of Good Repair	\$3,040,000	\$0	\$0	\$0	\$0	\$3,040,000
5541	Stoney Creek Bridge	State PAYGO	\$2,830,000	\$0	\$0	\$0	\$0	\$2,830,000
5629	Rock Island Intercity Improvements (RI3)	State PAYGO	\$0	\$0	\$13,500,000	\$0	\$0	\$13,500,000
5641	Bridge 86 - 78th St Entrance	State PAYGO	\$0	\$8,295,000	\$16,440,000	\$8,425,000	\$0	\$33,160,000
5811	Ties, Ballast, & Switches BNS	5307 Urbanized Area	\$0	\$0	\$2,600,000	\$0	\$0	\$2,600,000
5811	Ties, Ballast, & Switches BNS	5337 State of Good Repair	\$1,000,000	\$2,400,000	\$0	\$1,000,000	\$1,000,000	\$5,400,000
5812	Ties & Ballast MET	5307 Urbanized Area	\$0	\$0	\$0	\$2,570,000	\$0	\$2,570,000
5812	Ties & Ballast MET	5337 State of Good Repair	\$0	\$13,000,000	\$14,500,000	\$1,000,000	\$12,250,000	\$40,750,000
5812	Ties & Ballast MET	State PAYGO	\$10,780,000	\$0	\$0	\$7,446,484	\$0	\$18,226,484
5816	Ties & Ballast UPR	5307 Urbanized Area	\$0	\$0	\$750,000	\$0	\$0	\$750,000
5816	Ties & Ballast UPR	5337 State of Good Repair	\$0	\$1,750,000	\$0	\$0	\$0	\$1,750,000
5823	Undercutting & Surfacing MET	5337 State of Good Repair	\$3,440,000	\$2,900,000	\$2,760,000	\$2,900,000	\$3,000,000	\$15,000,000
5826	Rail Renewal MED	5337 State of Good Repair	\$1,780,000	\$1,700,000	\$1,980,000	\$1,917,000	\$2,110,000	\$9,487,000
5827	Rail Renewal MWD	5337 State of Good Repair	\$2,000,000	\$4,400,000	\$3,520,000	\$3,100,000	\$2,490,000	\$15,510,000
5828	Rail Renewal RID	5307 Urbanized Area	\$0	\$1,920,000	\$0	\$0	\$0	\$1,920,000
5828	Rail Renewal RID	5337 State of Good Repair	\$2,930,000	\$0	\$1,980,000	\$1,910,000	\$2,110,000	\$8,930,000
5829	Rail Renewal UPR	5307 Urbanized Area	\$0	\$0	\$500,000	\$0	\$0	\$500,000
5829	Rail Renewal UPR	5337 State of Good Repair	\$0	\$0	\$0	\$500,000	\$500,000	\$1,000,000
5831	Crossings (Road & Track) MED	5337 State of Good Repair	\$1,800,000	\$2,100,000	\$1,600,000	\$2,300,000	\$0	\$7,800,000
5832	Crossings (Road & Track) MWD	5337 State of Good Repair	\$1,930,000	\$0	\$150,000	\$0	\$1,570,000	\$3,650,000
5833	Crossings (Road & Track) RID	5337 State of Good Repair	\$2,010,000	\$2,000,000	\$2,100,000	\$2,200,000	\$2,350,000	\$10,660,000
5834	Crossings (Road & Track) UPR	5307 Urbanized Area	\$650,000	\$650,000	\$3,100,000	\$585,000	\$0	\$4,985,000
5834	Crossings (Road & Track) UPR	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$650,000	\$650,000
5836	Bridges & Retaining Walls MED	5337 State of Good Repair	\$1,750,000	\$2,200,000	\$2,200,000	\$2,100,000	\$2,200,000	\$10,450,000
5837	Bridges & Retaining Walls MWD	5307 Urbanized Area	\$500,000	\$0	\$0	\$0	\$0	\$500,000
5837	Bridges & Retaining Walls MWD	5337 State of Good Repair	\$0	\$1,500,000	\$1,400,000	\$1,500,000	\$1,500,000	\$5,900,000

Project Number	Description	Funding Source	2024	2025	2026	2027	2028	Total
5838	Bridges & Retaining Walls RID	5307 Urbanized Area	\$0	\$2,200,000	\$2,150,000	\$1,750,000	\$0	\$6,100,000
5838	Bridges & Retaining Walls RID	5337 State of Good Repair	\$1,750,000	\$0	\$0	\$0	\$2,000,000	\$3,750,000
5839	Bridges & Retaining Walls BNS	5337 State of Good Repair	\$2,800,000	\$2,812,500	\$2,700,000	\$2,530,000	\$0	\$10,842,500
5840	Bridges & Retaining Walls UPR	5337 State of Good Repair	\$1,500,000	\$3,500,000	\$1,500,000	\$2,200,000	\$2,200,000	\$10,900,000
5841	Bridge Rehabilitation Program	State PAYGO	\$3,215,000	\$3,310,000	\$0	\$0	\$0	\$6,525,000
