



**Regional
Transportation
Authority**

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To: Board of Directors
From: Leanne P. Redden, Executive Director
Date: December 9, 2021
Re: Ordinance Adopting the 2022 Regional and Service Board Budgets and 2022-2026 Capital Program

Staff requests Board approval of the attached ordinance to adopt the 2022 Operating Budgets, 2023-2024 Financial Plans, and 2022-2026 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 1, 2021. 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. In 2024, the budget incorporates \$226 million of additional relief funding in the form of discretionary ARP Act funding that CTA has applied for, or budget balancing actions to support proposed expense levels if the funds are ultimately not awarded.

Previous Actions

Date	Ordinance	Purpose
5/20/21	2021-24	Approval and release of 2022 Budget and Capital Program Call
7/15/21	2021-39	Approval of Performance-based Capital Allocations
9/15/21	2021-52	Approval of 2022-2026 Operations and Capital Funding Amounts
11/5/21	2021-60	Approval of American Rescue Plan Act Allocations

Regional Summary

The proposed 2022 regional operating budget totals \$3.405 billion, an increase of \$150.3 million or 4.6% from the pre-COVID 2022 Plan. The Service Boards have proposed 2022 operating budgets that bring the transit system closer to the overall service level provided before the onset of the pandemic. CTA has assumed full-service levels, while the Metra budget anticipates continued restoration of frequency to near pre-pandemic levels. Most of the Pace routes that were discontinued or reduced in 2020 remain so in the 2022 budget, but Pace also plans to initiate some new service. Although RTA sales tax performance has rebounded strongly, the

Service Boards' fare revenue remains severely depressed, primarily due to the slow return of riders to public transit.

Proposed Regional Operating Budget (in millions)

	Pre-COVID 2022 Plan	Proposed 2022 Budget	Change	% Change
CTA	\$1,644.8	\$1,746.8	+\$102.0	+6.2%
Metra	\$883.3	\$900.0	+\$16.7	+1.9%
Pace	\$248.7	\$272.6	+\$23.9	+9.6%
ADA Paratransit	\$218.6	\$225.6	+\$7.0	+3.2%
RTA Debt Service and JSIF	\$215.8	\$213.2	-\$2.6	-1.2%
RTA Agency*	\$43.2	\$46.6	+\$3.4	+7.9%
Total	\$3,254.4	\$3,404.7	+\$150.3	+4.6%

*Agency gross expense increase is due to grant-funded projects. 2022 Agency net expense (funding requirement) of \$35.2 million is \$2.1 million lower than pre-COVID 2022 Plan

Regional ridership for 2022 is assumed at about 290 million, or 51% of 2019 levels. In response to the sudden and lingering ridership and fare revenue loss, the federal government has provided three tranches of much-needed relief funding for transit via the CARES Act, CRRSAA, and American Rescue Plan (ARP) Act. At currently adopted sales tax levels, supporting the proposed Service Board operating expenses through 2024 is expected to require the utilization of most of the additional federal relief funding made available by ARP. No fare increases are contained in the proposed budgets, and price reductions on select passes as well as new pass options have been introduced to encourage riders to return to the transit system.

The proposed five-year capital program totals \$5.260 billion, which is 17.1% less than the 2021-2025 Capital Program because Rebuild Illinois bond funds have already been programmed and granted to the Service Boards in 2020 and 2021. For the last several years, the RTA and the Service Boards have been working together to articulate and advance a regional transit capital strategy. The RTA and the Service Boards have also been working to improve the transparency of capital programming and the use of data to understand the impacts of the program on strategic priorities. Last year, RTA used new analyses incorporating Invest in Transit's core requirements and the three strategic goals for the five-year timeframe. RTA and the Service Boards collaborated to establish a new performance-based allocation methodology for Federal Formula and State PAYGO funds for years 2025 and 2026. The new performance-based programming method requires that each Service Board program at least 20% of funding to projects that either achieve full accessibility or improve equity, beginning in 2025. The accessibility and equity projects are detailed in the budget book.

The Service Boards have identified 75 Priority Projects that they would advance with additional funding through Invest in Transit and subsequent annual updates. Four have been fully funded. The current 2022-2026 capital program funds a portion of the Priority Projects and about 14.5% of the total 10-year need. Twenty-five (25) do not receive any funding so additional funding is needed to advance them all.

The July 15th, 2021, RTA Ordinance directed RTA staff to collaborate with the Service Boards and develop a method to distribute funds determined to be withheld as a result of the application of capital expenditure performance metrics. Application of the capital expenditure performance metrics was applied only to fiscal years 2026 and beyond. Consensus on the method has not been reached at this time. Work on consensus will resume as part of next year's budget process. At this time, no funds have been withheld from the Service Boards as a result of the application of the 2026 capital expenditure performance metrics. Therefore, the \$210K of previously withheld 2026 Pace PAYGO funding is being returned to Pace. Funds will not be withheld until a method of distribution is adopted by the RTA Board of Directors following a collaborative effort between the RTA and Service Boards.

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.

Service Board Presentations and RTA Public Hearing

At the November 18th RTA Board meeting, 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 are contained in the November 18th Board meeting minutes.

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. Due to the ongoing COVID-19 pandemic and related restrictions on in-person gatherings, the RTA conducted a virtual public hearing via Zoom on December 1st to provide an opportunity for public comment on the proposed budget and capital program. Chairman Dillard presided, Executive Director Redden presented, Communications Director Fassett Smith moderated, and Directors Coulson, Gathing, Gorman, Groven, Melvin, Ross, and Sager attended. Fourteen 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 voiced opposition to the Pace route cancellations still in place from 2020 and

expressed satisfaction with RTA's recovery plan for transit. The public hearing can be viewed on [YouTube](#). The RTA has also received more than 30 comments from the public on the budget, also on the topic of electrification. The budget, public comments, and more information are available at <https://www.rtachicago.org/finance-management/operating-capital>.

As of December 1st, twenty-seven public comments had been received via chat, email or comment card. All 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.

Disposition of ARP Act Funding

Due to the timing of the ARP Act funding allocation approval by the RTA Board on November 5th, ARP Act funding was not explicitly included in the proposed operating budgets adopted by the CTA and Pace Boards in November and subsequently submitted to the RTA. Rather, the CTA and Pace budgets continued to show shortfalls associated with additional relief funding or budget balancing actions. The proposed Metra budget did incorporate approved relief funding. With the concurrence of the CTA and Pace Finance teams, Schedule I-B of the proposed ordinance reflects the utilization of federal relief funding, including the now-allocated ARP Act funding, to cover all but \$225.7 million of those shortfalls. This action is needed to accurately display the relationship of the proposed operating expense levels with respect to all existing federal relief funding but does not dictate the actual utilization of relief funding nor the order in which the various tranches of relief funding should be requisitioned.

Importantly, the proposed regional budget contains a shortfall for CTA in 2024, which could be viewed as an imbalance. However, the 2021 regional budget was approved with such budget balancing actions in anticipation of the second federal relief funding package (CRRSAA), which staff believed to be a reasonable assumption for adoption. Similarly, staff believes it is reasonable for the CTA to assume that the \$225.7 million shortfall shown in 2024 will be resolved by the discretionary ARP Act funding that CTA has applied for and/or improved sales tax performance. A 2022 funding and budget amendment, discussed later, will be required to address this shortfall and fully incorporate relief funding into the Service Board 2022 operating budgets and 2023-2024 financial plans.

