



**Regional
Transportation
Authority**

175 W. Jackson Blvd.
Suite 1650
Chicago, IL 60604
312-913-3200
www.rtachicago.org

To: Board of Directors
From: Leanne P. Redden, Executive Director
Date: December 8, 2022
Re: Ordinance Adopting the 2023 Budgets, 2024-2025 Financial Plans, and 2023-2027 Capital Programs of the Service Boards and Authority

Staff requests Board approval of the attached ordinance to adopt the [2023 Operating Budgets, 2024-2025 Financial Plans, and 2023-2027 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 a public hearing on the proposed budgets and capital programs held on December 7, 2022. 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 September, and meet all other statutory requirements for adoption. The budget and two-year plan are balanced by the inclusion of available federal relief funding. Metra has acknowledged a projected 2025 shortfall by including \$54.3 million of budget balancing actions in that year's proposed plan.

Previous Actions

Date	Ordinance	Purpose
5/19/22	2022-22	Approval and release of 2023 Budget and Capital Program Call
9/15/22	2022-47	Approval of 2023-2027 Operations and Capital Funding Amounts

Regional Summary

The proposed 2023 regional operating budget totals \$3.583 billion, an increase of \$364.8 million or 11.3% over estimated 2022 expense levels, but a lesser increase of 6.0% from the current 2022 budget. The Service Boards have proposed 2023 operating budgets that account for inflation and bring the transit system closer to the overall service level provided before the onset of the COVID-19 pandemic. CTA's proposed budget continues to assume essentially full service, while the proposed Metra budget incorporates a return to near pre-pandemic service levels in 2023. The proposed Pace Suburban Service budget makes permanent 89 of the route suspensions and reductions implemented in May 2020 while also adding new service offerings.

Although RTA sales tax performance has rebounded strongly, due to the slow return of riders to public transit the Service Boards' fare revenue remains severely depressed. No general fare

increases are contained in the proposed budgets, and price reductions on select passes as well as new pass options are being introduced to encourage riders to return to the transit system. Regional ridership for 2023 is assumed at 316 million, about 56% of 2019 levels.

Proposed Regional Operating Budget (in millions)

	2022 Amended Budget	2023 Proposed Budget	Change	% Change
CTA	\$1,713.6	\$1,827.6	+\$113.9	+6.6%
Metra	\$900.0	\$980.0	+\$80.0	+8.9%
Pace	\$276.3	\$303.4	+\$27.1	+9.8%
ADA Paratransit	\$228.8	\$238.5	+\$9.7	+4.3%
RTA Debt Service and JSIF	\$213.2	\$196.4	-\$16.8	-7.9%
RTA Agency*	\$43.2	\$36.9	-\$9.7	-20.9%
Total	\$3,378.5	\$3,582.8	+\$204.3	+6.0%

*Agency gross expense decrease is due to the lack of grant-funded projects. The 2023 Agency net expense (funding requirement) of \$36.3 million is 3.0% higher than the 2022 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 relief funding in three tranches: CARES Act, CRRSAA, and ARP Act. At currently adopted sales tax levels, supporting the proposed Service Board operating expenses through 2025 is expected to require the utilization of most of the existing federal relief funding, with only a small amount projected to remain as 2026 begins.

The proposed five-year capital program totals \$5.724 billion, which is 8.8% greater than the 2022-2026 Capital Program due in large part to an increase in federal funds from the Infrastructure and Investment Jobs Act (IIJA). The budget book presents the program based on three key lenses from the Invest in Transit Strategic Plan: Core Requirements, Strategic Goals, and Priority Projects. Further, the budget focuses on the performance-based capital allocation method approved by the board in July 2021, which prioritizes advancement of projects that meet the core requirements of equity and accessibility.

The 2023-2027 Capital Program includes a funding mix of federal, state, RTA, and local sources. Funding is divided as follows: 67.9% federal formula funds, 3.9% federal discretionary funds, 19.8% state PAYGO funds, 5.7% CTA bond funds, 2.3% RTA bond funds, and 0.5% other RTA and local funding sources. RTA bonds are planned to be issued in 2023 in the amount of \$130 million to Metra. The funds were allocated to Metra as part of the 2020 agreement to distribute Rebuild Illinois funds.

Service Board Presentations and RTA Public Hearing

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 17th RTA Board meeting and public hearing, each Service Board gave an overview of its proposed budget and capital program and responded to questions. RTA Board members' subsequent questioning stressed several common themes: business opportunities for DBE, veteran, and woman-owned firms, labor contracts, hiring difficulties, barriers to electrification, ridership, marketing, service recovery plans, capital spending priorities, and bond issuance plans. Details of the Service Boards' presentations and subsequent Q and A can be [viewed](#) from the November 17th Board meeting.

As required by the RTA Act, senior staff and Board members participated in the Board meetings of all six counties of the region during October, November, and December, presenting a summary of the regional budget and capital program. The RTA conducted its primary public budget hearing via Zoom on December 7th to provide opportunity for public comment on the proposed operating budget and capital program. Chairman Dillard presided, Executive Director Redden and various staff members presented, Communications Director Smith moderated, and Directors Carey, Coulson, Gathing, Gorman, Groven, and Ross attended. Twenty-one residents provided testimony, with most of the comments opposing the ongoing acquisition of diesel and CNG buses in the proposed capital program due to environmental impact and calling for urgent electrification of the RTA system. Additional comments included concerns about safety, reliability, and comments on the five-year strategic plan. The public hearing can be [viewed](#) on YouTube.

As of December 9th, over [twenty-five public comments](#) had been received via chat, email or comment card. Most pertained to the acquisition of diesel and CNG buses in the proposed five-year capital program and requested that the RTA and Service Boards move more quickly and aggressively toward a zero-emission fleet.

Operating Budget and Capital Program Summaries

CTA

CTA's proposed 2023 operating budget contains a full-schedule expense level of \$1.828 billion, an increase of \$228.5 million or 14.3% from the 2022 estimate, but a lesser increase of 6.6% from the adopted 2022 budget. Higher labor, fuel, and security expenses represent approximately 82% of the operating expense increase. Ridership is budgeted at 58% of 2019 levels, a steady improvement from the 53% estimated for 2022, and is assumed to recover to 67% of pre-COVID levels in 2025. CTA and Pace will consolidate the 1-Day, 3-Day, 7-Day, and 30-Day passes as shared passes while eliminating the previous \$5 premium. To balance expenses and meet its

required recovery ratio, CTA's proposed 2023 budget relies on \$390 million of federal COVID relief funding with the remainder projected to last through the 2025 budget year and into very early 2026, after which new funding sources will be needed to support projected expense levels.

CTA's five-year capital program has \$3.455 billion available for capital expenditures in 2023-2027 despite an estimated 10-year need of \$23.5 billion for priority projects. CTA's 2023-2027 capital funding sources are: federal formula funds 66.4%, federal discretionary funds 4.2%, state PAYGO funds 20.0%, CTA bond proceeds 9.4% and other funds 0.02%.

Key Projects in CTA's 2023-2027 Capital Program:

- Equity
 - Red Line Extension: \$340M
 - Bus Slow Zone Eliminations Program: \$15M
- Accessibility
 - All Stations Accessibility Program: \$110M
 - Reconstruct Western Station (Brown Line): \$13M
- Sustainable Transportation
 - Articulated Electric Buses and Charging Equipment: \$134M
 - Bus Garage Electrification – Chicago Garage: \$115M

CTA's 2023-2027 program is partially funded by the proposed issuance of \$327 million of 35-year sales tax-backed bonds, with \$42.3 million of capitalized interest and principal payments deferred until 2046. CTA projects that \$1.011 billion will be needed for debt service payments over the five-year capital program.

Metra

Metra's proposed 2023 operating budget totals \$980.0 million, an increase of \$120.0 million or 14.0% from the estimated 2022 expense level, but a lesser increase of 8.9% from the adopted 2022 budget. Operating expenses are rising due to inflation, contractual increases, and the planned restoration of service to near pre-COVID levels. Ridership is budgeted at 47% of 2019 levels, a significant increase from the 33% estimated for 2022, and is assumed to recover to 70% of pre-COVID levels in 2025. Upon budget adoption, the Metra Board decided to continue the flat-rate \$100 "Super Saver" Monthly Pass which was introduced in the summer of 2022. To balance expenses and meet its required recovery ratio, Metra's proposed 2023 budget relies on \$240.4 million of federal COVID-relief funding. Over the broader 2023-2025 period, Metra's proposed operating budget and financial plan utilizes \$599.2 million of relief funding, expected to exhaust in the third quarter of 2025. Metra has acknowledged this projected 2025 shortfall by including \$54.3M of additional funding or budget balancing actions in that year's plan.

Metra's five-year capital program has \$1.887 billion available for capital expenditures in 2023-2027 despite an estimated 10-year need of \$11.2 billion for priority projects. Metra's 2023-2027

capital funding sources are: federal formula funds 69.0%, federal discretionary funds 3.2%, state PAYGO funds 19.7%, RTA bond proceeds 6.9% and other funds 1.2%.

Key Projects in Metra's 2023-2027 Capital Program:

- Equity
 - Auburn Park Station: \$32M
 - Harvey Transportation Center: \$21M
- Accessibility
 - New Rail Cars: \$274M
 - Van Buren Street Station: \$16M
- Sustainable Transportation
 - Zero Emission Locomotives: \$36M
 - Zero-Emission Trainsets: \$20M

Metra does not plan to issue any bonds in the 2023-2027 Capital Program.

Pace Suburban Service and ADA Paratransit Service

Pace's proposed Suburban Service operating budget totals \$303.4 million, an increase of \$27.0 million or 9.8% from the 2022 expense estimate and an increase of 9.9% from the adopted 2022 budget. Pace's proposed budget makes permanent the suspension of 69 routes and the reduction of 20 routes temporarily implemented at the onset of the pandemic, but also includes the launch of Pace's second Pulse arterial rapid transit (ART) route on Dempster Avenue and additional transportation network company (TNC) pilot projects. Ridership is budgeted in 2023 at 51% of 2019 levels, a marginal increase from the 50% that is estimated for 2022 and is assumed to slowly recover to about 52% of pre-COVID levels in 2025. The Suburban Service budget does not contain any fare increases and proposes the launch of new 1-day and 3-day passes also valid on CTA. At Pace's projected expense levels, maintaining balance will require the use of an additional \$178.1 million of federal relief funding and prior-year positive budget variance (PBV, associated with relief funding drawdowns in 2020 and 2021) through 2025, fully exhausting Pace's existing allocation.

Pace's proposed ADA Paratransit operating budget totals \$238.5 million, an increase of \$15.6 million or 7.0% from the 2022 expense estimate but a lesser increase of 4.3% from the adopted 2022 budget. ADA Paratransit ridership is budgeted at 95% of 2019 levels, a modest increase from the 89% estimated for 2022, and is assumed to continue recovering to 100% of pre-COVID levels in 2025. Expenses are budgeted to be offset by \$12.6 million of system-generated revenue in 2023, resulting in a funding requirement of \$225.9 million expected to be satisfied solely with Sales Tax II and state funding. The ADA Paratransit budget continues to emphasize the Taxi Access Program (TAP) as a cost-effective alternative to traditional ADA Paratransit service. Pace's budget proposes to reinstate TAP fares, which had been free since May 2020, but at a lower level of \$2 per ride versus the \$3 charged prior to the pandemic.

Pace's five-year capital program has \$381.7 million available for capital expenditures in 2023-2027 despite an estimated 10-year need of \$1.6 billion for priority projects. Pace's 2023-2027 capital funding sources are: federal formula funds 75.9%, federal discretionary funds 4.5%, state PAYGO funds 19.1%, and other funds 0.5%.