5842	Bridge Replacement Program	State PAYGO	\$6,660,000	\$6,860,000	\$0	\$0	\$0	\$13,520,000
5843	CREATE Ogden Junction (WA1)	State PAYGO	\$500,000	\$0	\$0	\$0	\$0	\$500,000
RA-11	Elmwood Park Grade Separation	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$7,000,000	\$7,000,000
RA-11	Elmwood Park Grade Separation	5337 State of Good Repair	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
Total Track and Structure			\$184,615,000	\$64,697,500	\$79,230,000	\$51,133,484	\$108,346,923	\$488,022,907
Electrical, Signal, and Communications								
4746	Impedance Bonds	5307 Urbanized Area	\$0	\$0	\$990,000	\$0	\$0	\$990,000
4746	Impedance Bonds	5337 State of Good Repair	\$800,000	\$960,000	\$0	\$0	\$0	\$1,760,000
4842	16th St. Interlocker	5337 State of Good Repair	\$0	\$2,750,000	\$0	\$0	\$0	\$2,750,000
4842	16th St. Interlocker	RTA Bonds	\$12,910,000	\$0	\$0	\$0	\$0	\$12,910,000
4947	A-20 (Techny) Interlocker	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$10,900,000	\$10,900,000
4947	A-20 (Techny) Interlocker	State PAYGO	\$0	\$0	\$4,105,000	\$0	\$8,000,000	\$12,105,000
5352	Signal Standards	5337 State of Good Repair	\$0	\$400,000	\$0	\$0	\$0	\$400,000
5361	Morgan Interlocking	5307 Urbanized Area	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
5362	Western Interlocking	State PAYGO	\$1,790,000	\$5,220,000	\$6,000,000	\$0	\$0	\$13,010,000
5388	Smart Gates	State PAYGO	\$4,000,000	\$1,500,000	\$0	\$0	\$2,000,000	\$7,500,000
5554	Switch Layout Standards	5307 Urbanized Area	\$0	\$1,450,000	\$1,500,000	\$0	\$0	\$2,950,000
5556	Constant Tension Catenary	5307 Urbanized Area	\$1,100,000	\$4,105,000	\$0	\$0	\$0	\$5,205,000
5557	MED Improvements	5307 Urbanized Area	\$18,000,000	\$4,000,000	\$0	\$0	\$0	\$22,000,000
5559	Systemwide Cameras	5307 Urbanized Area	\$0	\$0	\$550,000	\$0	\$0	\$550,000
5559	Systemwide Cameras	5337 State of Good Repair	\$0	\$2,450,000	\$0	\$0	\$0	\$2,450,000
5559	Systemwide Cameras	State PAYGO	\$2,450,000	\$0	\$0	\$0	\$0	\$2,450,000
5651	PTC Renewal (Engineering)	5337 State of Good Repair	\$690,000	\$0	\$0	\$0	\$0	\$690,000
5652	Centralized Traffic Control System Upgrade	5307 Urbanized Area	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000
5750	Crossing Inventory Management System	State PAYGO	\$300,000	\$170,000	\$0	\$0	\$0	\$470,000
5751	Substation Improvements (Jackson)	5337 State of Good Repair	\$200,000	\$0	\$0	\$0	\$0	\$200,000
5751	Substation Improvements (Jackson)	RTA Bonds	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000
5753	Harvey Substation	5337 State of Good Repair	\$300,000	\$300,000	\$4,035,000	\$0	\$0	\$4,635,000
5754	Homewood Substation	5337 State of Good Repair	\$300,000	\$300,000	\$0	\$0	\$0	\$600,000
5758	Power Distribution System Monitoring	5337 State of Good Repair	\$0	\$0	\$1,750,000	\$690,000	\$0	\$2,440,000
5758	Power Distribution System Monitoring	State PAYGO	\$1,750,000	\$1,150,000	\$0	\$1,060,000	\$0	\$3,960,000
5765	BNS Yards-Power Transformers	5337 State of Good Repair	\$4,200,000	\$3,650,000	\$0	\$0	\$0	\$7,850,000
5850	Signal System Upgrades-MED	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
5850	Signal System Upgrades-MED	5337 State of Good Repair	\$1,000,000	\$1,500,000	\$1,600,000	\$1,650,000	\$0	\$5,750,000