Operating Budget and Capital Program Summaries

CTA

CTA's proposed 2022 operating budget contains a full-schedule expense level of \$1.747 billion, an increase of \$102.0 million or 6.2% from the pre-COVID 2022 Plan. CTA expenses are being driven higher primarily by contractual wage increases, facility leases, and contracted services. To balance expenses and meet its required recovery ratio, CTA's proposed 2022 budget exhausts the remaining CARES Act and CRRSAA funding, and potentially utilizes all of CTA's approved ARP

Act allocation of \$912.1 million over the 2022-2024 planning period. Notably, \$225.7 million of additional relief funding or budget balancing actions may be required in 2024, as shown in red on Schedule I-B of the proposed ordinance. CTA's application for additional discretionary federal ARP Act funding is expected to address this remaining shortfall. Ridership for 2022 is budgeted at 55% of 2019 levels, a modest increase from the 43% estimated for 2021, and is assumed to recover to 65% of pre-COVID levels in 2024.

CTA's five-year capital program has \$3.474 billion available for capital expenditures in 2022-2026. CTA's capital projects are largely focused on moving the system toward a state of good repair with a central goal to replace and rehab both buses and rail cars.

CTA has identified 43 priority projects that help to maintain and improve the system with a total need of \$23.215 billion. Of the 43 projects, CTA is able to fund some parts of 24 of the projects. The largest funded projects include Red Line Extension, Red Purple Modernization, Rail Car Purchases, and Bond Repayment, Interest and Finance Costs.

The 2022-2026 CTA Capital Program has been analyzed using strategic goals and core requirements that are identified in *Invest in Transit*. The projects that CTA is funding in the 2022-2026 Capital Program are heavily focused on the strategic goal of delivering value on our investment and the core requirement of maintaining and improving safety and reliability.

To provide \$736 million of proceeds for the 2022-2026 capital program, CTA has proposed two bond issuances; \$636 million of 35-year sales tax-backed bonds with \$72.3 million of capitalized interest and principal payments deferred until 2045, and \$204 million of 20-year Ground Transportation Tax-backed bonds with \$23.2 million of capitalized interest. CTA projects that \$1.096 billion will be needed for debt service payments over the five-year capital program.

Metra

Metra's proposed 2022 operating budget totals \$900.0 million, an increase of \$16.7 million or 1.9% from the pre-COVID 2022 Plan. Service levels are planned to be restored to near pre-COVID levels on all 11 rail lines. To balance expenses and meet its required recovery ratio, Metra's proposed 2022 budget exhausts remaining CARES Act and CRRSAA funding and utilizes most of Metra's approved ARP Act allocation of \$513.6 million over the 2022-2024 planning period. Ridership is budgeted in 2022 at 30% of 2019 levels, a significant increase from the 19% estimated for 2021, and is assumed to recover to 71% of pre-COVID levels in 2024.

Metra's five-year capital program has \$1.497 billion available for capital expenditures in 2022-2026. Metra continues to concentrate its capital budget on improving rail cars and locomotives. Furthermore, other major projects are focused on improving stations, bridges, and the right of way for its trains.

Metra has identified 10 priority projects that help to maintain and improve the system with a total need of \$11.8 billion. Of the 10 projects, Metra can fund some parts of 9 of the projects. The largest funded projects include Fleet Modernization Plan, Signal and Electrical Improvements, and Rail Station Improvements.

The 2022-2026 Metra Capital Program has been analyzed using strategic goals and core requirements that are identified in *Invest in Transit*. The projects that Metra is funding in the 2022-2026 Capital Program are focused on the strategic goal of building on the strengths of our network. The core requirements of maintaining and improving safety and reliability and meeting regulatory requirements are keys in Metra's 2022-2026 program.

Metra does not plan to issue any bonds in the 2022-2026 Capital Program.

Pace Suburban Service and ADA Paratransit Service

Pace's proposed Suburban Service operating budget totals \$272.6 million, an increase of \$23.9 million or 9.6% from the pre-COVID 2022 Plan. In addition to the restoration of 8 previously discontinued or reduced routes, Pace's proposed budget includes increased demand response service, the launch of Pace's second Pulse arterial rapid transit route on Dempster Avenue, and transportation network company (TNC) pilot projects. At Pace's projected expense levels, maintaining balance exhausts remaining CARES Act and CRRSAA funding in 2023, and potentially utilizes most of Pace's approved ARP Act allocation of \$71.3 million. Ridership is budgeted in 2022 at 45% of 2019 levels, a marginal increase from the 43% that is estimated for 2021 and is assumed to slowly recover to about 46% of pre-COVID levels in 2024.

Pace's proposed ADA Paratransit operating budget totals \$225.6 million, an increase of \$7.0 million or 3.2% from the pre-COVID 2022 Plan. ADA Paratransit ridership is budgeted in 2022 at 77% of 2019 levels, a modest increase from the 69% estimated for 2021, and is assumed to continue recovering to 96% of pre-COVID levels in 2024. Expenses are forecast to be offset by \$9.1 million of operating revenue in 2022, resulting in a funding requirement of \$216.4 million expected to be satisfied solely with Sales Tax II and state ADA Paratransit funding. The ADA Paratransit budget continues to emphasize the Taxi Access Program (TAP) as a cost-effective alternative to traditional ADA Paratransit service. To encourage ADA Paratransit customers to shift modes to TAP, Pace's budget assumes that TAP fares will remain free through 2024.

Pace's five-year capital program has \$289.4 million available for capital expenditures in 2022-2026. That includes an estimated \$0.2 million previously withheld from Pace set-aside funding that has been returned to Pace due to inability to reach consensus on the allocation method between the RTA and Service Boards. The RTA and Service Boards will resume discussions on the approach to allocate such funding as part of next year's budget process. Pace continues to focus on maintaining their rolling stock as well as providing for maintenance of other assets, but also shifts the focus of capital investment into more environmentally friendly vehicles.

Pace has identified 21 priority projects that help to maintain and improve the system with a total need of \$1.033 billion. Of the 21 projects, Pace can fund some parts of 14 of the projects. The largest funded projects include Fixed Route Bus Replacement including Electric Buses, Improvements to Support Facilities and Improvements to Transportation Centers.

The 2022-2026 Pace Capital Program has also been analyzed using strategic goals and core requirements that are identified in *Invest in Transit*. The projects that Pace is funding in the 2022-2026 Capital Program are focused on the strategic goals of delivering value on our investment. Additionally, Pace's Program focuses on the core requirement of maintaining and improving safety and reliability.

Pace does not plan to issue any bonds in the 2022-2026 Capital Program.

RTA Agency

Enabled by improving sales tax performance, the proposed 2022 Agency budget funding level has been restored to the pre-COVID 2020 budget level of \$35.2 million to fund RTA COVID recovery initiatives such as the Strategic Plan update and regional transit advocacy. The proposed RTA Agency operating budget contains a gross expense level of \$46.6 million, an increase of \$3.4 million or 7.9% from RTA's pre-COVID 2022 Plan due to a much higher level of federally funded 5310 projects using pass-through funds. However, the proposed 2022 Agency budget funding level is still \$2.1 million or 5.7% below the funding level anticipated in the pre-COVID 2022 Plan.

The RTA Agency Administrative Budget, which includes the core agency expenses for staff, facilities, information technology, office services, and professional services, comprises 37.5% of the total proposed budget or \$17.4 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 62.5% of the total proposed budget, or \$29.1 million. The RTA Regional Programs Budget also includes all of the RTA's grant-funded programs and regional capital programs, as well as RTA-funded regional studies and initiatives. Sales tax levels for 2022 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)

The adopted 2022 funding amounts continued the process initiated in the 2015 budget for the allocation of Innovation, Coordination, and Enhancement (ICE) funding to the Service Boards. Previously, ICE funds were allocated via a separate, competitive process. The current approach provides ICE funding at the same statutory shares used for Sales Tax II and PTF II: 48% for CTA, 39% for Metra, and 13% for Pace. The funds may be used for either operating or capital purposes, with specific projects identified by the Service Boards in their budget submissions and subject to review by the RTA staff and approval by the RTA Board.