Key Projects in Pace's 2023-2027 Capital Program:

- Equity
 - Pulse 95th Street: \$21M
 - Paratransit Vehicle Purchase: \$19M
- Accessibility
 - Community Transit/On Demand Vehicles: \$5M
- Sustainable Transportation
 - Southwest Division Electrification: \$94M
 - North Division Electrification: \$96M

Pace does not plan to issue any bonds in the 2023-2027 Capital Program.

RTA Agency

Proposed funding for the 2023 RTA Agency budget is \$36.3 million, 3% above the pre-COVID funding level. The proposed RTA Agency operating budget contains gross expenses of \$36.9 million, a decrease of \$9.6 million or 20.7% from the 2022 estimate because there are no 5310 projects programmed for 2023. A call for these projects is conducted in alternate years. The overall Agency operating expense level, not including future 5310 projects, is planned to increase by 3.0% in 2024 and 2025.

The RTA Agency Administrative Budget, which includes the core agency expenses for staff, facilities, information technology, office services, and professional services, comprises 47.9% of the total proposed budget or \$17.7 million. The RTA Regional Programs Budget, which includes Regional Services provided directly to the public by the RTA such as ADA Certification, Mobility Management, Travel Information Center, Customer Service Center, and Reduced Fare and Transit Benefit Programs comprises 52.1% of the total proposed budget, or \$19.2 million. The RTA Regional Programs Budget also includes all of RTA's grant-funded programs and regional capital programs, as well as RTA-funded regional studies and initiatives. Sales tax levels for 2023 and beyond appear more than sufficient to meet Agency budget funding requirements, so no need currently exists for additional relief funding for the RTA Agency.

Innovation, Coordination, and Enhancement (ICE) Funding

The adopted 2023 funding amounts ordinance modified the process initiated in the 2015 budget for the allocation of Innovation, Coordination, and Enhancement (ICE) funding to the Service Boards. Beginning with the 2023 budget, ICE funding distribution will be 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.

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. As shown in Schedules I-A, I-B, and II-A, ICE funding associated with the 2023 budget year will be allocated for 2025. CTA has proposed using all ICE funding for operating projects, while Metra and Pace plan to use ICE funds for capital projects.

Actions

Staff requests adoption of the attached ordinance which approves the 2023 Budgets, 2024-2025 Financial Plans, and 2023-2027 Capital Programs of the Service Boards and Authority and appropriates funds accordingly.

Prepared by: Finance, Innovation, and Technology
Capital Programming and Planning

LPR/JL/WDL/BL/DKA
Attachments.



ORDINANCE NO.

APPROVING THE 2023 BUDGETS AND 2024-2025 FINANCIAL PLANS OF THE SERVICE BOARDS, ADOPTING THE 2023 BUDGET AND PROGRAM OF THE AUTHORITY, APPROPRIATING FUNDS FOR THE 2023 BUDGETS, ALLOCATING CERTAIN REVENUES OF THE RTA TO THE SERVICE BOARDS, ADOPTING THE 2023-2027 FIVE-YEAR CAPITAL PROGRAM, AND TAKING CERTAIN OTHER ACTIONS WITH RESPECT TO THE BUDGET AND PROGRAM FOR FISCAL YEAR 2023

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 2023 to 2025 planning period;

WHEREAS, pursuant to Section 4.11 of the Act, the RTA Board adopted Ordinance 2022-47 on September 15, 2022, identifying the amounts of RTA funds estimated to be available to each Service Board for operations during fiscal year 2023 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 December 2021, Illinois P.A. 102-0678 provided temporary recovery ratio relief to the RTA and Service Boards for RTA fiscal years 2021, 2022, and 2023 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%;

WHEREAS, pursuant to Section 4.11 of the Act, each Service Board has submitted a proposed fiscal year 2023 budget and 2024–2025 financial plan to the RTA for review and approval;

WHEREAS, the proposed Metra operating budget and plan identifies the need for additional relief funding or budget balancing actions in RTA fiscal year 2025;

WHEREAS, pursuant to Section 4.01(a) of the Act, the RTA held public hearings in the metropolitan region on November 17 (in person and virtual) and December 7, 2022 (virtual), 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 RTA staff remained after the county board meetings to receive and considered 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 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 2023 through 2025 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 has established public funding levels in 2023 through 2025 for the ADA Paratransit Fund;

WHEREAS, pursuant to Section 4.11(a) of the Act, the RTA Board shall review the interim 2023 results for the provision of Regional ADA Paratransit service operations, and the written report of the Executive Director related thereto, no later than September 15, 2023, and shall amend the 2023 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 January 18, 2018, and pursuant to Section 2.01a of the Act, the RTA Board adopted Ordinance 2018-02 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, 2022, 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 2023 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 17, 2022, 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 the proposed budgets for 2023 and financial plans for 2024 and 2025, of each of the Service Boards.

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.

1.6 Pursuant to Section 4.11 of the Act, the 2023 budgets and 2024-2025 financial plans for CTA, Metra and Pace, as presented in the attached Schedule I-B, are hereby approved.

1.7 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 2023 budget and 2024-2025 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 year 2023, which is budgeted at 45.8% for the region, apart from ADA Paratransit service, and at 7.5% for ADA Paratransit service, as summarized in

Schedule I-C. The Authority 2024 and 2025 plans show 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 2023.

(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 2023-2027 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 2023 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 2023 and

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. Prioritization of state funding shall be consistent with the process required by Section 2.39 of the Act.

Since an allocation methodology has not been established for withheld funds, the 2027 withheld funds will not be set-aside at this time and instead should be programmed by the Service Boards, like the calculated set-asides for 2025 and 2026. Discussions for determining how to redistribute withheld funds will continue following the adoption of the 2023 regional strategic plan.

ARTICLE IV APPROPRIATION OF FUNDS AND CERTAIN OTHER ACTIONS

Section One: **Appropriation for Each Service Board**

The following amounts for 2023 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 2023 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 2023 operating deficit of ADA Paratransit service and (ii) the total amount of funding from all sources estimated to be available for 2023 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, 2023 by examining the ADA Paratransit service year-to-date operating results through the second quarter of 2023, 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 2023 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 2023 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 2023 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 2023 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 2022-47, approving the operations funding amounts for the

2023 operating budget and the 2024 - 2025 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 2023 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 2023 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 2023 budget approved in Article II, from other receipts and revenues of the RTA.

In 2023 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 2023 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 2023 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)

	2023 Budget	2024 Plan	2025 Plan
RTA Funding Sources			
RTA Sales Tax (Part I) ¹	1,148,220	1,181,518	1,226,416
RTA Sales Tax (Part II) ¹	405,264	417,017	432,864
RTA Public Transportation Fund (PTF - Part I)	289,764	299,878	311,273
RTA Public Transportation Fund (PTF - Part II)	205,178	212,232	220,297
State Financial Assistance (ASA/AFA)	115,189	117,615	103,358
State Reduced Fare Reimbursement	17,570	17,570	17,570
State Funding for ADA Paratransit	8,395	8,395	8,395
Innovation, Coordination, and Enhancement (ICE) Carry Forward (2023) ²	-	-	15,811
Other RTA Revenue ³	2,101	12,919	2,137
Total RTA Funding Sources	2,191,681	2,267,144	2,338,120
Operating Expenditures			
RTA Total Funds for CTA Operations	962,237	989,268	1,035,589
RTA Total Funds for Metra Operations	523,587	536,673	564,159
RTA Total Funds for Pace Suburban Service Operations	213,264	218,566	228,951
RTA Total Funds for Pace ADA Paratransit Operations	225,939	238,191	252,563
RTA Funding for Innovation, Coordination, and Enhancement (ICE) ²	15,811	16,269	16,887
State Reduced Fare Reimbursement	17,570	17,570	17,570
Agency Administration	17,669	18,199	18,745
RTA Regional Services and Programs	19,199	30,575	20,368
Total Operating Expenditures	1,995,276	2,065,312	2,154,833
Debt Service & JSIF Expenditures			
Principal and Interest	185,932	190,834	171,740
RTA Joint Self-Insurance Fund (JSIF) Funding	10,474	10,997	11,547
Total Debt Service & JSIF Expenditures	196,405	201,832	183,287
Total Expenditures	2,191,681	2,267,144	2,338,120
Beginning Unreserved/Undesignated Fund Balance	4,310	4,310	4,310
Change in Fund Balance	0	0	0
Ending Unreserved/Undesignated Fund Balance	4,310	4,310	4,310
Regional System-Generated Revenue Recovery Ratio (statutory) ⁴	45.8%	50.0%	50.0%
Regional Recovery Ratio Excluding Relief Funding (for information only)	23.6%	25.4%	26.4%

¹ Net amount after 1.5% State administrative fee.

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

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

⁴ Includes unspecified regional-level revenue credits of \$101 million and \$122 million to achieve 50% requirement in 2024 and 2025, respectively,

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

	2023 Budget	2024 Plan	2025 Plan
CTA			
System-Generated Revenue	393,576	418,640	445,514
Total Operating Expenses	1,827,550	1,903,485	1,973,355
Operating Deficit	1,433,975	1,484,845	1,527,840
RTA Sales Tax (Part I)	478,429	492,303	511,011
RTA Sales Tax and PTF (Part II)	156,024	158,211	161,516
RTA 25% PTF on RETT (Part II)	20,416	21,039	21,838
RTA Non-Statutory Funding - PTF I	283,968	293,880	305,048
RTA Non-Statutory Funding - Sales Tax I	23,400	23,834	28,587
Innovation, Coordination, and Enhancement (ICE) Funding ¹	-	-	7,589
Total RTA Funding for Operations	962,237	989,268	1,035,589
City of Chicago RETT (Part II)	81,783	84,155	87,353
Federal Relief Funding ^{2,3}	389,954	411,423	404,898
Total Funding for Operations	1,433,975	1,484,846	1,527,840
Net Result	0	0	0
Metra			
System-Generated Revenue	216,018	265,118	302,118
Total Operating Expenses	980,000	1,020,000	1,055,000
Operating Deficit	763,982	754,882	752,882
RTA Sales Tax (Part I)	377,805	388,761	403,534
RTA Sales Tax and PTF (Part II)	126,770	128,547	131,232
RTA Non-Statutory Funding - Sales Tax I	19,012	19,365	23,227
Innovation, Coordination, and Enhancement (ICE) Funding ¹	-	-	6,166
Total RTA Funding for Operations	523,587	536,673	564,159
Federal Relief Funding ^{2,3}	240,395	218,209	140,615
Additional Funding Need or Budget Balancing Actions ^{3,4}	-	-	54,274
Total Funding for Operations	763,982	754,882	759,048
ICE funding not used for operations - transfer to capital ⁵	-	-	(6,166)
Net Result	0	0	0
Pace Suburban Service			
System-Generated Revenue	33,405	34,347	35,035
Total Operating Expenses	303,426	317,371	331,623
Operating Deficit	270,021	283,024	296,588
RTA Sales Tax (Part I)	119,754	123,226	127,909
RTA Sales Tax and PTF (Part II)	42,257	42,849	43,744
Suburban Community Mobility Funds	31,621	32,538	33,775
South Suburban Job Access Funds	7,500	7,500	7,500
RTA Non-Statutory Funding - PTF I	5,795	5,998	6,225
RTA Non-Statutory Funding - Sales Tax I	6,337	6,455	7,742
Innovation, Coordination, and Enhancement (ICE) Funding ¹	-	-	2,055
Total RTA Funding for Operations	213,264	218,566	228,951
Federal Discretionary Fund Programs	4,821	3,969	3,969
Federal Relief Funding ^{2,3}	43,946	-	-
Prior Year PBV (from 2020 and 2021 relief funding drawdowns) ^{2,3}	7,990	60,489	65,723
Total Funding for Operations	270,021	283,024	298,643
ICE funding not used for operations - transfer to capital ⁵	-	-	(2,055)
Net Result	0	0	0
Pace ADA Paratransit Service			
Total System-Generated Revenue	12,561	12,982	13,431
Total Operating Expenses	238,500	251,173	265,994
Operating Deficit	225,939	238,191	252,563
RTA Sales Tax and PTF (Part II)	217,544	229,797	244,168
State Funding for ADA Paratransit	8,395	8,395	8,395
Total RTA Funding for Operations	225,939	238,191	252,563
Net Result	0	0	0

¹ Reflects two-year pause, with actual 2023 amounts to be allocated for 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 2022-47, may alternatively be used for capital purposes.