5851	Signal System Upgrades-MWD	5337 State of Good Repair	\$1,000,000	\$1,500,000	\$1,600,000	\$1,650,000	\$1,800,000	\$7,550,000
5852	Signal System Upgrades-RID	5307 Urbanized Area	\$1,000,000	\$1,500,000	\$0	\$0	\$1,785,000	\$4,285,000
5852	Signal System Upgrades-RID	5337 State of Good Repair	\$0	\$0	\$1,600,000	\$1,650,000	\$0	\$3,250,000
5853	Signal System Upgrades-UPR	5307 Urbanized Area	\$485,000	\$485,000	\$485,000	\$485,000	\$485,000	\$2,425,000
5854	Randolph St Interlocking	5307 Urbanized Area	\$0	\$855,000	\$0	\$0	\$0	\$855,000
5854	Randolph St Interlocking	5337 State of Good Repair	\$0	\$6,845,000	\$0	\$0	\$0	\$6,845,000
5854	Randolph St Interlocking	State PAYGO	\$860,000	\$0	\$0	\$2,800,000	\$0	\$3,660,000
5855	Signal Interlocking Microprocessors	State PAYGO	\$2,050,000	\$2,800,000	\$2,800,000	\$0	\$0	\$7,650,000
Total Electrical, Signal, and Communications			\$69,185,000	\$44,390,000	\$27,015,000	\$9,985,000	\$26,720,000	\$177,295,000
Information Technology								
5274	Cybersecurity Systems	5307 Urbanized Area	\$955,000	\$0	\$0	\$0	\$0	\$955,000
5573	IT Components & Services	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$500,000	\$500,000
5573	IT Components & Services	5337 State of Good Repair	\$0	\$1,800,000	\$400,000	\$0	\$0	\$2,200,000
5573	IT Components & Services	State PAYGO	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
5672	Asset Management	RTA ICE	\$0	\$5,757,000	\$4,967,815	\$0	\$0	\$10,724,815
5774	Engineering Cyber Security Systems	5307 Urbanized Area	\$400,000	\$0	\$300,000	\$0	\$0	\$700,000
5774	Engineering Cyber Security Systems	RTA ICE	\$0	\$600,000	\$0	\$0	\$0	\$600,000
5871	Human Resources Software Upgrades	State PAYGO	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
5872	Timekeeping System Upgrade	State PAYGO	\$2,050,000	\$0	\$0	\$0	\$0	\$2,050,000
5873	Data Center HVAC System	State PAYGO	\$980,000	\$0	\$0	\$0	\$0	\$980,000
5876	Automatic Equipment ID Readers	5337 State of Good Repair	\$720,000	\$0	\$0	\$0	\$0	\$720,000
5876	Automatic Equipment ID Readers	State PAYGO	\$0	\$460,000	\$0	\$0	\$0	\$460,000
Total Information Technology			\$9,955,000	\$8,617,000	\$5,667,815	\$0	\$500,000	\$24,739,815

Project Number	Description	Funding Source	2024	2025	2026	2027	2028	Total
Support Facilities and Equipment								
5453	Central Warehousing	5307 Urbanized Area	\$0	\$0	\$6,175,000	\$0	\$0	\$6,175,000
5453	Central Warehousing	5337 State of Good Repair	\$0	\$0	\$3,600,000	\$0	\$0	\$3,600,000
5768	Kensington Yard -Shop HVAC	State PAYGO	\$0	\$0	\$600,000	\$0	\$0	\$600,000
5860	Yard Improvements BNS	5307 Urbanized Area	\$0	\$0	\$2,700,000	\$0	\$0	\$2,700,000
5860	Yard Improvements BNS	5337 State of Good Repair	\$3,150,000	\$2,900,000	\$0	\$1,800,000	\$0	\$7,850,000
5861	Yard Improvements MED	5337 State of Good Repair	\$3,750,000	\$3,320,000	\$3,000,000	\$0	\$2,500,000	\$12,570,000
5862	Yard Improvements MWD	5337 State of Good Repair	\$2,320,000	\$1,800,000	\$1,450,000	\$1,150,000	\$170,775	\$6,890,775
5863	Yard Improvements RID	5307 Urbanized Area	\$0	\$0	\$730,000	\$700,000	\$840,000	\$2,270,000
5863	Yard Improvements RID	5337 State of Good Repair	\$1,960,000	\$1,700,000	\$0	\$0	\$0	\$3,660,000
5864	Yard Improvements UPR	5307 Urbanized Area	\$500,000	\$500,000	\$0	\$500,000	\$0	\$1,500,000
5864	Yard Improvements UPR	5337 State of Good Repair	\$0	\$0	\$500,000	\$0	\$500,000	\$1,000,000