Schedule I-F of the budget ordinance summarizes the 2022 ICE amounts and proposed uses. CTA has proposed using all ICE funding for operating projects, while Metra and Pace intend to use ICE funds exclusively for capital projects. Only the 2022 proposed uses are currently subject to approval by the RTA Board. The RTA staff has completed an evaluation of the Service Board ICE project submittals for 2022 and recommends Board approval of the proposed projects.

2022 Funding and Budget Amendment Required

As stated earlier in this memo, federal relief funding was not fully incorporated into the adopted Service Board 2022 budgets and 2023-2024 financial plans due to the timing of the ARP Act funding allocation approval by the RTA Board in early November. To address this, the proposed ordinance requires staff to prepare an RTA funding amendment to be considered for RTA Board approval during the first quarter of 2022. The funding amendment will reforecast 2022-2024 RTA operating funding levels for the Service Boards by accounting for the most recent sales tax trends. In accordance with the RTA Act, the funding amendment will require CTA, Metra, and Pace to submit revised 2022 operating budgets and 2023-2024 financial plans, fully incorporating existing federal relief funding and updating ridership, operating revenue, and operating expense projections as needed. The revised Service Board budgets, and the associated revised regional operating budget will then be considered for adoption by the RTA Board in April or May.

Actions

Staff requests adoption of the attached ordinance which approves the 2022 Budgets, 2023-2024 Financial Plans, and 2022-2026 Capital Programs of the Service Boards and Authority, appropriates funds accordingly, and requires an RTA funding amendment during the first quarter of 2022.

Prepared by: Finance, Innovation, and Technology
LPR/JL/BRH/WDL/TJ/DKA
Attachments.



ORDINANCE NO.

APPROVING THE 2022 BUDGETS AND 2023-2024 FINANCIAL PLANS OF THE SERVICE BOARDS, ADOPTING THE 2022 BUDGET AND PROGRAM OF THE AUTHORITY, APPROPRIATING FUNDS FOR THE 2022 BUDGETS, ALLOCATING CERTAIN REVENUES OF THE RTA TO THE SERVICE BOARDS, ADOPTING THE FIVE-YEAR CAPITAL PROGRAM, AND TAKING CERTAIN OTHER ACTIONS WITH RESPECT TO THE BUDGET AND PROGRAM FOR FISCAL YEAR 2022

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, pursuant to Section 4.11 of the Act, the RTA Board adopted Ordinance 2021-52 on September 15, 2021, identifying the amounts of RTA funds estimated to be available to each Service Board for operations during fiscal year 2022 and the two following fiscal years;

WHEREAS, the RTA Board adopted Ordinance 2021-60 on November 5, 2021, allocating the RTA region’s share of \$1.497 billion of federal ARP Act funding to the Service Boards in the following amounts: CTA \$912,124,980; Metra \$513,586,257; and Pace \$71,263,074;

WHEREAS, CTA has applied for discretionary ARP Act funding made available by the FTA via a Notice of Funding Opportunity (“NOFO”) on September 7, 2021, and CTA can reasonably anticipate an award of additional relief funding from this source;

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, 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 2022 to 2024 planning period;

WHEREAS, pursuant to Section 4.11 of the Act, each Service Board has submitted a proposed fiscal year 2022 budget and 2023–2024 financial plan to the RTA for review and approval;

WHEREAS, the proposed Metra and Pace operating budgets and plans identified the need for additional relief funding or budget balancing actions, now expected to be fully met with existing federal relief funding;

WHEREAS, the proposed CTA operating budget and plan identified the need for additional relief funding or budget balancing actions, now expected to be met with existing and pending federal relief funding, required to achieve balance and meet CTA’s required recovery ratio in 2024;

WHEREAS, stronger than expected RTA sales tax performance in 2021 will necessitate an RTA funding amendment in early 2022 to reforecast RTA funding levels, requiring revised 2022 operating budgets which re-estimate the amount of federal relief funding required by the Service Boards to support proposed operating expense levels through 2024;

WHEREAS, pursuant to Section 4.01(a) of the Act, the RTA held a virtual public hearing in the metropolitan region on December 1, 2021, and met with the county board or its designee of each of the several counties in the metropolitan region, with respect to the proposed annual budget and two-year financial plan, and considered the public comments on the proposed budget and financial plan;

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

WHEREAS, pursuant to Sections 4.02a and 4.02b of the Act, the RTA shall continually review the payment of the required employer contributions to affected pension plans and if at any time the RTA determines that a Service Board’s payment of any portion of the required contributions

to an affected pension plan is more than one month overdue, it shall as soon as possible pay the amount of those overdue contributions to the trustee of the affected pension plan on behalf of that Service Board out of monies otherwise payable to that Service Board under Section 4.03.3, and the RTA shall thereafter have no liability to the Service Board for amounts paid to the trustee of the affected pension plan, and if the RTA's payment of such contributions is similarly overdue it shall pay such overdue amount out of its administrative expenses;

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

WHEREAS, pursuant to Section 4.03.3 of the Act, the RTA has established public funding levels in 2022 through 2024 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 2021-52 allocated ICE Fund amounts to the Service Boards, for operating or capital purposes, subject to a process that meets the requirements of the RTA Act, and the Service Boards have included proposed ICE Fund projects in their 2022 budget submissions to the RTA;

WHEREAS, pursuant to Section 2.01d of the Act, the RTA has established public funding levels in 2022 through 2024 for the ADA Paratransit Fund;

WHEREAS, pursuant to Section 4.11(a) of the Act, the RTA Board shall review the interim 2022 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, 2022, and shall amend the 2022 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 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 not inconsistent 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 1, 2021, 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 2022 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 18, 2021, 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 2022 and financial plans for 2023 and 2024, 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 2022 budgets and 2023-2024 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 2022 budget and 2023-2024 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) The Authority budget and plan shows that the level of fares and charges for public transportation provided by, or under grant or purchase of service contracts of, the Service Boards is sufficient to cause the aggregate of all projected system-generated revenues

from such fares and charges received in 2022, apart from ADA Paratransit services, to equal at least fifty percent (50%) of the aggregate cost of providing such public transportation in 2022, and at least ten percent (10%) for ADA Paratransit service in 2022, as required by the Act, and as summarized in Schedule I-C.

(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 2022.

(f) The Authority budget and plan is consistent with the goals and objectives adopted by the Authority in the Strategic Plan.

Section Three: RTA ICE Program

The RTA Board has reviewed the set of 2022 projects proposed by the Service Boards and RTA for funding through the ICE program. The RTA Board hereby adopts the projects attached as Schedule I-F for ICE funding, subject to mutually agreed upon terms of grant agreements and continuing review by the RTA.

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 2022-2026 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 the Service Boards to fund a set of projects that, upon completion, would have a weighted average useful life of at least 20 years for each Service Board or, when combined for the region as a whole, would have a weighted average useful life of at least 20 years. Additionally, the Service Boards must maintain, and provide to the RTA, the appropriate records necessary to satisfy any continuing disclosure requirements.

Section Five: Future Capital Allocations

For the last several years, the RTA and the Service Boards have been working together to articulate and advance a regional transit capital strategy. In the last two years, the RTA and the Service Boards were also focusing on moving capital projects forward, including the ones funded with new Rebuild Illinois and PAYGO funding. The RTA and the Service Boards have been working to improve the transparency of capital programming and the use of data to understand the impacts of the program on strategic priorities. For the last two years, RTA used new analyses incorporating Invest in Transit's core requirements and the three strategic goals for the five-year timeframe. RTA and the Service Boards collaborated to establish a new performance-based allocation methodology for Federal Formula and State PAYGO funds for years 2025 and 2026.