System-Generated Revenue Recovery Ratios

	2023 Requirement	2023 As Budgeted
CTA ¹	42.0%	50.1%
Metra ¹	39.0%	50.0%
<u>Pace Suburban Service ¹</u>	<u>17.0%</u>	<u>17.0%</u>
Regional System-Generated Revenue Recovery Ratio ¹	37.0%	45.8%
 Pace ADA Paratransit	 7.5%	 7.5%

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.

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

	2023 Budget	2024 Plan	2025 Plan
Source of Funds			
Part I Sales Tax ("85% Sales Tax") ¹			
City of Chicago	389,247	400,535	415,755
Suburban Cook County	578,703	595,485	618,114
Collar Counties	180,271	185,498	192,547
Total Part I Sales Tax	1,148,220	1,181,518	1,226,416
Part I Public Transportation Funds (PTF) (25% of Sales Tax I)	289,764	299,878	311,273
Total Part I Sales Tax and PTF	1,437,984	1,481,396	1,537,689
Part II Sales Tax, RETT, and PTF			
City of Chicago	87,456	89,992	93,411
Suburban Cook	140,463	144,536	150,029
Collar Counties	177,346	182,489	189,423
Total Part II Sales Tax	405,264	417,017	432,864
Part II Real Estate Transfer Tax (RETT) ²	81,783	84,155	87,353
Total Part II Sales Tax and RETT	487,047	501,172	520,216
Part II Public Transportation Funds			
5% of Sales Tax I and 30% of Sales Tax II	180,679	186,986	194,091
30% of RETT	24,499	25,246	26,206
Total Part II PTF	205,178	212,232	220,297
Total Part II - Sales Tax, PTF and RETT	692,226	713,404	740,513
Total Source of Funds	2,130,210	2,194,800	2,278,203
Distribution of Funds			
Part I Sales Tax Allocation ("85% Sales Tax") ¹			
RTA - 15% of Part I Sales Tax	172,233	177,228	183,962
CTA	478,429	492,303	511,011
Metra	377,805	388,761	403,534
Pace	119,754	123,226	127,909
Total Part I Sales Tax	1,148,220	1,181,518	1,226,416
RTA - 100% of Part I PTF	289,764	299,878	311,273
Total Part I Sales Tax & PTF	1,437,984	1,481,396	1,537,689
Part II Allocation (Sales Tax, PTF and RETT)			
RTA Total for ADA Paratransit Service	217,544	229,797	244,168
RTA Innovation, Coordination & Enhancement (ICE)	15,811	16,269	16,887
RTA Suburban Community Mobility Fund (SCMF) to Pace	31,621	32,538	33,775
RETT to CTA ²	81,783	84,155	87,353
PTF - 25% of RETT to CTA	20,416	21,039	21,838
Total Part II Allocation before Service Board Distribution	367,175	383,797	404,021
Remaining Balance to Service Boards			
CTA - 48%	156,024	158,211	161,516
Metra - 39%	126,770	128,547	131,232
Pace - 13%	42,257	42,849	43,744
Total Part II Funds to Service Boards	325,051	329,607	336,492
Total Part II Funds Allocated (Sales Tax, PTF and RETT)	692,226	713,404	740,513
Total Distribution of Funds	2,130,210	2,194,800	2,278,203
	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 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	2023 Operations
Cash Receipts																
RTA Sales Tax (Part I)	-	-	-	\$80,898	\$80,479	\$95,286	\$91,642	\$99,814	\$101,226	\$97,338	\$99,803	\$97,000	\$97,196	\$95,560	\$111,977	\$1,148,220
RTA Public Transportation Fund (PTF - Part I)	-	-	-	22,961	24,225	28,495	20,533	20,426	24,184	23,259	25,333	25,692	24,705	25,331	24,619	289,764
RTA Sales Tax (Part II)	-	-	-	28,553	28,405	33,631	32,345	35,229	35,728	34,356	35,226	34,236	34,305	33,728	39,522	405,264
RTA PTF (Part II)	-	-	-	15,807	17,519	19,718	14,759	14,823	16,676	17,097	18,282	17,996	17,552	17,772	17,176	205,178
State Financial Assistance (ASA/AFA)	-	-	-	-	-	-	-	23,038	23,038	23,038	23,038	23,038	-	-	-	115,189
State Reduced Fare Reimbursement	-	-	-	-	-	17,570	-	-	-	-	-	-	-	-	-	17,570
State Funding for ADA Paratransit	-	-	-	-	-	8,395	-	-	-	-	-	-	-	-	-	8,395
RTA Other Revenue	175	175	175	175	175	175	175	175	175	175	175	175	-	-	-	2,101
Total Cash Receipts	\$175	\$175	\$175	\$148,394	\$150,803	\$203,270	\$159,454	\$193,505	\$201,028	\$195,263	\$201,858	\$198,137	\$173,759	\$172,391	\$193,295	\$2,191,681
CTA																
RTA Sales Tax (Part I)	-	-	-	\$33,708	\$33,533	\$39,703	\$38,184	\$41,589	\$42,178	\$40,558	\$41,585	\$40,417	\$40,499	\$39,817	\$46,658	\$478,429
RTA Sales Tax (Part II)	-	-	-	499	436	2,651	2,106	3,329	3,540	2,958	3,327	2,908	14,539	14,295	16,750	67,338
RTA PTF (Part II)	-	-	-	6,991	7,444	8,685	6,302	6,280	7,366	7,169	7,781	7,848	7,566	7,740	7,515	88,686
RTA PTF from RETT (Part II)	-	-	-	1,242	2,012	1,625	1,631	1,739	1,330	2,161	2,072	1,647	1,789	1,648	1,521	20,416
State Reduced Fare Reimbursement	-	-	-	-	-	14,606	-	-	-	-	-	-	-	-	-	14,606
RTA Non-Statutory Funding (PTF I)	-	-	-	22,502	23,740	27,925	20,122	20,018	23,701	22,794	24,827	25,178	24,211	24,824	24,127	283,968
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	23,400
Innovation, Coordination, and Enhancement Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total CTA Disbursements	-	-	-	\$66,892	\$69,115	\$97,145	\$70,295	\$74,905	\$80,065	\$77,591	\$81,542	\$79,947	\$90,555	\$90,273	\$98,520	\$976,843
Metra																
RTA Sales Tax (Part I)	-	-	-	\$26,618	\$26,480	\$31,353	\$30,153	\$32,842	\$33,307	\$32,028	\$32,839	\$31,916	\$31,981	\$31,443	\$36,844	\$377,805
RTA Sales Tax (Part II)	-	-	-	405	354	2,154	1,711	2,704	2,876	2,404	2,703	2,362	11,813	11,614	13,610	54,712
RTA PTF (Part II)	-	-	-	5,680	6,048	7,056	5,120	5,103	5,985	5,825	6,322	6,376	6,147	6,288	6,106	72,057
State Reduced Fare Reimbursement	-	-	-	-	-	1,618	-	-	-	-	-	-	-	-	-	1,618
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	19,012
Innovation, Coordination, and Enhancement Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Metra Disbursements	-	-	-	\$34,289	\$34,467	\$43,765	\$38,569	\$42,234	\$43,752	\$41,840	\$43,449	\$42,239	\$51,526	\$50,930	\$58,144	\$525,205
Pace Suburban Service																
RTA Sales Tax (Part I)	-	-	-	\$8,437	\$8,394	\$9,938	\$9,558	\$10,410	\$10,557	\$10,152	\$10,409	\$10,117	\$10,137	\$9,966	\$11,679	\$119,754
RTA Sales Tax (Part II)	-	-	-	135	118	718	570	901	959	801	901	787	3,938	3,871	4,537	18,237
RTA PTF (Part II)	-	-	-	1,893	2,016	2,352	1,707	1,701	1,995	1,942	2,107	2,125	2,049	2,096	2,035	24,019
RTA Suburban Community Mobility Fund (SCMF)	-	-	-	2,228	2,216	2,624	2,524	2,749	2,788	2,681	2,749	2,671	2,677	2,632	3,084	31,621
RTA South Suburban Job Access (SSJA) Fund	-	-	-	-	-	-	-	-	-	-	-	7,500	-	-	-	7,500
State Reduced Fare Reimbursement	-	-	-	-	-	1,346	-	-	-	-	-	-	-	-	-	1,346
RTA Non-Statutory Funding (PTF I)	-	-	-	459	484	570	411	409	484	465	507	514	494	507	492	5,795
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	528	528	528	528	528	528	528	528	528	528	528	528	6,337
Innovation, Coordination, and Enhancement Funding	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Pace Suburban Service Disbursements	-	-	-	\$13,681	\$13,757	\$18,076	\$15,297	\$16,698	\$17,311	\$16,569	\$17,201	\$24,243	\$19,823	\$19,601	\$22,355	\$214,610
Pace ADA Paratransit																
RTA Sales Tax and PTF (Part II)	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	-	-	-	\$217,544
State Funding for ADA	-	-	-	-	-	8,395	-	-	-	-	-	-	-	-	-	8,395
Total Pace ADA Paratransit Disbursements	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$26,523	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	\$18,129	-	-	-	\$225,939
RTA Operations, Debt Service, Capital, JSIF																
Principal and Interest for Service Board Capital Programs	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	\$15,494	-	-	-	\$185,932
Agency Operations ²	3,072	3,072	3,072	3,072	3,072	3,072	3,072	3,072	3,072	3,072	3,072	3,072	-	-	-	36,868
Joint Self Insurance Fund	-	-	-	-	-	-	-	-	-	-	-	10,474	-	-	-	10,474
RTA Funding for Innovation, Coordination, and Enhancement (ICE)	-	-	-	1,114	1,108	1,312	1,262	1,374	1,394	1,340	1,374	1,336	1,338	1,316	1,542	15,811
Total RTA Disbursements	\$18,567	\$18,567	\$18,567	\$19,681	\$19,675	\$19,879	\$19,828	\$19,941	\$19,960	\$19,907	\$19,941	\$30,376	\$1,338	\$1,316	\$1,542	\$249,084
Total Cash Disbursements	\$36,695	\$36,695	\$36,695	\$152,671	\$155,142	\$205,389	\$162,119	\$171,906	\$179,217	\$174,036	\$180,261	\$194,934	\$163,242	\$162,120	\$180,561	\$2,191,681
Cash Balance ³																Change
Beginning	\$150,000	\$113,480	\$76,959	\$40,439	\$36,163	\$31,823	\$29,705	\$27,040	\$48,639	\$70,450	\$91,677	\$113,274	\$116,477	\$126,994	\$137,266	
Ending	\$113,480	\$76,959	\$40,439	\$36,163	\$31,823	\$29,705	\$27,040	\$48,639	\$70,450	\$91,677	\$113,274	\$116,477	\$126,994	\$137,266	\$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 2023-2027 Capital Program