5865	Crew Facilities LaSalle Street	State PAYGO	\$0	\$0	\$190,000	\$0	\$0	\$190,000
5866	Crew Facilities 14th Street Yard	5337 State of Good Repair	\$0	\$0	\$100,000	\$0	\$0	\$100,000
5867	Crew Facilities University Park	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$2,475,000	\$2,475,000
5868	Right of Way Equipment	State PAYGO	\$0	\$0	\$2,495,129	\$0	\$2,000,000	\$4,495,129
5869	Vehicles & Equipment	State PAYGO	\$2,330,000	\$5,670,000	\$2,500,000	\$1,910,930	\$3,000,000	\$15,410,930
5870	Office Equipment	5307 Urbanized Area	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
5870	Office Equipment	5337 State of Good Repair	\$250,000	\$0	\$0	\$0	\$0	\$250,000
5874	Fuel Storage Tank Upgrades	5337 State of Good Repair	\$250,000	\$0	\$0	\$0	\$0	\$250,000
5874	Fuel Storage Tank Upgrades	State PAYGO	\$0	\$350,000	\$1,335,000	\$0	\$0	\$1,685,000
5875	Western Ave Yard-Roof & HVAC Replacement	RTA Bonds	\$22,900,000	\$0	\$0	\$0	\$0	\$22,900,000
BI-241	Roof Rehab-47th St Diesel-Coach	State PAYGO	\$0	\$0	\$160,000	\$0	\$0	\$160,000
BI-242	Roof Rehab-49th St Shop	State PAYGO	\$0	\$0	\$370,000	\$0	\$0	\$370,000
BI-243	Crew Facilities Chicago Union Station	5337 State of Good Repair	\$0	\$0	\$700,000	\$0	\$0	\$700,000
BI-244	Kensington Tower Rehabilitation	State PAYGO	\$0	\$0	\$405,000	\$0	\$0	\$405,000
Total Support Facilities and Equipment			\$37,410,000	\$16,490,000	\$27,260,129	\$6,310,930	\$11,735,775	\$99,206,834
Stations and Passenger Facilities								
4784	Van Buren Street Station	RTA Bonds	\$28,500,000	\$0	\$0	\$0	\$0	\$28,500,000
4878	West Chicago Station	RTA Bonds	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
5174	Olympia Fields Station	5337 State of Good Repair	\$0	\$17,700,000	\$0	\$0	\$0	\$17,700,000
5187	Harvey Transportation Center - Metra	5337 State of Good Repair	\$0	\$0	\$310,000	\$0	\$0	\$310,000
5187	Harvey Transportation Center - Metra	RTA Bonds	\$23,770,000	\$0	\$0	\$0	\$0	\$23,770,000
5475	Systemwide Station Signs	5337 State of Good Repair	\$0	\$0	\$4,360,000	\$0	\$5,900,000	\$10,260,000
5475	Systemwide Station Signs	State PAYGO	\$3,075,000	\$2,000,000	\$530,000	\$0	\$0	\$5,605,000
5478	Elevator Replacement	5307 Urbanized Area	\$0	\$0	\$8,300,000	\$4,480,000	\$0	\$12,780,000
5478	Elevator Replacement	5337 State of Good Repair	\$0	\$0	\$5,515,000	\$6,315,000	\$1,000,000	\$12,830,000
5478	Elevator Replacement	State PAYGO	\$2,520,000	\$15,770,000	\$3,500,000	\$620,000	\$0	\$22,410,000
5479	Shelters	State PAYGO	\$1,025,000	\$2,100,000	\$0	\$0	\$0	\$3,125,000
5487	West Hinsdale Station	State PAYGO	\$0	\$4,130,000	\$0	\$0	\$0	\$4,130,000
5585	Evanston Davis St. Station	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$2,030,000	\$2,030,000
5585	Evanston Davis St. Station	5337 State of Good Repair	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
5585	Evanston Davis St. Station	State PAYGO	\$0	\$1,815,000	\$5,414,000	\$5,700,000	\$0	\$12,929,000
5685	LaGrange Road Station	5337 State of Good Repair	\$515,000	\$0	\$0	\$0	\$0	\$515,000
5688	Rogers Park Station	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$12,215,000	\$12,215,000
5688	Rogers Park Station	State PAYGO	\$1,400,000	\$0	\$5,900,000	\$0	\$0	\$7,300,000
5781	Station ADA Improvements	5337 State of Good Repair	\$1,600,000	\$0	\$4,000,000	\$1,000,000	\$2,000,000	\$8,600,000