The July 15, 2021, RTA Ordinance directed RTA staff to collaborate with the Service Boards and develop a method to distribute funds determined to be withheld as a result of the application of capital expenditure performance metrics. Application of the capital expenditure performance metrics was applied only to fiscal years 2026 and beyond. Consensus on the method has not been reached at this time. Work on consensus will resume as part of next year's budget process. At this time, no funds have been withheld from the Service Boards as a result of the application of the 2026 capital expenditure performance metrics. Funds will not be withheld until a method of distribution is adopted by the RTA Board of Directors following a collaborative effort between the RTA and Service Boards.

ARTICLE IV APPROPRIATION OF FUNDS AND CERTAIN OTHER ACTIONS

Section One: Appropriation for Each Service Board

The following amounts for 2022 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 2022 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 2022 operating deficit of ADA Paratransit service and (ii) the total amount of funding from all sources estimated to be available for 2022 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, 2022 by examining the ADA Paratransit service year-to-date operating results through the second quarter of 2022, 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 2022 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 2022 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 2022 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 2022 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 2021-52, approving the operations funding amounts for the 2022 operating budget and the 2023 - 2024 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 2022 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.

(c) There is appropriated, for expenditure by each Service Board pursuant to the 2022 budget approved for such Service Board in Article II, or pursuant to the Five-Year Capital Program approved for such Service Board in Article III, the amounts specified as “Innovation, Coordination, and Enhancement (ICE) Funding” on Schedule I-B.

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), (b), and (c) 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 2022 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 2022 budget approved in Article II, from other receipts and revenues of the RTA.

In 2022 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."

Section Three: 2022 RTA Funding and Budget Amendment

RTA staff is directed to prepare a 2022-2024 funding amendment for Board consideration during the first quarter of 2022 which provides an updated projection of RTA funding based on all economic conditions and State funding considerations known at that time. The Service Boards will be directed to respond within 30 days to such a funding amendment by providing revised 2022 operating budgets and 2023-2024 financial plans which rely solely on the amended funding levels, remaining CARES Act, CRRSAA, and ARP Act federal relief funding, and any supplemental ARP funding awards. In the event that the projected funding from these sources do not provide balance with the proposed operating expense levels adopted herein, the Service Boards shall be required to incorporate revenue or expense actions in the revised budgets as necessary to achieve balance with expected revenues.

**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 2022 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 2022 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)

	2022 Budget	2023 Plan	2024 Plan
RTA Funding Sources			
RTA Sales Tax (Part I)	1,034,976	1,060,230	1,090,976
RTA Sales Tax (Part II)	358,188	366,928	377,569
RTA Public Transportation Fund (PTF - Part I) ¹	262,001	269,094	276,898
RTA Public Transportation Fund (PTF - Part II) ¹	180,881	185,739	191,125
State Financial Assistance (ASA/AFA)	130,300	115,189	117,615
State Reduced Fare Reimbursement	17,570	17,570	17,570
State Funding for ADA Paratransit	8,395	8,395	8,395
Other RTA Revenue ²	12,870	13,211	13,563
Federal Relief Funding - RTA - Public Funding Replacement	-	-	-
Total RTA Funding Sources	2,005,181	2,036,356	2,093,710
Operating Expenditures			
RTA Total Funds for CTA Operations	856,764	878,196	901,474
RTA Total Funds for Metra Operations	464,341	475,532	487,544
RTA Total Funds for Pace Suburban Service Operations	190,307	194,735	199,572
RTA Total Funds for Pace ADA Paratransit Operations	216,432	225,939	237,300
State Reduced Fare Reimbursement	17,570	17,570	17,570
Agency Administration	17,446	17,969	18,509
RTA Regional Services and Programs	29,135	30,009	30,909
Total Operating Expenditures	1,791,996	1,839,950	1,892,878
Debt Service, Capital & JSIF Expenditures			
Principal and Interest	203,210	185,932	189,834
RTA Joint Self-Insurance Fund (JSIF) Funding	9,975	10,474	10,997
Total Debt Service & JSIF Expenditures	213,185	196,405	200,832
Total Expenditures	2,005,181	2,036,356	2,093,710
Beginning Unreserved/Undesignated Fund Balance	4,497	4,497	4,497
Change in Fund Balance	0	0	0
Ending Unreserved/Undesignated Fund Balance	4,497	4,497	4,497

¹ Reflects discontinuation of 5% cut effective with SFY 2022 budget (July 2021 results)

² Includes income from investments, sales tax interest, and revenue from RTA programs and projects.

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

	2022 Budget	2023 Plan	2024 Plan
CTA			
System-Generated Revenue	368,910	404,654	437,424
Total Operating Expenses	1,746,797	1,828,399	1,911,372
Operating Deficit	1,377,886	1,423,745	1,473,947
RTA Sales Tax (Part I)	431,244	441,766	454,577
RTA Sales Tax and PTF (Part II)	130,609	131,877	133,276
RTA 25% PTF on RETT (Part II)	16,393	16,805	17,292
RTA Non-Statutory Funding - PTF I	256,761	263,712	271,360
RTA Non-Statutory Funding - Sales Tax I	14,952	17,064	17,795
Innovation, Coordination, and Enhancement (ICE) Funding ¹	6,806	6,972	7,174
Total RTA Funding for Operations	856,764	878,196	901,474
City of Chicago RETT (Part II)	65,617	67,218	69,168
Federal Relief Funding - Fare Revenue Replacement ^{2,3}	455,505	478,331	277,571
Additional Relief Funding or Budget Balancing Actions ^{3,4}	-	-	225,735
Total Funding for Operations	1,377,886	1,423,745	1,473,947
Net Result	0	0	0
Metra			
System-Generated Revenue	146,400	221,600	306,900
Total Operating Expenses	900,012	930,067	960,015
Operating Deficit	753,612	708,467	653,115
RTA Sales Tax (Part I)	340,543	348,853	358,969
RTA Sales Tax and PTF (Part II)	106,120	107,150	108,287
RTA Non-Statutory Funding - Sales Tax I	12,148	13,865	14,459
Innovation, Coordination, and Enhancement (ICE) Funding ¹	5,530	5,665	5,829
Total RTA Funding for Operations	464,341	475,532	487,544
Federal Relief Funding - Fare Revenue Replacement ^{2,3}	294,800	238,600	171,400
Total Funding for Operations	759,141	714,132	658,944
ICE funding not used for operations - transfer to capital ¹	(5,530)	(5,665)	(5,829)
Net Result	0	0	0
Pace Suburban Service			
System-Generated Revenue	30,860	30,164	30,574
Total Operating Expenses	272,579	284,165	295,239
Operating Deficit	241,719	254,001	264,665
RTA Sales Tax (Part I)	107,943	110,577	113,783
RTA Sales Tax and PTF (Part II)	35,373	35,717	36,096
Suburban Community Mobility Funds	28,358	29,050	29,892
South Suburban Job Access Funds	7,500	7,500	7,500
RTA Non-Statutory Funding - PTF I	5,240	5,382	5,538
RTA Non-Statutory Funding - Sales Tax I	4,049	4,622	4,820
Innovation, Coordination, and Enhancement (ICE) Funding ¹	1,843	1,888	1,943
Total RTA Funding for Operations	190,307	194,735	199,572
Federal CMAQ/Enhanced Mobility Funds	8,396	4,978	4,978
Federal Relief Funding - Fare Revenue Replacement ^{2,3}	39,582	43,800	46,757
Federal Relief Funding - Public Funding Replacement ²	5,278	12,376	15,301
Total Funding for Operations	243,563	255,889	266,608
ICE funding not used for operations - transfer to capital ¹	(1,843)	(1,888)	(1,943)
Net Result	0	0	0
Pace ADA Paratransit Service			
Total System-Generated Revenue	9,148	9,913	10,786
Total Operating Expenses	225,580	235,852	248,086
Operating Deficit	216,432	225,939	237,300
RTA Sales Tax and PTF (Part II)	208,037	217,544	228,905
State Funding for ADA Paratransit	8,395	8,395	8,395
Total RTA Funding for Operations	216,432	225,939	237,300
Net Result	0	0	0
Total System-Generated Revenue Recovery Ratio	51.9%	52.5%	53.1%

¹ As authorized by RTA Ordinance 2021-52, ICE funding may alternatively be used for capital purposes.