December 15, 2022

2022-XX

		2023	2024	2025	2026	2027	Total
CTA							
	5307 Urbanized Formula Funds	\$170,686,166	\$175,158,144	\$192,038,858	\$196,935,133	\$201,542,764	\$936,361,065
	5337 State of Good Repair Formula Funds	\$247,113,373	\$252,549,867	\$256,918,980	\$262,468,430	\$267,612,811	\$1,286,663,461
	5339 Bus and Bus Facilities Formula Funds	\$13,064,504	\$13,579,246	\$13,996,128	\$14,520,983	\$15,027,765	\$70,188,626
	Subtotal Federal Formula Funds	\$430,864,043	\$441,287,257	\$462,953,966	\$473,924,546	\$484,183,340	\$2,293,213,152
	CMAQ	\$38,693,631	\$0	\$0	\$74,255,332	\$0	\$112,948,963
	Department of Homeland Security (DHS)	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
	Section 5303 UWP	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
	Subtotal Federal Discretionary	\$45,113,631	\$6,420,000	\$6,420,000	\$80,675,332	\$6,420,000	\$145,048,963
	Total FTA Funds	\$475,977,674	\$447,707,257	\$469,373,966	\$554,599,878	\$490,603,340	\$2,438,262,115
	CTA Bonds	\$171,379,576	\$77,500,000	\$77,500,000	\$0	\$0	\$326,379,576
	CTA Other Funds	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000
	Subtotal Service Board & Local Funds	\$171,484,576	\$77,605,000	\$77,605,000	\$105,000	\$105,000	\$326,904,576
	State PAYGO	\$141,875,000	\$141,875,000	\$135,519,000	\$135,519,000	\$135,519,000	\$690,307,000
	Subtotal Total State Funds	\$141,875,000	\$141,875,000	\$135,519,000	\$135,519,000	\$135,519,000	\$690,307,000
	Total Non-Federal Funds	\$313,359,576	\$219,480,000	\$213,124,000	\$135,624,000	\$135,624,000	\$1,017,211,576
Total CTA Funding		\$789,337,250	\$667,187,257	\$682,497,966	\$690,223,878	\$626,227,340	\$3,455,473,691
	CTA Debt Repayment (5337)	(\$155,512,922)	(\$118,410,891)	(\$118,923,327)	(\$93,856,808)	(\$126,221,505)	(\$612,925,453)
	CTA Debt Repayment (5307)	(\$41,582,923)	(\$87,069,708)	(\$92,210,499)	(\$97,014,535)	(\$80,853,638)	(\$398,731,303)
	Total Debt Repayment	(\$197,095,845)	(\$205,480,599)	(\$211,133,826)	(\$190,871,343)	(\$207,075,143)	(\$1,011,656,756)
Total CTA Available		\$592,241,405	\$461,706,658	\$471,364,140	\$499,352,535	\$419,152,197	\$2,443,816,935

Schedule IIA 2023-2027 Capital Program

December 15, 2022

2022-XX

	2023	2024	2025	2026	2027	Total
METRA						
5307 Urbanized Formula Funds	\$107,635,749	\$110,455,805	\$106,847,459	\$109,695,225	\$112,384,611	\$547,018,849
5337 State of Good Repair Formula Funds	\$144,859,564	\$148,046,474	\$150,607,678	\$153,860,804	\$156,876,476	\$754,250,996
Subtotal Federal Formula Funds	\$252,495,313	\$258,502,279	\$257,455,137	\$263,556,029	\$269,261,087	\$1,301,269,845
CMAQ	\$28,800,000	\$0	\$29,024,137	\$0	\$0	\$57,824,137
Illinois Transportation Enhancement Program (ITEP)	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Subtotal Federal Flexible	\$30,800,000	\$0	\$29,024,137	\$0	\$0	\$59,824,137
Total FTA Funds	\$283,295,313	\$258,502,279	\$286,479,274	\$263,556,029	\$269,261,087	\$1,361,093,982
RTA Bonds	\$130,000,000	\$0	\$0	\$0	\$0	\$130,000,000
RTA ICE Funds	\$0	\$0	\$6,166,000	\$0	\$0	\$6,166,000
Subtotal RTA Funds	\$130,000,000	\$0	\$6,166,000	\$0	\$0	\$136,166,000
Cook County Funds	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Subtotal Service & Board Local Funds	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
State Bonds	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000
Illinois Dept. of Commerce & Economic Opportunity	\$500,000	\$0	\$0	\$0	\$0	\$500,000
State PAYGO	\$73,775,000	\$73,775,000	\$74,456,000	\$74,456,000	\$75,364,000	\$371,826,000
Subtotal State Funds	\$86,275,000	\$73,775,000	\$74,456,000	\$74,456,000	\$75,364,000	\$384,326,000
Total Non-Federal Funds	\$221,275,000	\$73,775,000	\$80,622,000	\$74,456,000	\$75,364,000	\$525,492,000
Total METRA Available	\$504,570,313	\$332,277,279	\$367,101,274	\$338,012,029	\$344,625,087	\$1,886,585,982

Schedule IIA 2023-2027 Capital Program

December 15, 2022

2022-XX

	2023	2024	2025	2026	2027	Total
Pace						
5307 Urbanized Formula Funds	\$57,748,129	\$59,261,130	\$53,127,676	\$54,359,992	\$55,510,148	\$280,007,075
5339 Bus and Bus Facilities Formula Funds	\$1,802,001	\$1,872,999	\$1,930,500	\$2,002,894	\$2,072,795	\$9,681,189
Subtotal Federal Formula Funds	\$59,550,130	\$61,134,129	\$55,058,176	\$56,362,886	\$57,582,943	\$289,688,264
CMAQ	\$1,464,000	\$15,654,000	\$0	\$0	\$0	\$17,118,000
Subtotal Federal Flexible	\$1,464,000	\$15,654,000	\$0	\$0	\$0	\$17,118,000
Total FTA Funds	\$61,014,130	\$76,788,129	\$55,058,176	\$56,362,886	\$57,582,943	\$306,806,264
RTA ICE Funds	\$0	\$0	\$2,055,000	\$0	\$0	\$2,055,000
Subtotal RTA Funds	\$0	\$0	\$2,055,000	\$0	\$0	\$2,055,000
State PAYGO	\$11,350,000	\$11,350,000	\$17,025,000	\$17,025,000	\$16,117,000	\$72,867,000
Subtotal State Funds	\$11,350,000	\$11,350,000	\$17,025,000	\$17,025,000	\$16,117,000	\$72,867,000
Total Non-Federal Funds	\$11,350,000	\$11,350,000	\$19,080,000	\$17,025,000	\$16,117,000	\$74,922,000
Total Pace Available	\$72,364,130	\$88,138,129	\$74,138,176	\$73,387,886	\$73,699,943	\$381,728,264

Schedule IIA 2023-2027 Capital Program		December 15, 2022		2022-XX			
		2023	2024	2025	2026	2027	Total
PACE ADA							
Total PACE ADA Available		\$0	\$0	\$0	\$0	\$0	\$0
RTA							
Total RTA Available		\$0	\$0	\$0	\$0	\$0	\$0

Schedule IIA 2023-2027 Capital Program

December 15, 2022

2022-XX

	2023	2024	2025	2026	2027	Total
Regional Total Funding						
5307 Urbanized Formula Funds	\$336,070,044	\$344,875,079	\$352,013,993	\$360,990,350	\$369,437,523	\$1,763,386,989
5337 State of Good Repair Formula	\$391,972,937	\$400,596,341	\$407,526,658	\$416,329,234	\$424,489,287	\$2,040,914,457
5339 Bus and Bus Facilities	\$14,866,505	\$15,452,245	\$15,926,628	\$16,523,877	\$17,100,560	\$79,869,815
Subtotal Federal Formula	\$742,909,486	\$760,923,665	\$775,467,279	\$793,843,461	\$811,027,370	\$3,884,171,261
CMAQ	\$68,957,631	\$15,654,000	\$29,024,137	\$74,255,332	\$0	\$187,891,100
Department of Homeland Security (DHS)	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
Section 5303 UWP	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
Illinois Transportation Enhancement Program (ITEP)	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Subtotal Federal Flexible	\$77,377,631	\$22,074,000	\$35,444,137	\$80,675,332	\$6,420,000	\$221,991,100
Total FTA Funds	\$820,287,117	\$782,997,665	\$810,911,416	\$874,518,793	\$817,447,370	\$4,106,162,361
RTA Bonds	\$130,000,000	\$0	\$0	\$0	\$0	\$130,000,000
RTA ICE Funds	\$0	\$0	\$8,221,000	\$0	\$0	\$8,221,000
Subtotal RTA Funds	\$130,000,000	\$0	\$8,221,000	\$0	\$0	\$138,221,000
CTA Bonds	\$171,379,576	\$77,500,000	\$77,500,000	\$0	\$0	\$326,379,576
Other CTA Funds	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000
Cook County Funds	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Subtotal Service & Board Local Funds	\$176,484,576	\$77,605,000	\$77,605,000	\$105,000	\$105,000	\$331,904,576
Illinois Dept. of Commerce & Economic Opportunity	\$500,000	\$0	\$0	\$0	\$0	\$500,000
State Bond	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000
State PAYGO	\$227,000,000	\$227,000,000	\$227,000,000	\$227,000,000	\$227,000,000	\$1,135,000,000
Subtotal State Funds	\$239,500,000	\$227,000,000	\$227,000,000	\$227,000,000	\$227,000,000	\$1,147,500,000
Total Non-Federal Funds	\$545,984,576	\$304,605,000	\$312,826,000	\$227,105,000	\$227,105,000	\$1,617,625,576
Total Regional Funding	\$1,366,271,693	\$1,087,602,665	\$1,123,737,416	\$1,101,623,793	\$1,044,552,370	\$5,723,787,937
CTA Debt Repayment (5307)	(\$41,582,923)	(\$87,069,708)	(\$92,210,499)	(\$97,014,535)	(\$80,853,638)	(\$398,731,303)
CTA Debt Repayment (5337)	(\$155,512,922)	(\$118,410,891)	(\$118,923,327)	(\$93,856,808)	(\$126,221,505)	(\$612,925,453)
Subtotal Debt Service	(\$197,095,845)	(\$205,480,599)	(\$211,133,826)	(\$190,871,343)	(\$207,075,143)	(\$1,011,656,756)
Total Regional Available	\$1,169,175,848	\$882,122,066	\$912,603,590	\$910,752,450	\$837,477,227	\$4,712,131,181