5781	Station ADA Improvements	State PAYGO	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
5784	Forest Glen Station	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$860,000	\$860,000
5787	Chicago Union Station Concourse Reconstruction	5307 Urbanized Area	\$0	\$0	\$11,000,000	\$0	\$0	\$11,000,000
5787	Chicago Union Station Concourse Reconstruction	5337 State of Good Repair	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
5787	Chicago Union Station Concourse Reconstruction	State PAYGO	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5880	Platform Improvements	5307 Urbanized Area	\$1,800,000	\$0	\$0	\$4,650,000	\$0	\$6,450,000
5880	Platform Improvements	5337 State of Good Repair	\$4,020,000	\$0	\$0	\$0	\$4,110,000	\$8,130,000
5880	Platform Improvements	State PAYGO	\$0	\$2,690,000	\$2,030,000	\$0	\$0	\$4,720,000
5882	Parking Lot Improvements	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
5882	Parking Lot Improvements	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
5882	Parking Lot Improvements	State PAYGO	\$1,210,000	\$1,521,960	\$1,090,000	\$0	\$0	\$3,821,960
5883	Pingree Road Station	5337 State of Good Repair	\$200,000	\$0	\$2,680,000	\$0	\$0	\$2,880,000
5884	Woodstock Station-Warming Shelter	State PAYGO	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5574	Station Displays (TROI Net)	5307 Urbanized Area	\$0	\$0	\$2,250,200	\$0	\$0	\$2,250,200
5574	Station Displays (TROI Net)	5337 State of Good Repair	\$0	\$1,000,000	\$1,205,000	\$0	\$0	\$2,205,000
5574	Station Displays (TROI Net)	State PAYGO	\$5,900,000	\$0	\$0	\$0	\$0	\$5,900,000
5574	Station Displays (TROI Net)	RTA ICE	\$0	\$0	\$1,593,000	\$0	\$0	\$1,593,000
5574	Station Displays (TROI Net)	5310 Enhanced Mobility Program	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

Project Number	Description	Funding Source	2024	2025	2026	2027	2028	Total
5575	Ticket Vending Machines	5337 State of Good Repair	\$0	\$7,500,000	\$0	\$0	\$0	\$7,500,000
EC-110	Glen Ellyn Station	State PAYGO	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000
SP-136	91st Street-Beverly Station	5337 State of Good Repair	\$0	\$0	\$0	\$0	\$1,930,000	\$1,930,000
SP-140	Indian Hill Station	5307 Urbanized Area	\$0	\$0	\$0	\$1,110,000	\$0	\$1,110,000
SP-241	115th St. (Kensington) Station	5307 Urbanized Area	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
SP-242	Highlands Station	5337 State of Good Repair	\$0	\$261,000	\$0	\$0	\$0	\$261,000
SP-243	Kedzie Station	5307 Urbanized Area	\$0	\$0	\$0	\$155,000	\$310,000	\$465,000
SP-244	Matteson Station	5307 Urbanized Area	\$0	\$0	\$0	\$1,390,000	\$0	\$1,390,000
SP-245	Riverdale Station	State PAYGO	\$0	\$0	\$1,390,000	\$0	\$0	\$1,390,000
Total Stations and Passenger Facilities			\$89,535,000	\$63,487,960	\$61,067,200	\$29,420,000	\$34,855,000	\$278,365,160
Miscellaneous								
5771	Protective Asset Acquisition	5307 Urbanized Area	\$55,000,000	\$30,100,000	\$0	\$0	\$0	\$85,100,000
Total Miscellaneous			\$55,000,000	\$30,100,000	\$0	\$0	\$0	\$85,100,000
Contingencies and Administration								
5488	Project Development	5307 Urbanized Area	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,100,000	\$5,100,000
5489	Program Management	5307 Urbanized Area	\$541,191	\$20,999,910	\$7,060,509	\$497,100	\$14,273,471	\$43,372,181