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 Anticipated revenue in the form of discretionary ARP Act funding which CTA has applied for, but is not yet awarded. Budget balancing actions will be required if the award is not made.

System-Generated Revenue Recovery Ratios

	2022 Requirement	2022 As Budgeted
CTA ¹	54.75%	56.9%
Metra ¹	52.5%	52.7%
<u>Pace Suburban Service ¹</u>	<u>30.3%</u>	<u>30.3%</u>
Regional System-Generated Revenue Recovery Ratio ¹	50.0%	51.9%
 Pace ADA Paratransit	 10.0%	 10.0%

The RTA Act allows certain expenditures to be excluded from the recovery ratio calculation including security expense, depreciation, debt service, and facility leases. Metra's calculation includes capital farebox revenue.

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)

	2022 Budget	2023 Plan	2024 Plan
Source of Funds			
Part I Sales Tax ("85% Sales Tax") ¹			
City of Chicago	350,857	359,418	369,841
Suburban Cook County	521,628	534,356	549,852
Collar Counties	162,491	166,456	171,283
Total Part I Sales Tax	1,034,976	1,060,230	1,090,976
Part I Public Transportation Funds (PTF) (25% of Sales Tax I)	262,001	269,094	276,898
Total Part I Sales Tax and PTF	1,296,977	1,329,324	1,367,874
Part II Sales Tax, RETT, and PTF			
City of Chicago	71,718	73,468	75,598
Suburban Cook	125,666	128,732	132,466
Collar Counties	160,804	164,728	169,505
Total Part II Sales Tax	358,188	366,928	377,569
Part II Real Estate Transfer Tax (RETT) ²	65,617	67,218	69,168
Total Part II Sales Tax and RETT	423,805	434,146	446,736
Part II Public Transportation Funds			
5% of Sales Tax I and 30% of Sales Tax II	161,209	165,573	170,375
30% of RETT	19,672	20,166	20,750
Total Part II PTF	180,881	185,739	191,125
Total Part II - Sales Tax, PTF and RETT	604,686	619,885	637,862
Total Source of Funds	1,901,664	1,949,209	2,005,736
Distribution of Funds			
Part I Sales Tax Allocation ("85% Sales Tax") ¹			
RTA - 15% of Part I Sales Tax	155,246	159,034	163,646
CTA	431,244	441,766	454,577
Metra	340,543	348,853	358,969
Pace	107,943	110,577	113,783
Total Part I Sales Tax	1,034,976	1,060,230	1,090,976
RTA - 100% of Part I PTF	262,001	269,094	276,898
Total Part I Sales Tax & PTF	1,296,977	1,329,324	1,367,874
Part II Allocation (Sales Tax, PTF and RETT)			
RTA Total for ADA Paratransit Service	208,037	217,544	228,905
RTA Innovation, Coordination & Enhancement (ICE)	14,179	14,525	14,946
RTA Suburban Community Mobility Fund (SCMF) to Pace	28,358	29,050	29,892
RETT to CTA ²	65,617	67,218	69,168
PTF - 25% of RETT to CTA	16,393	16,805	17,292
Total Part II Allocation before Service Board Distribution	332,585	345,142	360,203
Remaining Balance to Service Boards			
CTA - 48%	130,609	131,877	133,276
Metra - 39%	106,120	107,150	108,287
Pace - 13%	35,373	35,717	36,096
Total Part II Funds to Service Boards	272,101	274,743	277,659
Total Part II Funds Allocated (Sales Tax, PTF and RETT)	604,686	619,885	637,862
Total Distribution of Funds	1,901,664	1,949,209	2,005,736
	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.

Cash Flow Estimates for Distribution of FY 2022 RTA Funds to the Service Boards ¹
(dollars in thousands)