Proposed RTA 2023-2027 Capital Program

2022-XX

December 16, 2022

Schedule IIB

	Funding Source	2023	2024	2025	2026	2027	Total
CTA CAPITAL PLAN							
<u>Rolling Stock - Bus</u>							
021.803	2023 - Bus Maintenance	PAYGO	\$36,000,000	\$36,000,000	\$36,000,000	\$36,000,000	\$180,000,000
021.803	Bus Overhaul - Mid-Life 450 Nova (7900 Series)	5339	\$0	\$7,648,477	\$0	\$0	\$7,648,477
021.803	Bus Overhaul - Mid-Life 450 Nova (7900 Series)	5307	\$6,337,385	\$20,971,621	\$28,163,598	\$17,367,770	\$72,840,374
021.806	Life Extending Bus Overhaul - (1000 Series)	5339	\$4,114,184	\$0	\$0	\$0	\$4,114,184
021.806	Life Extending Bus Overhaul - (1000 Series)	5307	\$8,689,758	\$6,737,430	\$0	\$0	\$15,427,188
031.054	Purchase Articulated Electric Buses and Charging Equipment	CMAQ	\$23,493,631	\$0	\$0	\$44,255,332	\$67,748,963
031.054	Purchase Articulated Electric Buses and Charging Equipment	5339	\$0	\$0	\$0	\$54,676	\$15,007,302
031.054	Purchase Articulated Electric Buses and Charging Equipment	5307	\$0	\$0	\$0	\$7,602,214	\$52,393,445
031.054	Purchase Articulated Electric Buses and Charging Equipment	PAYGO	\$0	\$0	\$0	\$8,837,073	\$8,837,073
031.054	Replace Buses - Options to Purchase Up To 500 of 1,030	5339	\$8,884,997	\$5,862,873	\$13,926,148	\$14,393,702	\$43,067,720
031.054	Replace Buses - Options to Purchase Up To 500 of 1,030	5307	\$59,737,002	\$232,104	\$15,678,676	\$35,277,795	\$110,925,577
031.054	Replace Buses - Options to Purchase Up To 500 of 1,030	PAYGO	\$20,875,000	\$15,875,000	\$6,226,922	\$1,822,884	\$44,799,806
Total Rolling Stock - Bus			\$168,131,957	\$93,327,505	\$99,995,344	\$156,774,373	\$622,810,109
<u>Rolling Stock - Rail</u>							
022.906	2023 - Rail Car Maintenance	PAYGO	\$0	\$15,000,000	\$15,000,000	\$15,000,000	\$60,000,000
022.903	5000 Series Rail Car Quarter Life Overhaul	5337	\$0	\$0	\$0	\$6,200,635	\$6,200,635
022.903	5000 Series Rail Car Quarter Life Overhaul	5307	\$0	\$0	\$0	\$9,098,997	\$9,098,997
022.903	5000 Series Rail Car Quarter Life Overhaul	CTA Bonds	\$1,899,057	\$0	\$0	\$0	\$1,899,057
022.903	5000 Series Rail Car Quarter Life Overhaul	PAYGO	\$20,000,000	\$0	\$18,292,078	\$0	\$53,974,005
022.903	Information Technology - Technology Upgrades Rail Engineering	5337	\$100,000	\$50,000	\$50,000	\$100,000	\$300,000
022.903	Life extending Overhaul 2600/3200 Series	5337	\$0	\$0	\$0	\$77,361,448	\$118,072,669
022.903	Life extending Overhaul 2600/3200 Series	5307	\$0	\$0	\$0	\$699,405	\$1,782,257
132.056	Purchase Rail Cars - 7000 Series (Base Order 400)	5337	\$2,240,656	\$19,027,311	\$2,483,961	\$0	\$23,751,928
132.056	Purchase Rail Cars - 7000 Series (Base Order 400)	5307	\$18,189,256	\$27,923,404	\$12,850,235	\$0	\$58,962,895
132.056	Purchase Rail Cars - 7000 Series (Base Order 400)	CTA Bonds	\$15,000,000	\$0	\$0	\$0	\$15,000,000
132.056	Rail Cars - 7000 Series Option Two (100 cars)	PAYGO	\$0	\$0	\$0	\$22,696,116	\$22,696,116
132.056	Rail Cars - 7000 Series Option Two (100 cars)	5337	\$4,600,000	\$21,542,763	\$57,058,627	\$24,264,681	\$107,466,071
022.903	Replace video system 3200 and 5000-Series railcars	5337	\$5,000,000	\$10,000,000	\$10,000,000	\$0	\$25,000,000
Total Rolling Stock - Rail			\$67,028,969	\$93,543,478	\$115,734,901	\$149,220,647	\$504,204,630
<u>Track & Structure</u>							
181.500	2023 - Elevated Track and Structure Maintenance Systemwide	PAYGO	\$38,000,000	\$38,000,000	\$38,000,000	\$38,000,000	\$190,000,000
181.500	Infrastructure State of Good Repair Program	5337	\$0	\$0	\$0	\$28,535,011	\$28,535,011
181.500	Infrastructure State of Good Repair Program	5307	\$0	\$0	\$0	\$17,621,610	\$17,621,610
181.500	Lake Street Line (Track and Structure)	5337	\$7,504,062	\$0	\$0	\$0	\$7,504,062
Total Track & Structure			\$45,504,062	\$38,000,000	\$38,000,000	\$38,000,000	\$243,660,683
<u>Electrical, Signal, & Communications</u>							
150.207	Subway Life Safety	5337	\$0	\$0	\$5,250,000	\$12,750,000	\$18,000,000
121.500	Tactical Traction Power (Equipment/Cable/Enclosures)	5307	\$2,125,768	\$0	\$0	\$0	\$2,125,768
Total Electrical, Signal, & Communications			\$2,125,768	\$0	\$5,250,000	\$12,750,000	\$20,125,768
<u>Facilities and Equipment</u>							
073.500	2023 - Facilities Maintenance - Systemwide	PAYGO	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$60,000,000
086.500	63rd Shop - Non-Revenue Equipment and Service	5337	\$3,000,000	\$0	\$0	\$0	\$3,000,000
073.500	Bus Garage Electrification - Chicago	5307	\$0	\$17,010,000	\$0	\$0	\$17,010,000
086.500	CTA Open Fare Payment System - Equipment (Lease) - VENTRA	PAYGO	\$15,000,000	\$15,000,000	\$0	\$0	\$30,000,000
086.500	Equipment and Non-Revenue Vehicles Program	5337	\$2,000,000	\$0	\$0	\$2,000,000	\$4,000,000

		Funding Source	2023	2024	2025	2026	2027	Total
086.500	Equipment and Non-Revenue Vehicles Program	5307	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$4,000,000
073.500	Facilities - Diesel Locomotive Storage Sheds	5337	\$11,000,000	\$0	\$0	\$0	\$0	\$11,000,000
073.500	Facilities Critical Needs	5337	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000
150.028	Implement Security Projects - HLS Program	DHS	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
073.500	Improve Facilities - Electric Bus Program	5337	\$5,045,000	\$0	\$0	\$0	\$0	\$5,045,000
073.500	Improve Facilities - Electric Bus Program - Construction	5337	\$0	\$0	\$0	\$0	\$48,000,000	\$48,000,000
073.500	Improve Facilities - Electric Bus Program	5307	\$6,545,000	\$0	\$0	\$0	\$0	\$6,545,000
073.500	Improve Facilities - Electric Bus Program - Construction	5307	\$0	\$0	\$0	\$0	\$50,000,000	\$50,000,000
073.500	Midway Shop - Wheel Truing Machine Bldg. Extension and Access	5337	\$0	\$0	\$0	\$13,800,000	\$0	\$13,800,000
086.500	Non-Revenue Utility Vehicle Replacement	5337	\$1,225,000	\$1,225,000	\$1,225,000	\$0	\$0	\$3,675,000
086.500	Non-Revenue Vehicles - Diesel Locomotives	5307	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
086.500	Non-Revenue Rail Vehicle Equipment - Replacement	5337	\$600,000	\$2,000,000	\$2,000,000	\$3,000,000	\$3,000,000	\$10,600,000
073.500	Office Building Principle	5307	\$3,760,000	\$3,960,000	\$4,175,000	\$4,400,000	\$4,635,000	\$20,930,000
073.500	Office Building Interest	5307	\$2,429,175	\$2,226,525	\$2,012,981	\$1,787,888	\$1,550,719	\$10,007,288
073.500	Rail Car Facility Maintenance	5337	\$1,000,000	\$4,000,000	\$5,000,000	\$0	\$5,000,000	\$15,000,000
073.500	Rail Facilities (Yards)	5337	\$3,950,000	\$0	\$0	\$0	\$0	\$3,950,000
141.273	Refresh and Renew Program Expansion	5337	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$0	\$12,000,000
073.500	Skokie Shops - Railcar Hoists	5337	\$5,000,000	\$15,000,000	\$0	\$0	\$0	\$20,000,000
073.500	Skokie Shops - Wheel truing machine replacement	5337	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$9,000,000
073.500	Skokie Shops Improvements Other	5337	\$1,000,000	\$1,500,000	\$0	\$0	\$0	\$2,500,000
Total Facilities and Equipment			\$92,054,175	\$89,421,525	\$35,412,981	\$55,987,888	\$132,185,719	\$405,062,288
<u>Stations & Passenger Facilities</u>								
141.283	All Station Accessibilty Program - Elevator Replacement	5337	\$0	\$0	\$0	\$8,916,776	\$0	\$8,916,776
141.283	All Station Accessibilty Program - Elevator Replacement (Phase II)	5307	\$0	\$0	\$13,550,000	\$4,633,224	\$0	\$18,183,224
141.283	All Stations Accessibility Program - Belmont Station Construction	5337	\$0	\$20,270,000	\$6,730,000	\$0	\$0	\$27,000,000
141.283	All Stations Accessibility Program - Escalator Replacement	5337	\$0	\$0	\$7,500,000	\$7,500,000	\$0	\$15,000,000
141.283	All Stations Accessibility Program - Irving Park Station Construction	5337	\$0	\$7,270,000	\$6,730,000	\$0	\$0	\$14,000,000
141.283	All Stations Accessibility Program - Oak Park, Ridgeland	5337	\$2,450,000	\$12,840,000	\$0	\$0	\$0	\$15,290,000
141.283	All Stations Accessibility Program - Oak Park, Ridgeland	5307	\$8,925,938	\$0	\$0	\$0	\$0	\$8,925,938
141.283	Loyola Station Red Line - Stair and Elevator Replacement	5337	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
144.500	Park & Ride Improvements	5307	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
141.286	Western Station Brown Line - Reconstruction	5337	\$13,200,000	\$0	\$0	\$0	\$0	\$13,200,000
Total Stations & Passenger Facilities			\$28,575,938	\$40,380,000	\$34,510,000	\$21,050,000	\$0	\$124,515,938
<u>Miscellaneous</u>								
404.035	Bus Slow Zones Elimination Program	CMAQ	\$15,200,000	\$0	\$0	\$0	\$0	\$15,200,000
101.007	Farebox Replacement	5337	\$5,227,317	\$4,044,778	\$18,077,095	\$0	\$0	\$27,349,190
101.007	Farebox Replacement	5307	\$927,004	\$651,561	\$1,037,675	\$0	\$0	\$2,616,240
061.059	Information Technology - Bus Router Replacements (MP070's)	5307	\$0	\$0	\$4,200,000	\$0	\$0	\$4,200,000
061.059	Information Technology - Hastus Upgrade	5307	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
061.059	Information Technology - IVN3/IVN4 Replacement	5307	\$0	\$0	\$7,200,000	\$0	\$0	\$7,200,000
061.059	Information Technology - MMIS Upgrade	5307	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
061.059	Information Technology - TOPS Upgrade II	5307	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000
310.001	Match for FTA Discretionary Awards	PAYGO	\$0	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000
150.028	Public Address Communication Modernization & Upgrade	5307	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$12,000,000
150.028	Rail Station Communications Infrastructure Modernization	5337	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
150.028	Rail Station Communications Infrastructure Modernization	5307	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000
150.028	Security Camera Modernization and Upgrade	5337	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
150.028	Security Camera Modernization and Upgrade	5307	\$0	\$2,000,000	\$4,000,000	\$3,568,629	\$0	\$9,568,629
061.059	Upgrade Office Computer Systems	5307	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
Total Miscellaneous			\$25,054,321	\$20,196,339	\$55,514,770	\$26,068,629	\$10,000,000	\$136,834,059
<u>Extensions and Expansions</u>								
254.001	Red Line Extension - Planning, Preliminary Engineering	CMAQ	\$0	\$0	\$0	\$30,000,000	\$0	\$30,000,000
254.001	Red Line Extension - Planning, Preliminary Engineering	CTA Bonds	\$154,480,519	\$77,500,000	\$77,500,000	\$0	\$0	\$309,480,519