5489	Program Management	5337 State of Good Repair	\$29,737,104	\$6,546,511	\$20,029,960	\$16,063,516	\$1,539,546	\$73,916,637
5890	Capital Delivery Support Contracts	5337 State of Good Repair	\$1,275,000	\$0	\$0	\$0	\$0	\$1,275,000
5890	Capital Delivery Support Contracts	State PAYGO	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5894	Infrastructure Engineering-MET	5307 Urbanized Area	\$400,000	\$800,000	\$1,575,000	\$200,000	\$600,000	\$3,575,000
5894	Infrastructure Engineering-MET	5337 State of Good Repair	\$400,000	\$800,000	\$675,000	\$2,200,000	\$1,900,000	\$5,975,000
5898	Project Administration	5307 Urbanized Area	\$900,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,100,000	\$5,000,000
5899	Contingencies	5307 Urbanized Area	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
5899	Contingencies	5337 State of Good Repair	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Total Contingencies and Administration			\$36,053,295	\$31,946,421	\$32,140,469	\$21,760,616	\$21,313,017	\$143,213,818
Metra Capital Program Total			\$574,865,295	\$358,068,018	\$334,401,114	\$337,175,030	\$342,635,715	\$1,947,145,172
Pace Capital Program								
Rolling Stock - Bus								
5900	Fixed Route Electric Buses	5307 Urbanized Area	\$0	\$0	\$11,700,000	\$19,500,000	\$41,414,500	\$72,614,500
5900	Fixed Route Electric Buses	State PAYGO	\$0	\$0	\$0	\$0	\$5,394,628	\$5,394,628
5901	Purchase 15-passenger Paratransit Vehicles	5307 Urbanized Area	\$0	\$3,762,556	\$3,706,182	\$4,999,610	\$9,509,106	\$21,977,454
5901	Purchase 15-passenger Paratransit Vehicles	5339 Bus and Bus Facilities	\$1,801,859	\$1,801,679	\$1,819,695	\$1,837,892	\$1,856,271	\$9,117,396
Total Rolling Stock - Bus			\$1,801,859	\$5,564,235	\$17,225,877	\$26,337,502	\$58,174,505	\$109,103,978
Electrical, Signal, and Communications								
5910	Onboard Digital Screens	5307 Urbanized Area	\$2,513,505	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,513,505
Total Electrical, Signal, and Communications			\$2,513,505	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,513,505
Support Facilities and Equipment								
5526	River Division Electrification/Expansion	State PAYGO	\$0	\$17,620,875	\$18,237,606	\$17,869,206	\$13,100,000	\$66,827,687
5528	Southwest Division Electrification/Expansion	5307 Urbanized Area	\$0	\$41,000,000	\$37,500,000	\$25,900,000	\$0	\$104,400,000
5726	North Division Electrification/Expansion	5307 Urbanized Area	\$55,000,000	\$7,600,000	\$0	\$0	\$0	\$62,600,000
Total Support Facilities and Equipment			\$55,000,000	\$66,220,875	\$55,737,606	\$43,769,206	\$13,100,000	\$233,827,687
Stations and Passenger Facilities								
5830	Pulse 95th Street	CMAQ	\$15,654,000	\$0	\$0	\$0	\$0	\$15,654,000
5830	Pulse 95th Street	State PAYGO	\$3,913,500	\$0	\$0	\$0	\$0	\$3,913,500
5930	Pulse Halsted	CRP	\$12,137,334	\$0	\$0	\$0	\$0	\$12,137,334
5930	Pulse Halsted	RAISE	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
5930	Pulse Halsted	Pace PAYGO (223170303)	\$7,436,500	\$0	\$0	\$0	\$0	\$7,436,500
Total Stations and Passenger Facilities			\$59,141,334	\$0	\$0	\$0	\$0	\$59,141,334
Pace Capital Program Total			\$118,456,698	\$73,785,110	\$74,963,483	\$72,106,708	\$73,274,505	\$412,586,504
Regional Capital Program Total			\$1,580,199,224	\$822,497,777	\$904,157,910	\$815,137,294	\$860,390,642	\$4,982,382,848