Assumes 3-month delay of PTF payments	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	2022 Operations
Cash Receipts																
RTA Sales Tax (Part I)	-	-	-	\$70,097	\$66,660	\$94,305	\$89,820	\$96,945	\$89,233	\$86,300	\$84,671	\$85,011	\$86,892	\$84,655	\$100,388	\$1,034,976
RTA Public Transportation Fund (PTF - Part I)	-	-	-	21,836	21,273	25,227	17,791	16,919	23,935	22,797	24,605	22,648	21,904	21,490	21,576	262,001
RTA Sales Tax (Part II)	-	-	-	24,259	23,070	32,637	31,085	33,551	30,882	29,867	29,303	29,421	30,072	29,297	34,742	358,188
RTA PTF (Part II)	-	-	-	14,768	14,457	16,683	12,382	12,245	16,286	16,560	16,638	15,770	15,010	14,706	15,377	180,881
State Financial Assistance (ASA/AFA)	-	-	-	-	-	-	-	26,060	26,060	26,060	26,060	26,060	-	-	-	130,300
State Reduced Fare Reimbursement	-	-	-	-	-	-	17,570	-	-	-	-	-	-	-	-	17,570
State Funding for ADA Paratransit	-	-	-	-	-	-	8,395	-	-	-	-	-	-	-	-	8,395
RTA Other Revenue	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073	1,073	-	-	-	12,870
CARES Act Funding - RTA - Public Funding Replacement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Receipts	\$1,073	\$1,073	\$1,073	\$132,031	\$126,532	\$169,925	\$178,116	\$186,793	\$187,469	\$182,656	\$182,350	\$179,983	\$153,877	\$150,148	\$172,083	\$2,005,181
CTA																
RTA Sales Tax (Part I)	-	-	-	\$29,207	\$27,775	\$39,294	\$37,425	\$40,394	\$37,181	\$35,959	\$35,280	\$35,422	\$36,205	\$35,273	\$41,828	\$431,244
RTA Sales Tax (Part II)	-	-	-	846	343	2,230	1,574	2,617	1,488	1,058	820	870	12,720	12,393	14,696	51,655
RTA PTF (Part II)	-	-	-	6,556	6,392	7,543	5,369	5,144	7,194	6,936	7,387	6,836	6,592	6,466	6,541	78,954
RTA PTF from RETT (Part II)	-	-	-	1,110	1,140	968	1,196	1,529	1,299	2,111	1,248	1,529	1,277	1,236	1,750	16,393
State Reduced Fare Reimbursement	-	-	-	-	-	-	14,606	-	-	-	-	-	-	-	-	14,606
RTA Non-Statutory Funding (PTF I)	-	-	-	21,399	20,848	24,722	17,435	16,580	23,457	22,341	24,113	22,195	21,465	21,060	21,145	256,761
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	1,246	1,246	1,246	1,246	1,246	1,246	1,246	1,246	1,246	1,246	1,246	1,246	14,952
Innovation, Coordination, and Enhancement Funding	-	-	-	461	438	620	591	638	587	567	557	559	571	557	660	6,806
Total CTA Disbursements	-	-	-	\$60,825	\$58,182	\$76,624	\$79,442	\$68,148	\$72,451	\$70,218	\$70,651	\$68,656	\$80,077	\$78,230	\$87,867	\$871,370
Metra																
RTA Sales Tax (Part I)	-	-	-	\$23,064	\$21,933	\$31,030	\$29,554	\$31,898	\$29,361	\$28,396	\$27,860	\$27,972	\$28,591	\$27,854	\$33,031	\$340,543
RTA Sales Tax (Part II)	-	-	-	688	279	1,812	1,279	2,126	1,209	860	666	707	10,335	10,069	11,940	41,969
RTA PTF (Part II)	-	-	-	5,326	5,194	6,129	4,363	4,179	5,845	5,635	6,002	5,554	5,356	5,253	5,314	64,150
State Reduced Fare Reimbursement	-	-	-	-	-	-	1,618	-	-	-	-	-	-	-	-	1,618
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	1,012	1,012	1,012	1,012	1,012	1,012	1,012	1,012	1,012	1,012	1,012	1,012	12,148
Innovation, Coordination, and Enhancement Funding	-	-	-	375	356	504	480	518	477	461	452	454	464	452	536	5,530
Total Metra Disbursements	-	-	-	\$30,465	\$28,775	\$40,487	\$38,306	\$39,734	\$37,904	\$36,364	\$35,992	\$35,699	\$45,758	\$44,641	\$51,834	\$465,959
Pace Suburban Service																
RTA Sales Tax (Part I)	-	-	-	\$7,311	\$6,952	\$9,836	\$9,368	\$10,111	\$9,307	\$9,001	\$8,831	\$8,866	\$9,062	\$8,829	\$10,470	\$107,943
RTA Sales Tax (Part II)	-	-	-	229	93	604	426	709	403	287	222	236	3,445	3,356	3,980	13,990
RTA PTF (Part II)	-	-	-	1,775	1,731	2,043	1,454	1,393	1,948	1,878	2,001	1,851	1,785	1,751	1,771	21,383
RTA Suburban Community Mobility Fund (SCMF)	-	-	-	1,921	1,826	2,584	2,461	2,656	2,445	2,365	2,320	2,329	2,381	2,319	2,751	28,358
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)	-	-	-	437	425	505	356	338	479	456	492	453	438	430	432	5,240
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	337	337	337	337	337	337	337	337	337	337	337	337	4,049
Innovation, Coordination, and Enhancement Funding	-	-	-	125	119	168	160	173	159	154	151	151	155	151	179	1,843
Total Pace Suburban Service Disbursements	-	-	-	\$12,135	\$11,485	\$16,076	\$15,908	\$15,717	\$15,078	\$14,477	\$14,354	\$21,724	\$17,604	\$17,174	\$19,920	\$191,653
Pace ADA Paratransit																
RTA Sales Tax and PTF (Part II)	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	-	-	-	\$208,037
State Funding for ADA	-	-	-	-	-	-	8,395	-	-	-	-	-	-	-	-	8,395
Total Pace ADA Paratransit Disbursements	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	\$25,731	\$17,336	\$17,336	\$17,336	\$17,336	\$17,336	-	-	-	\$216,432
RTA Operations, Debt Service, Capital, JSIF																
Principal and Interest for Service Board Capital Programs	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	\$16,934	-	-	-	\$203,210
Agency Operations ²	3,882	3,882	3,882	3,882	3,882	3,882	3,882	3,882	3,882	3,882	3,882	3,882	-	-	-	46,581
Joint Self Insurance Fund	-	-	-	-	-	-	-	-	-	-	-	9,975	-	-	-	9,975
Total RTA Disbursements	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$20,816	\$30,791	-	-	-	\$259,767
Total Cash Disbursements	\$38,152	\$38,152	\$38,152	\$141,577	\$136,594	\$171,339	\$180,203	\$161,752	\$163,585	\$159,212	\$159,150	\$174,206	\$143,439	\$140,046	\$159,621	\$2,005,181
Cash Balance ³																
Beginning	\$150,000	\$112,920	\$75,840	\$38,760	\$29,214	\$19,153	\$17,738	\$15,651	\$40,692	\$64,576	\$88,021	\$111,221	\$116,997	\$127,435	\$137,538	Change
Ending	\$112,920	\$75,840	\$38,760	\$29,214	\$19,153	\$17,738	\$15,651	\$40,692	\$64,576	\$88,021	\$111,221	\$116,997	\$127,435	\$137,538	\$150,000	\$0

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

Uses of Innovation, Coordination, and Enhancement (ICE) Funding
(dollars in thousands)

		2022 Budget
CTA	<u>Operating Project</u>	
	COVID-19 Rapid Response Flexible Service	1,100
	When You're Ready, We're Ready Campaign	250
	Refresh and Renew Program	4,431
	Upgrade ESRI GIS Tool	125
	Substance Abuse Management Application	250
	Safety Management System Implementation	650
	Total CTA ICE Funding	6,806
Metra	<u>Capital Project</u>	
	GPS Train Tracking	4,000
	Transportation Division Software	1,000
	Downtown Station Signage	530
	Total Metra ICE Funding	5,530
Pace	<u>Capital Project</u>	
	Transit Signal Priority Equipment	1,843
	Total Pace ICE Funding	1,843
	Total ICE Funding	14,179

Schedule IIA	2022-2026 Capital Program	December 16,2021			2021-XX			
		2022	2023	2024	2025	2026	Total	
CTA	5307/5340 Urbanized Area Formula	\$133,584,881	\$135,588,654	\$137,622,484	\$149,184,185	\$151,421,948	\$707,402,152	
	5337 State of Good Repair Formula	\$163,152,860	\$165,600,153	\$168,084,155	\$170,605,418	\$173,164,499	\$782,842,440	
	5339 Bus and Bus Facilities	\$13,135,480	\$13,332,513	\$13,532,500	\$13,735,488	\$13,941,520	\$67,677,501	
	Federal Formula	\$309,873,221	\$314,521,320	\$319,239,139	\$333,525,091	\$338,527,967	\$1,557,922,093	
	5303 UWP Planning	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000	
	5309 Core Capacity	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130	
	CMAQ	\$0	\$38,693,631	\$0	\$0	\$74,255,332	\$112,948,963	
	Department of Homeland Security	\$38,902,155	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$62,902,155	
	Federal Surface Transportation Program (STP)	\$13,930,000	\$0	\$0	\$0	\$0	\$13,930,000	
	Federal Flexible / Discretionary	\$153,252,155	\$145,113,631	\$71,896,130	\$6,420,000	\$80,675,332	\$457,357,248	
	FTA Funds	\$463,125,376	\$459,634,951	\$391,135,269	\$339,945,091	\$419,203,299	\$2,015,279,341	
	Ground Transportation Tax Bond Proceeds	\$146,097,845	\$0	\$0	\$0	\$0	\$146,097,845	
	Service Board Bond Proceeds	\$325,089,612	\$77,500,000	\$77,500,000	\$77,500,000	\$0	\$557,589,612	
	Service Board Funds	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000	
	Service Board / Local	\$471,292,457	\$77,605,000	\$77,605,000	\$77,605,000	\$105,000	\$704,212,457	
	State Paygo Funds	\$141,875,000	\$141,875,000	\$141,875,000	\$135,519,000	\$135,519,000	\$696,663,000	
	State	\$141,875,000	\$141,875,000	\$141,875,000	\$135,519,000	\$135,519,000	\$696,663,000	
	RTA / Service Board / Local	\$613,167,457	\$219,480,000	\$219,480,000	\$213,124,000	\$135,624,000	\$1,400,875,457	
	Total CTA Funding	Subtotal FTA/State/RTA/Local	\$1,076,292,833	\$679,114,951	\$610,615,269	\$553,069,091	\$554,827,299	\$3,473,919,443
	CTA Debt Repayment (5307/5340)	(\$46,533,764)	(\$39,288,977)	(\$71,448,839)	(\$63,086,952)	(\$63,935,538)	(\$284,294,070)	
	CTA Debt Repayment (5309)	(\$139,390,169)	(\$149,423,815)	(\$62,330,000)	(\$131,287,223)	(\$126,248,853)	(\$608,680,060)	
	CTA Ground Transportation Tax Repayment	(\$146,097,845)	\$0	\$0	\$0	\$0	(\$146,097,845)	
		Subtotal Debt Repayment	(\$332,021,778)	(\$188,712,792)	(\$133,778,839)	(\$194,374,175)	(\$190,184,391)	(\$1,039,071,975)
	Total CTA Available		\$744,271,055	\$490,402,159	\$476,836,430	\$358,694,916	\$364,642,908	\$2,434,847,468