Funding Source			2023	2024	2025	2026	2027	Total
<i>Total Extensions and Expansions</i>			\$154,480,519	\$77,500,000	\$77,500,000	\$30,000,000	\$0	\$339,480,519
<u>Contingencies & Administration</u>								
310.001	Program Development - UWP	UWP	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
310.001	Program Development - UWP	CTA SB Funds	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000
310.001	Program Management	5337	\$4,222,849	\$6,606,375	\$6,606,375	\$6,606,375	\$6,606,375	\$30,648,349
310.001	Program Management	5307	\$2,383,526	\$0	\$0	\$0	\$0	\$2,383,526
310.001	Support Services	5339	\$65,323	\$67,896	\$69,980	\$72,605	\$75,139	\$350,943
310.001	Support Services	5337	\$1,235,567	\$1,262,749	\$1,284,595	\$1,312,342	\$1,338,064	\$6,433,317
310.001	Support Services	5307	\$853,431	\$875,791	\$960,194	\$984,676	\$1,007,714	\$4,681,806
<i>Total Contingencies & Administration</i>			\$9,285,696	\$9,337,811	\$9,446,144	\$9,500,998	\$9,552,292	\$47,122,941
<u>Debt Service</u>								
308.002	CTA Bond Repayment Payment	5307	(\$26,540,000)	(\$18,970,000)	(\$19,915,000)	(\$22,295,000)	(\$32,700,000)	(\$120,420,000)
308.002	CTA Bond Repayment Payment	5307	(\$15,042,923)	(\$68,099,708)	(\$72,295,499)	(\$74,719,535)	(\$48,153,638)	(\$278,311,303)
308.002	CTA Bond Repayment Payment	5337	(\$60,265,000)	(\$62,680,000)	(\$65,250,000)	(\$46,480,000)	(\$55,390,000)	(\$290,065,000)
308.002	CTA Bond Repayment Payment	5337	(\$95,247,922)	(\$55,730,891)	(\$53,673,327)	(\$47,376,808)	(\$70,831,505)	(\$322,860,453)
308.002	CTA Bond Repayment - Principal/Interest	5337	\$60,265,000	\$62,680,000	\$65,250,000	\$46,480,000	\$55,390,000	\$290,065,000
308.002	CTA Bond Repayment - Principal/Interest	5337	\$95,247,922	\$55,730,891	\$53,673,327	\$47,376,808	\$70,831,505	\$322,860,453
308.002	CTA Bond Repayment - Principal/Interest	5307	\$26,540,000	\$18,970,000	\$19,915,000	\$22,295,000	\$32,700,000	\$120,420,000
308.002	CTA Bond Repayment - Principal/Interest	5307	\$15,042,923	\$68,099,708	\$72,295,499	\$74,719,535	\$48,153,638	\$278,311,303
<i>Total Debt Service</i>			\$0	\$0	\$0	\$0	\$0	\$0
<i>Total CTA CAPITAL PLAN</i>			\$592,241,405	\$461,706,658	\$471,364,140	\$499,352,535	\$419,152,197	\$2,443,816,935
<i>METRA CAPITAL PLAN</i>								
<u>Rolling Stock - Rail</u>								
5010	Car And Locomotive Cameras	5307	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$8,000,000
CR-01	Car Rehab - Midlife (Amerrail)	5337	\$0	\$8,000,000	\$18,000,000	\$29,000,000	\$29,000,000	\$84,000,000
5009	Car Rehab (Nippon Sharyo Highliners)	5337	\$15,021,644	\$7,510,822	\$0	\$0	\$0	\$22,532,466
CR-02	Car Rehab (Nippon Sharyo Highliners 2)	5337	\$0	\$6,000,000	\$16,000,000	\$24,000,000	\$24,000,000	\$70,000,000
5207	Car Rehab (Nippon Sharyo)	5337	\$7,000,000	\$11,260,000	\$12,500,000	\$2,000,000	\$0	\$32,760,000
5207	Car Rehab (Nippon Sharyo)	5307	\$7,000,000	\$740,000	\$12,500,000	\$2,000,000	\$0	\$22,240,000
5306	F59 Locomotive Engine Upgrade	CMAQ	\$28,800,000	\$0	\$0	\$0	\$0	\$28,800,000
5306	F59 Locomotive Engine Upgrade	5337	\$0	\$8,550,000	\$2,500,000	\$0	\$2,120,000	\$13,170,000
5306	F59 Locomotive Engine Upgrade	5307	\$4,500,000	\$0	\$4,085,000	\$7,100,000	\$8,145,000	\$23,830,000
5702	Locomotive and Car Improvements	5307	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$8,000,000
5006	New Bi-Level Rail Cars Purchase	5337	\$0	\$0	\$41,575,000	\$16,325,000	\$100,000	\$58,000,000
5006	New Bi-Level Rail Cars Purchase	5307	\$0	\$0	\$9,948,000	\$43,255,000	\$100,000	\$53,303,000
5006	New Bi-Level Rail Cars Purchase	2023 RTA Bonds	\$30,100,000	\$0	\$0	\$0	\$0	\$30,100,000
5006	New Bi-Level Rail Cars Purchase	PAYGO	\$10,400,000	\$2,000,000	\$46,191,000	\$70,830,000	\$2,800,000	\$132,221,000
5008	Nippon Sharyo Car Improvements	5337	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
5505	PTC- Renewal (Locomotive and Cab Equipment - Mechanical)	5307	\$1,250,000	\$1,250,000	\$0	\$0	\$0	\$2,500,000
5701	Traction Motors	5337	\$1,800,000	\$1,800,000	\$1,500,000	\$1,500,000	\$0	\$6,600,000
5703	Wheel Replacements	5337	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000
5604	Zero-Emissions Locomotives	CMAQ	\$0	\$0	\$29,024,137	\$0	\$0	\$29,024,137
5604	Zero-Emissions Locomotives	PAYGO	\$0	\$0	\$7,250,000	\$0	\$0	\$7,250,000
5605	Zero-Emissions Trainsets	PAYGO	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
<i>Total Rolling Stock - Rail</i>			\$115,171,644	\$55,110,822	\$209,073,137	\$204,010,000	\$90,265,000	\$673,630,603
<u>Track & Structure</u>								
4739	275-Old 96th Ave. Bridge	PAYGO	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
5741	Bridge 86 Replacement - 78th St Entrance	2023 RTA Bonds	\$25,100,000	\$0	\$0	\$0	\$0	\$25,100,000
5543	Bridge A418	PAYGO	\$700,000	\$0	\$0	\$0	\$0	\$700,000
5736	Bridges & Retaining Walls BNS	5337	\$3,000,000	\$2,000,000	\$1,250,000	\$1,500,000	\$2,812,500	\$10,562,500
5737	Bridges & Retaining Walls MED	5337	\$1,390,000	\$1,000,000	\$2,200,000	\$2,200,000	\$2,200,000	\$8,990,000
5738	Bridges & Retaining Walls MWD	5337	\$550,000	\$1,250,000	\$3,200,000	\$3,200,000	\$3,200,000	\$11,400,000

		Funding Source	2023	2024	2025	2026	2027	Total
5739	Bridges & Retaining Walls RID	5337	\$2,550,000	\$2,160,000	\$2,200,000	\$2,200,000	\$2,200,000	\$11,310,000
5740	Bridges & Retaining Walls UPR	5337	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,200,000
5444	Catenary Structure Rehabilitation	5337	\$1,100,000	\$750,000	\$800,000	\$800,000	\$800,000	\$4,250,000
5445	CREATE EW-2 Bridge Lift	PAYGO	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
5731	Crossings (Road & Track) MED	5337	\$2,100,000	\$2,680,000	\$2,230,000	\$2,870,000	\$2,960,000	\$12,840,000
5732	Crossings (Road & Track) MWD	5337	\$1,850,000	\$1,820,000	\$2,200,000	\$2,270,000	\$2,340,000	\$10,480,000
5734	Crossings (Road & Track) RID	5337	\$2,250,000	\$2,100,000	\$2,200,000	\$2,270,000	\$2,340,000	\$11,160,000
5735	Crossings (Road & Track) UPR	5337	\$500,000	\$480,000	\$500,000	\$500,000	\$500,000	\$2,480,000
5443	Hickory Creek Bridge	5337	\$0	\$200,000	\$0	\$0	\$0	\$200,000
5725	Rail Renewal BNS	5337	\$960,000	\$620,000	\$620,000	\$620,000	\$490,000	\$3,310,000
5726	Rail Renewal MED	5337	\$1,600,000	\$1,624,500	\$1,672,000	\$1,719,500	\$1,880,000	\$8,496,000
5727	Rail Renewal MWD	5337	\$3,700,000	\$4,550,000	\$3,344,000	\$3,230,000	\$3,510,000	\$18,334,000
5728	Rail Renewal RID	5337	\$2,250,000	\$2,780,000	\$1,824,000	\$1,881,000	\$2,050,000	\$10,785,000
5729	Rail Renewal UPR	5337	\$500,000	\$475,000	\$475,000	\$475,000	\$500,000	\$2,425,000
5629	Rock Island Connection and 3rd track	5307	\$3,300,000	\$13,800,000	\$4,900,000	\$0	\$0	\$22,000,000
5712	Ties & Ballast MED	5337	\$5,000,000	\$0	\$0	\$5,320,000	\$0	\$10,320,000
5913	Ties & Ballast MWD	5337	\$0	\$0	\$5,700,000	\$0	\$8,400,000	\$14,100,000
5715	Ties & Ballast RID	5337	\$1,280,000	\$11,020,000	\$3,800,000	\$2,185,000	\$0	\$18,285,000
5716	Ties & Ballast UPR	5337	\$700,000	\$700,000	\$712,500	\$712,500	\$750,000	\$3,575,000
5711	Ties, Ballast & Switch Heaters BNS	5337	\$3,000,000	\$3,150,000	\$3,500,000	\$3,500,000	\$0	\$13,150,000
5722	Undercutting & Surfacing MDW	5337	\$1,000,000	\$900,000	\$940,500	\$1,073,500	\$1,170,000	\$5,084,000
5721	Undercutting & Surfacing MED	5337	\$800,000	\$850,000	\$883,500	\$912,000	\$990,000	\$4,435,500
5723	Undercutting & Surfacing RID	5337	\$880,000	\$790,000	\$883,500	\$912,000	\$990,000	\$4,455,500
5724	Undercutting & Surfacing UPR	5337	\$250,000	\$230,000	\$237,500	\$237,500	\$250,000	\$1,205,000
4840	UP North Line - South 11 Bridges	5307	\$0	\$0	\$0	\$0	\$6,300,000	\$6,300,000
4840	UP North Line - South 11 Bridges	5337	\$0	\$0	\$0	\$0	\$20,857,000	\$20,857,000
4840	UP North Line - South 11 Bridges	PAYGO	\$0	\$0	\$0	\$0	\$8,129,000	\$8,129,000
Total Track & Structure			\$69,510,000	\$58,929,500	\$46,772,500	\$41,088,000	\$76,118,500	\$292,418,500
<u>Electrical, Signal, & Communications</u>								
4842	16th St. Interlocker	5337	\$3,090,000	\$0	\$0	\$0	\$0	\$3,090,000
4842	16th St. Interlocker	5307	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
4842	16th St. Interlocker	PAYGO	\$0	\$11,910,000	\$0	\$0	\$0	\$11,910,000
5752	16th Street Substation	5337	\$500,000	\$0	\$0	\$0	\$0	\$500,000
4947	A-20 (Techny) Interlocker	5337	\$2,690,000	\$0	\$0	\$0	\$0	\$2,690,000
4947	A-20 (Techny) Interlocker	PAYGO	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
ES-07	Brookdale Substation	5337	\$0	\$0	\$500,000	\$0	\$0	\$500,000
ES-15	Cheltenham Substation	5307	\$0	\$0	\$0	\$500,000	\$0	\$500,000
5457	Chicago Union Station Interlockers	5337	\$4,500,000	\$4,250,000	\$0	\$0	\$0	\$8,750,000
5457	Chicago Union Station Interlockers	5307	\$0	\$0	\$3,000,000	\$3,000,000	\$6,500,000	\$12,500,000
5556	Constant Tension Catenary Study	5307	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$2,000,000
5750	Crossing Inventory Management System	5307	\$500,000	\$250,000	\$30,000	\$30,000	\$30,000	\$840,000
5652	CTC Over ITCM	5307	\$500,000	\$0	\$0	\$0	\$0	\$500,000
5757	DC & AC Switchgear Replacement	5337	\$1,690,000	\$0	\$0	\$0	\$0	\$1,690,000
5659	Downtown Public Information Displays	5307	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
5753	Harvey Substation	5337	\$500,000	\$0	\$0	\$0	\$0	\$500,000
5754	Homewood Substation	5337	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
5754	Homewood Substation	PAYGO	\$0	\$9,740,000	\$0	\$0	\$0	\$9,740,000
4746	Impedance Bonds	5337	\$710,000	\$1,440,000	\$0	\$0	\$0	\$2,150,000
4746	Impedance Bonds	5307	\$0	\$0	\$0	\$750,000	\$0	\$750,000
5149	Lake St. Interlocker	5337	\$250,000	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000	\$10,250,000
5557	MED Improvements	5307	\$5,000,000	\$12,870,000	\$550,000	\$570,000	\$590,000	\$19,580,000
5560	Milwaukee North Signals	5307	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
5361	Morgan Interlocking	5337	\$1,370,000	\$6,430,000	\$0	\$0	\$0	\$7,800,000
5447	MWD Holding Signal (50/50)	5337	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000
5447	MWD Holding Signal (50/50)	PAYGO	\$0	\$5,400,000	\$5,000,000	\$0	\$0	\$10,400,000
5759	Phone System Refresh	5307	\$875,000	\$575,000	\$600,000	\$100,000	\$0	\$2,150,000