METRA

	2022	2023	2024	2025	2026	Total
CMAQ	\$0	\$28,800,000	\$0	\$0	\$0	\$28,800,000
Federal Flexible / Discretionary	\$0	\$28,800,000	\$0	\$0	\$0	\$28,800,000
5307/5340 Urbanized Area Formula	\$86,208,487	\$87,498,615	\$91,808,094	\$80,733,193	\$84,481,691	\$430,730,080
5337 State of Good Repair Formula	\$95,441,332	\$96,875,952	\$95,332,091	\$102,510,073	\$101,510,224	\$491,669,672
Federal Formula	\$181,649,819	\$184,374,567	\$187,140,185	\$183,243,266	\$185,991,915	\$922,399,752
FTA Funds	\$181,649,819	\$213,174,567	\$187,140,185	\$183,243,266	\$185,991,915	\$951,199,752
Other Local Funds						
Service Board / Local	\$0	\$0	\$0	\$0	\$0	\$0
RTA ICE Funds	\$5,530,000	\$5,665,000	\$5,829,000	\$0	\$0	\$17,024,000
RTA Bonds	\$0	\$130,000,000	\$0	\$0	\$0	\$130,000,000
RTA	\$5,530,000	\$135,665,000	\$5,829,000	\$0	\$0	\$147,024,000
State Paygo Funds	\$73,775,000	\$73,775,000	\$73,775,000	\$103,480,137	\$74,456,000	\$399,261,137
State	\$73,775,000	\$73,775,000	\$73,775,000	\$103,480,137	\$74,456,000	\$399,261,137
RTA / Service Board / Local	\$79,305,000	\$209,440,000	\$79,604,000	\$103,480,137	\$74,456,000	\$546,285,137
Total METRA Available	\$260,954,819	\$422,614,567	\$266,744,185	\$286,723,403	\$260,447,915	\$1,497,484,889

Pace	2022	2023	2024	2025	2026	Total
5307/5340 Urbanized Area Formula	\$40,929,344	\$41,543,284	\$42,166,434	\$40,005,587	\$40,605,671	\$205,250,320
5339 Bus and Bus Facilities	\$1,811,790	\$1,838,967	\$1,866,552	\$1,894,550	\$1,922,968	\$9,334,827
Federal Formula	\$42,741,134	\$43,382,251	\$44,032,986	\$41,900,137	\$42,528,639	\$214,585,147
FTA Funds	\$42,741,134	\$43,382,251	\$44,032,986	\$41,900,137	\$42,528,639	\$214,585,147
RTA ICE Funds	\$1,843,261	\$1,888,236	\$1,942,995	\$0	\$0	\$5,674,492
RTA	\$1,843,261	\$1,888,236	\$1,942,995	\$0	\$0	\$5,674,492
State Paygo Funds	\$11,350,000	\$11,350,000	\$11,350,000	\$17,025,000	\$17,025,000	\$68,100,000
State	\$11,350,000	\$11,350,000	\$11,350,000	\$17,025,000	\$17,025,000	\$68,100,000
Service Board Funds	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Service Board / Local	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
RTA / Service Board / Local	\$14,193,261	\$13,238,236	\$13,292,995	\$17,025,000	\$17,025,000	\$74,774,492
Total Pace Available	\$56,934,395	\$56,620,487	\$57,325,981	\$58,925,137	\$59,553,639	\$289,359,639

Regional Total

	2022	2023	2024	2025	2026	Total
5307/5340 Urbanized Area Formula	\$260,405,982	\$264,630,553	\$271,597,012	\$269,922,965	\$276,509,310	\$1,343,065,822
5337 State of Good Repair Formula	\$258,594,192	\$262,476,105	\$263,416,246	\$273,115,491	\$274,674,723	\$1,332,276,757
5339 Bus and Bus Facilities	\$14,947,270	\$15,171,480	\$15,399,052	\$15,630,038	\$15,864,488	\$77,012,328
Federal Formula	\$533,947,444	\$542,278,138	\$550,412,310	\$558,668,494	\$567,048,521	\$2,752,354,907
5303 UWP Planning	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
5309 Core Capacity	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130
CMAQ	\$0	\$67,493,631	\$0	\$0	\$74,255,332	\$141,748,963
Department of Homeland Security	\$38,902,155	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$62,902,155
Federal Surface Transportation Program (STP)	\$13,930,000	\$0	\$0	\$0	\$0	\$13,930,000
Federal Flexible / Discretionary	\$153,252,155	\$173,913,631	\$71,896,130	\$6,420,000	\$80,675,332	\$486,157,248
Total FTA Funds	\$687,199,599	\$716,191,769	\$622,308,440	\$565,088,494	\$647,723,853	\$3,238,512,155
RTA ICE Funds	\$7,373,261	\$7,553,236	\$7,771,995	\$0	\$0	\$22,698,492
RTA Bonds	\$0	\$130,000,000	\$0	\$0	\$0	\$130,000,000
RTA	\$7,373,261	\$137,553,236	\$7,771,995	\$0	\$0	\$152,698,492
Ground Transportation Tax Bond Proceeds	\$146,097,845	\$0	\$0	\$0	\$0	\$146,097,845
Service Board Bond Proceeds	\$325,089,612	\$77,500,000	\$77,500,000	\$77,500,000	\$0	\$557,589,612
Service Board Funds	\$1,105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$1,525,000
Service Board / Local	\$472,292,457	\$77,605,000	\$77,605,000	\$77,605,000	\$105,000	\$705,212,457
State Paygo Funds	\$227,000,000	\$227,000,000	\$227,000,000	\$256,024,137	\$227,000,000	\$1,164,024,137
State	\$227,000,000	\$227,000,000	\$227,000,000	\$256,024,137	\$227,000,000	\$1,164,024,137
RTA / Service Board / Local	\$706,665,718	\$442,158,236	\$312,376,995	\$333,629,137	\$227,105,000	\$2,021,935,086
Total Regional Funding	\$1,393,865,317	\$1,158,350,005	\$934,685,435	\$898,717,631	\$874,828,853	\$5,260,447,241
CTA Debt Repayment (5307/5340)	(\$46,533,764)	(\$39,288,977)	(\$71,448,839)	(\$63,086,952)	(\$63,935,538)	(\$284,294,070)
CTA Debt Repayment (5309)	(\$139,390,169)	(\$149,423,815)	(\$62,330,000)	(\$131,287,223)	(\$126,248,853)	(\$608,680,060)
CTA Ground Transportation Tax Repayment	(\$146,097,845)	\$0	\$0	\$0	\$0	(\$146,097,845)
Debt Service	(\$332,021,778)	(\$188,712,792)	(\$133,778,839)	(\$194,374,175)	(\$190,184,391)	(\$1,039,071,975)
Total Regional Available	\$1,061,843,539	\$969,637,213	\$800,906,596	\$704,343,456	\$684,644,462	\$4,221,375,266

Schedule IIB						December 16, 2021	2021-XX
Proposed RTA 2022-2026 Capital Program							
	Funding Source	2022	2023	2024	2025	2026	Total