		Funding Source	2023	2024	2025	2026	2027	Total
5651	PTC Renewal (Engineering)	5337	\$2,000,000	\$690,000	\$0	\$0	\$0	\$2,690,000
5352	Signal Standards	5307	\$1,000,000	\$1,500,000	\$0	\$0	\$0	\$2,500,000
5747	Signal System Improvements MED	5337	\$1,000,000	\$1,400,000	\$1,500,000	\$1,600,000	\$1,700,000	\$7,200,000
5748	Signal System Improvements MWD	5337	\$1,100,000	\$1,000,000	\$1,500,000	\$1,600,000	\$1,700,000	\$6,900,000
5749	Signal System Improvements RID	5337	\$1,000,000	\$1,000,000	\$1,500,000	\$1,600,000	\$1,700,000	\$6,800,000
5388	Smart Gates	PAYGO	\$4,500,000	\$1,250,000	\$0	\$0	\$9,500,000	\$15,250,000
5751	Substation Improvements (Jackson)	5337	\$6,070,000	\$0	\$0	\$0	\$0	\$6,070,000
5751	Substation Improvements (Jackson)	PAYGO	\$6,190,000	\$0	\$0	\$0	\$0	\$6,190,000
5758	Supervisory Control And Data Aquisition (SCADA) Upgrade	5337	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
5758	Supervisory Control And Data Aquisition (SCADA) Upgrade	PAYGO	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
5554	Switch Layout Standards	5307	\$1,440,000	\$1,450,000	\$1,530,000	\$0	\$0	\$4,420,000
5559	Systemwide Cameras	5307	\$1,000,000	\$1,000,000	\$0	\$550,000	\$0	\$2,550,000
5756	University Park Substation	5337	\$500,000	\$0	\$0	\$0	\$0	\$500,000
5755	Vollmer Substation	5337	\$500,000	\$0	\$0	\$0	\$0	\$500,000
5362	Western Interlocking	5307	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
5362	Western Interlocking	PAYGO	\$0	\$1,790,000	\$3,430,000	\$0	\$0	\$5,220,000
Total Electrical, Signal, & Communications			\$59,375,000	\$74,945,000	\$24,640,000	\$18,300,000	\$30,520,000	\$207,780,000
<u>Facilities and Equipment</u>								
YI-19	18th Street Shop-New Train Washer	5307	\$0	\$0	\$612,000	\$0	\$0	\$612,000
YI-20	47th Street Yard-Diesel Shop Exhaust	5337	\$0	\$0	\$0	\$0	\$1,140,000	\$1,140,000
YI-20	47th Street Yard-Diesel Shop Exhaust	5307	\$0	\$0	\$0	\$210,000	\$0	\$210,000
YI-23	47th Street Yard-Diesel Shop Upgrades	5307	\$0	\$0	\$0	\$0	\$102,000	\$102,000
5766	95th Street Substation Facility Upgrades	5307	\$240,000	\$0	\$0	\$0	\$0	\$240,000
YI-26	Above-Ground Diesel Fuel Tanks	5307	\$0	\$0	\$0	\$0	\$500,000	\$500,000
YI-11	Blue Island Yard-Fueling System	5307	\$0	\$0	\$0	\$300,000	\$0	\$300,000
YI-09	Blue Island Yard-Remote Fueling System	5307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
5765	BNS Yards-Power Transformers	5337	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
YI-25	California Avenue Yard-HVAC Coach Shops	5307	\$0	\$0	\$0	\$0	\$145,000	\$145,000
5453	Central Warehousing	5337	\$1,000,000	\$750,000	\$0	\$0	\$0	\$1,750,000
5453	Central Warehousing	5307	\$0	\$0	\$500,000	\$500,000	\$500,000	\$1,500,000
BI-05	Crew Facilities-14th Street Yard	5307	\$0	\$30,000	\$550,000	\$0	\$0	\$580,000
BI-03	Crew Facilities-University Park	5307	\$0	\$830,000	\$0	\$0	\$0	\$830,000
5770	Data Center HVAC System	5307	\$100,000	\$0	\$0	\$0	\$0	\$100,000
5770	Data Center HVAC System	PAYGO	\$0	\$650,000	\$0	\$0	\$0	\$650,000
YI-06	Elgin Yard-Remote Fueling System	5307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
5672	Enterprise Asset Management System	5307	\$5,500,000	\$5,500,000	\$0	\$0	\$0	\$11,000,000
5672	Enterprise Asset Management System	RTA ICE	\$0	\$0	\$6,166,000	\$0	\$0	\$6,166,000
5171	GPS Train Tracking	5307	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
YI-18	Hill Yard-Compressed Air System	5307	\$0	\$0	\$100,000	\$0	\$0	\$100,000
5573	IT Components & Services	5307	\$0	\$1,550,000	\$200,000	\$1,000,000	\$1,000,000	\$3,750,000
YI-22	Joliet Yard-Wayside Power	5337	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
YI-03	Kensington Yard - Fueling System Modernization	5337	\$0	\$300,000	\$0	\$0	\$0	\$300,000
5768	Kensington Yard -Shop HVAC	5307	\$250,000	\$0	\$0	\$0	\$0	\$250,000
5769	New Downtown Combined Crew Facility	5307	\$200,000	\$400,000	\$0	\$0	\$0	\$600,000
5775	Office Equipment	5307	\$500,000	\$750,000	\$250,000	\$250,000	\$250,000	\$2,000,000
YI-12	Orland Park Yard-Remote Fueling System	5307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
5772	Right of Way Equipment	PAYGO	\$4,900,000	\$1,500,000	\$1,500,000	\$2,626,000	\$0	\$10,526,000
5374	Storage Equipment - Facilities	5307	\$500,000	\$200,000	\$0	\$300,000	\$150,000	\$1,150,000
5575	Ticket Vending Machines	5337	\$10,710,000	\$0	\$0	\$0	\$0	\$10,710,000
5575	Ticket Vending Machines	PAYGO	\$13,910,000	\$9,740,000	\$0	\$0	\$0	\$23,650,000
5671	Transportation Division Software	5307	\$500,000	\$500,000	\$500,000	\$0	\$0	\$1,500,000
5568	Western Ave. Yard Oil Separation	5307	\$950,000	\$0	\$0	\$0	\$0	\$950,000
YI-17	Western Avenue Yard - Air Handler Unit Replacement	5307	\$0	\$0	\$300,000	\$0	\$0	\$300,000
5767	Western Avenue Yard -Sanding System	5307	\$800,000	\$0	\$0	\$0	\$0	\$800,000
YI-24	Western Avenue Yard-12KV Electric Distribution	5307	\$0	\$0	\$0	\$0	\$500,000	\$500,000
YI-21	Western Avenue Yard-Wayside Power	5307	\$0	\$0	\$0	\$0	\$500,000	\$500,000

		Funding Source	2023	2024	2025	2026	2027	Total
5667	Woodstock Yard	5307	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000
5761	Yard Improvements MED	5337	\$1,150,000	\$2,000,000	\$0	\$0	\$0	\$3,150,000
5761	Yard Improvements MED	5307	\$0	\$0	\$1,760,000	\$3,340,000	\$1,400,000	\$6,500,000
5763	Yard Improvements RID	5337	\$1,300,000	\$1,000,000	\$0	\$0	\$0	\$2,300,000
5763	Yard Improvements RID	5307	\$0	\$0	\$880,000	\$660,000	\$720,000	\$2,260,000
5760	Yard Improvements BNS	5337	\$1,720,000	\$1,500,000	\$0	\$0	\$0	\$3,220,000
5760	Yard Improvements BNS	5307	\$0	\$0	\$1,800,000	\$2,317,200	\$2,367,200	\$6,484,400
5762	Yard Improvements MWD	5337	\$1,400,000	\$2,000,000	\$0	\$0	\$0	\$3,400,000
5762	Yard Improvements MWD	5307	\$0	\$0	\$1,320,000	\$1,380,000	\$1,420,000	\$4,120,000
5764	Yard Improvements UPR	5337	\$0	\$500,000	\$0	\$0	\$0	\$500,000
5764	Yard Improvements UPR	5307	\$500,000	\$0	\$620,000	\$800,000	\$800,000	\$2,720,000
Total Facilities and Equipment			\$53,230,000	\$29,700,000	\$17,058,000	\$13,983,200	\$12,494,200	\$126,465,400
<u>Stations & Passenger Facilities</u>								
5185	103rd St. Station Rosemoor	2023 RTA Bonds	\$10,300,000	\$0	\$0	\$0	\$0	\$10,300,000
SP-137	103rd Street - Washington Heights Station	PAYGO	\$0	\$0	\$415,000	\$0	\$0	\$415,000
5687	107th St. (Beverly Hills) Station	5337	\$600,000	\$0	\$0	\$0	\$0	\$600,000
5484	115th St/Morgan Park Station Rehabilitation	PAYGO	\$3,800,000	\$0	\$0	\$0	\$0	\$3,800,000
4479	59th/60th ST. Station (U. of Chicago)	ITEP	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
4479	59th/60th ST. Station (U. of Chicago)	5307	\$0	\$0	\$0	\$9,470,000	\$0	\$9,470,000
4479	59th/60th ST. Station (U. of Chicago)	2023 RTA Bonds	\$17,030,000	\$0	\$0	\$0	\$0	\$17,030,000
4479	59th/60th ST. Station (U. of Chicago)	State Bonds	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000
SP-127	63rd Street Station	5307	\$0	\$0	\$0	\$100,000	\$0	\$100,000
5182	79th St. Station Chatham	2023 RTA Bonds	\$8,400,000	\$0	\$0	\$0	\$0	\$8,400,000
SP-132	83rd Street (South Chicago) Station	5307	\$0	\$0	\$0	\$0	\$225,000	\$225,000
5183	87th Street Station Woodruff	2023 RTA Bonds	\$7,900,000	\$0	\$0	\$0	\$0	\$7,900,000
SP-136	91st Street-Beverly Station	PAYGO	\$0	\$700,000	\$0	\$0	\$0	\$700,000
5184	95th Street Station CSU	2023 RTA Bonds	\$20,670,000	\$0	\$0	\$0	\$0	\$20,670,000
5184	95th Street Station CSU	Cook County	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
SP-134	Ashland Station	5307	\$0	\$0	\$0	\$0	\$126,659	\$126,659
4484	Auburn Park New Station	PAYGO	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
5584	Bicycle Parking	PAYGO	\$85,000	\$0	\$0	\$0	\$0	\$85,000
5785	Auburn Park - 78th St Entrance	2023 RTA Bonds	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
5787	Chicago Union Station Concourse Reconstruction	PAYGO	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
SP-139	Clybourn Station	5337	\$0	\$100,000	\$0	\$0	\$0	\$100,000
5478	Elevator Replacement	PAYGO	\$4,800,000	\$3,775,000	\$2,750,000	\$0	\$2,300,000	\$13,625,000
5585	Evanston Davis St. Station	PAYGO	\$0	\$0	\$0	\$0	\$10,945,000	\$10,945,000
5784	Forest Glen Station	5307	\$400,000	\$0	\$0	\$0	\$0	\$400,000
SP-110	Glen Ellyn Station	5337	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
5187	Harvey Transportation Center - Metra	5337	\$0	\$500,000	\$0	\$0	\$7,600,000	\$8,100,000
5187	Harvey Transportation Center - Metra	PAYGO	\$0	\$0	\$0	\$0	\$12,750,000	\$12,750,000
4762	Hickory Creek Station	5337	\$0	\$0	\$0	\$0	\$6,200,000	\$6,200,000
SP-140	Indian Hill Station	5307	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
5689	Kenilworth Station	2023 RTA Bonds	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
5685	LaGrange Road Station	5307	\$900,000	\$0	\$0	\$0	\$0	\$900,000
5567	Millennium Station-MEP Upgrades	PAYGO	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
SP-126	Naperville Station	5337	\$0	\$350,000	\$0	\$0	\$0	\$350,000
SP-126	Naperville Station	PAYGO	\$0	\$0	\$350,000	\$0	\$0	\$350,000
5174	Olympia Fields Station	5337	\$0	\$0	\$0	\$12,400,000	\$0	\$12,400,000
5174	Olympia Fields Station	2023 RTA Bonds	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
5782	Parking Lot Improvements	5337	\$750,000	\$0	\$1,300,000	\$1,000,000	\$1,170,000	\$4,220,000
4486	Peterson Ridge New Station	5337	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
5780	Platform Improvements	5337	\$800,000	\$7,130,000	\$750,000	\$7,770,000	\$0	\$16,450,000
5780	Platform Improvements	PAYGO	\$6,620,000	\$0	\$6,570,000	\$0	\$7,940,000	\$21,130,000
5688	Rogers Park Station	5337	\$0	\$0	\$0	\$0	\$26,130,000	\$26,130,000
5688	Rogers Park Station	PAYGO	\$0	\$870,000	\$0	\$0	\$0	\$870,000
5686	Round Lake Station	5337	\$0	\$1,875,000	\$0	\$0	\$0	\$1,875,000

		Funding Source	2023	2024	2025	2026	2027	Total
5686	Round Lake Station	5307	\$100,000	\$0	\$0	\$0	\$0	\$100,000
5479	Shelters	5337	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000
5479	Shelters	PAYGO	\$0	\$0	\$1,350,000	\$850,000	\$0	\$2,200,000
5786	Solar Canopies	5307	\$300,000	\$0	\$0	\$0	\$0	\$300,000
SP-133	South Shore Station	5307	\$0	\$0	\$0	\$0	\$380,000	\$380,000
4676	South Water St. Station	PAYGO	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000
5781	Station ADA Improvements	5337	\$1,000,000	\$0	\$730,000	\$650,000	\$730,000	\$3,110,000
5475	Systemwide Station Signs	5337	\$0	\$3,000,000	\$2,000,000	\$2,000,000	\$0	\$7,000,000
5475	Systemwide Station Signs	5307	\$0	\$0	\$0	\$0	\$500,000	\$500,000
4784	Van Buren St. Station	5307	\$0	\$0	\$0	\$0	\$15,624,000	\$15,624,000
5486	Waukegan Station	5307	\$100,000	\$0	\$0	\$0	\$0	\$100,000
5486	Waukegan Station	IDCEO	\$500,000	\$0	\$0	\$0	\$0	\$500,000
4878	West Chicago Station	5337	\$0	\$450,000	\$0	\$0	\$0	\$450,000
4878	West Chicago Station	PAYGO	\$0	\$5,750,000	\$0	\$0	\$0	\$5,750,000
5487	West Hinsdale Station	PAYGO	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
5485	Westmont Station	5337	\$1,900,000	\$0	\$0	\$0	\$0	\$1,900,000
5485	Westmont Station	PAYGO	\$4,870,000	\$0	\$0	\$0	\$0	\$4,870,000
<i>Total Stations & Passenger Facilities</i>			\$135,205,000	\$35,700,000	\$16,215,000	\$34,240,000	\$93,920,659	\$315,280,659
<u>Miscellaneous</u>								
5774	Engineering Cyber Security Systems	5307	\$1,000,000	\$400,000	\$300,000	\$600,000	\$0	\$2,300,000
5771	Protective Asset Acquisiton	5307	\$25,400,000	\$55,500,000	\$30,100,000	\$0	\$0	\$111,000,000
5574	TROI - NET Station Displays	5307	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000
5709	Procurement Oversight	5307	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<i>Total Miscellaneous</i>			\$27,400,000	\$56,400,000	\$30,400,000	\$600,000	\$0	\$114,800,000
<u>Contingencies & Administration</u>								
5799	Contingencies	5337	\$447,920	\$1,381,152	\$805,178	\$102,804	\$453,976	\$3,191,030
5799	Contingencies	5307	\$980,749	\$204,805	\$1,137,459	\$944,025	\$652,752	\$3,919,790
5274	Cybersecurity Systems	5307	\$500,000	\$500,000	\$500,000	\$0	\$0	\$1,500,000
5794	Infrastructure Engineering MET	5337	\$1,250,000	\$2,750,000	\$1,500,000	\$1,000,000	\$100,000	\$6,600,000
5794	Infrastructure Engineering MET	5307	\$1,250,000	\$100,000	\$1,500,000	\$2,000,000	\$3,500,000	\$8,350,000
5489	Program Management	5337	\$17,500,000	\$13,985,000	\$1,500,000	\$2,250,000	\$100,000	\$35,335,000
5489	Program Management	5307	\$21,050,000	\$171,000	\$13,500,000	\$16,994,000	\$34,000,000	\$85,715,000
5798	Project Administration	5337	\$900,000	\$900,000	\$1,000,000	\$1,000,000	\$0	\$3,800,000
5798	Project Administration	5307	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
5488	Project Development	5307	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,800,000
5195	Transit Asset Management	5307	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
<i>Total Contingencies & Administration</i>			\$44,678,669	\$21,491,957	\$22,942,637	\$25,790,829	\$41,306,728	\$156,210,820
<i>Total METRA CAPITAL PLAN</i>			\$504,570,313	\$332,277,279	\$367,101,274	\$338,012,029	\$344,625,087	\$1,886,585,982
<i>PACE CAPITAL PLAN</i>								
<u>Rolling Stock - Bus</u>								
5803	Community Transit/On-Demand Vehicles	5307	\$0	\$630,000	\$1,400,000	\$1,400,000	\$1,400,000	\$4,830,000
5801	Fixed Route Coach Buses	5307	\$0	\$9,750,000	\$0	\$0	\$0	\$9,750,000
5800	Fixed Route Electric Buses	5307	\$0	\$11,700,000	\$11,700,000	\$18,200,000	\$18,200,000	\$59,800,000
5802	Purchase 15-passenger Paratransit Vehicles	5339	\$1,802,001	\$1,872,999	\$1,930,500	\$2,002,894	\$2,072,795	\$9,681,189
5802	Purchase 15-passenger Paratransit Vehicles	5307	\$0	\$0	\$3,527,676	\$3,109,992	\$2,910,148	\$9,547,816
<i>Total Rolling Stock - Bus</i>			\$1,802,001	\$23,952,999	\$18,558,176	\$24,712,886	\$24,582,943	\$93,609,005
<u>Electrical, Signal, & Communications</u>								
5812	Intelligent Bus System (IBS)	5307	\$0	\$1,500,000	\$500,000	\$650,000	\$1,000,000	\$3,650,000
5810	Onboard Digital Screens	5307	\$2,198,129	\$2,081,130	\$0	\$2,000,000	\$2,000,000	\$8,279,259
5810	Onboard Digital Screens	RTA ICE	\$0	\$0	\$2,055,000	\$0	\$0	\$2,055,000
5811	Transit Signal Priority (TSP)	5307	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000

		Funding Source	2023	2024	2025	2026	2027	Total
<i>Total Electrical, Signal, & Communications</i>			\$2,198,129	\$3,581,130	\$4,555,000	\$4,650,000	\$5,000,000	\$19,984,259
<u><i>Facilities and Equipment</i></u>								
5822	Computer Systems - Hardware & Software	5307	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,500,000
5820	Headquarters Renovation	5307	\$750,000	\$0	\$16,000,000	\$0	\$0	\$16,750,000
5726	North Division Electrification/Expansion	5307	\$49,000,000	\$28,600,000	\$0	\$0	\$0	\$77,600,000
5726	North Division Electrification/Expansion	PAYGO	\$11,350,000	\$7,436,500	\$0	\$0	\$0	\$18,786,500
5528	Southwest Division Electrification/Expansion	5307	\$0	\$0	\$14,000,000	\$23,000,000	\$24,000,000	\$61,000,000
5528	Southwest Division Electrification/Expansion	PAYGO	\$0	\$0	\$0	\$17,025,000	\$16,117,000	\$33,142,000
5821	Support Equipment - Non-Revenue Vehicles	5307	\$400,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,900,000
<i>Total Facilities and Equipment</i>			\$61,500,000	\$37,036,500	\$32,000,000	\$42,025,000	\$42,117,000	\$214,678,500
<u><i>Stations & Passenger Facilities</i></u>								
5831	Bus Stop Shelters, Benches, Pads & Signs	5307	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
5832	Bus Tracker Signs	5307	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
5535	Harvey Transportation Center - Pace	5307	\$5,400,000	\$0	\$0	\$0	\$0	\$5,400,000
5537	I-294 Stations & Park-n-Rides	PAYGO	\$0	\$0	\$17,025,000	\$0	\$0	\$17,025,000
5830	Pulse 95th Street Design and Construction	CMAQ	\$1,464,000	\$15,654,000	\$0	\$0	\$0	\$17,118,000
5830	Pulse 95th Street Design and Construction	PAYGO	\$0	\$3,913,500	\$0	\$0	\$0	\$3,913,500
<i>Total Stations & Passenger Facilities</i>			\$6,864,000	\$21,567,500	\$19,025,000	\$2,000,000	\$2,000,000	\$51,456,500
<u><i>Miscellaneous</i></u>								
5813	Bus Security Cameras	5307	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<i>Total Miscellaneous</i>			\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<i>Total PACE CAPITAL PLAN</i>			\$72,364,130	\$88,138,129	\$74,138,176	\$73,387,886	\$73,699,943	\$381,728,264
Grand Total:			\$1,169,175,848	\$882,122,066	\$912,603,590	\$910,752,450	\$837,477,227	\$4,712,131,181