CTA CAPITAL PROGRAM

Rolling Stock - Bus

Replace Buses - Options to Purchase (Up To 500 of 1,030)	CSB	\$0	\$23,493,631	\$0	\$0	\$44,255,332	\$67,748,963
Life Extending Bus Overhaul - 430 Standard (1000 Series)	5339TW	\$0	\$9,415,428	\$665,654	\$0	\$0	\$10,081,082
Replace Buses - Options to Purchase (Up To 500 of 1,030)	5339TW	\$12,954,210	\$3,763,761	\$12,731,521	\$13,545,938	\$13,749,127	\$56,744,557
Life Extending Bus Overhaul - 430 Standard (1000 Series)	9TW	\$15,815,340	\$6,682,480	\$0	\$0	\$0	\$22,497,820
Replace Buses - Options to Purchase (Up To 500 of 1,030)	9TW	\$5,545,198	\$75,659,458	\$1,098,456	\$14,006,422	\$18,070,178	\$114,379,712
Perform Bus Maintenance Activities (P1)	LILP	\$36,000,000	\$36,000,000	\$36,000,000	\$36,000,000	\$36,000,000	\$180,000,000
Life Extending Bus Overhaul - 430 Standard (1000 Series)	LILP	\$1,893,610	\$0	\$0	\$0	\$0	\$1,893,610
Replace Buses - Options to Purchase (Up To 500 of 1,030)	LILP	\$7,378,333	\$2,875,000	\$22,875,000	\$9,226,922	\$1,822,884	\$44,178,139
Purchase up to 6 Electric Buses with Charging Systems	LILP	\$3,496,667	\$0	\$0	\$0	\$0	\$3,496,667

Total Rolling Stock - Bus

\$83,083,358 \$157,889,758 \$73,370,631 \$72,779,282 \$113,897,521 \$501,020,550

Rolling Stock - Rail

5000 Series Qtr Overhaul - 714 Cars	5337TW	\$0	\$99,087	\$0	\$0	\$0	\$99,087
Purchase Rail Cars - 7000 Series (Base Order 400)	5337TW	\$14,190,261	\$0	\$39,702,294	\$0	\$0	\$53,892,555
Rail Cars - 7000 Series Option Two (100 cars)	5337TW	\$0	\$0	\$0	\$21,357,465	\$37,919,601	\$59,277,066
5000 Series Qtr Overhaul - 714 Cars	9TW	\$0	\$0	\$4,999,910	\$0	\$0	\$4,999,910
Purchase Rail Cars - 7000 Series (Base Order 400)	9TW	\$49,030,643	\$0	\$43,012,529	\$0	\$0	\$92,043,172
Rail Cars - 7000 Series Option Two (100 cars)	9TW	\$0	\$0	\$0	\$42,444,089	\$28,441,033	\$70,885,122
Rail Cars - 7000 Series Option Three (100 cars)	9TW	\$0	\$0	\$0	\$0	\$12,629,059	\$12,629,059
5000 Series Qtr Overhaul - 714 Cars	CB	\$2,399,057	\$0	\$0	\$0	\$0	\$2,399,057
Purchase Rail Cars - 7000 Series (Base Order 400)	CB	\$31,235,577	\$0	\$0	\$0	\$0	\$31,235,577
5000 Series Qtr Overhaul - 714 Cars	LILP	\$10,000,000	\$20,000,000	\$0	\$22,292,078	\$0	\$52,292,078
Perform Rail Car Maintenance Activities (P1)	LILP	\$18,106,390	\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$90,106,390
Rail Cars - 7000 Series Option Three (100 cars)	LILP	\$0	\$0	\$0	\$0	\$29,696,116	\$29,696,116

Total Rolling Stock - Rail

\$124,961,928 \$38,099,087 \$105,714,733 \$104,093,632 \$126,685,809 \$499,555,189

Track & Structure

Green & Pink Line West - Track Improvements	CB	\$9,515,414	\$0	\$0	\$0	\$0	\$9,515,414
Red & Blue Line Subway - Track Improvements	CB	\$4,973,988	\$0	\$0	\$0	\$0	\$4,973,988
Nagle Curve Improvements	CB	\$1,096	\$0	\$0	\$0	\$0	\$1,096
Congress Blue Line - P1 Track	CB	\$2,312	\$0	\$0	\$0	\$0	\$2,312
Elevated Track and Structure Systemwide	LILP	\$38,000,000	\$38,000,000	\$38,000,000	\$38,000,000	\$38,000,000	\$190,000,000

Total Track & Structure

\$52,492,810 \$38,000,000 \$38,000,000 \$38,000,000 \$38,000,000 \$204,492,810

Electrical, Signal, & Communications

Blue Line O'Hare Branch Traction Power Improvements	CB	\$4,431,002	\$0	\$0	\$0	\$0	\$4,431,002
Systemwide Security Cameras Improvements (Safe & Secure)	CB	\$4,676,520	\$0	\$0	\$0	\$0	\$4,676,520
Tactical Traction Power (Equipment/Cable/Enclosures)	5337TW	\$3,370,921	\$0	\$0	\$0	\$0	\$3,370,921
Security Camera Modernization and Upgrade	5337TW	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Rail Station Communications Infrastructure Modernization	5337TW	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000
Tactical Traction Power (Equipment/Cable/Enclosures)	9TW	\$323,634	\$2,125,768	\$0	\$0	\$0	\$2,449,402
Security Camera Modernization and Upgrade	9TW	\$0	\$0	\$2,000,000	\$4,000,000	\$3,568,629	\$9,568,629

	Funding Source	2022	2023	2024	2025	2026	Total
	Public Address Communication Modernization & Upgrade	9TW	\$0	\$0	\$0	\$6,000,000	\$12,000,000
	Rail Station Communications Infrastructure Modernization	9TW	\$0	\$0	\$0	\$5,000,000	\$5,000,000
	Tactical Traction Power (Equipment/Cable/Enclosures)	CB	\$2,797,792	\$0	\$0	\$0	\$2,797,792
<i>Total Electrical, Signal, & Communications</i>			\$15,599,869	\$4,125,768	\$2,000,000	\$15,000,000	\$51,294,266
<i>Facilities and Equipment</i>							
	Rail Facilities (Yards)	5337TW	\$3,950,000	\$3,950,000	\$0	\$0	\$7,900,000
	Equipment and Non-Revenue Vehicles Program	5337TW	\$0	\$4,000,000	\$0	\$4,000,000	\$8,000,000
	Office Building Principle and Interest	9TW	\$3,565,000	\$3,760,000	\$3,960,000	\$4,175,000	\$19,860,000
	Office Building Principle and Interest	9TW	\$2,621,456	\$2,429,175	\$2,226,525	\$2,012,981	\$11,078,025
	Equipment and Non-Revenue Vehicles Program	9TW	\$0	\$0	\$4,000,000	\$0	\$8,000,000
	Equipment and Non-Revenue Vehicles Program	CB	\$3,333,095	\$0	\$0	\$0	\$3,333,095
	New Control & Training Center	CB	\$110,000,000	\$0	\$0	\$0	\$110,000,000
	CTA Open Fare Payment System - Equipment (Lease) - VENTRA	LILP	\$15,000,000	\$15,000,000	\$15,000,000	\$0	\$45,000,000
	Facilities Maintenance - Systemwide	LILP	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$60,000,000
<i>Total Facilities and Equipment</i>			\$150,469,551	\$41,139,175	\$37,186,525	\$22,187,981	\$273,171,120
<i>Stations & Passenger Facilities</i>							
	Station Security Enhancements	CB	\$8,897,100	\$0	\$0	\$0	\$8,897,100
	Rehabilitate Rail Stations - ASAP (AUSTIN) Federal Match	CB	\$13,930,000	\$0	\$0	\$0	\$13,930,000
<i>Total Stations & Passenger Facilities</i>			\$22,827,100	\$0	\$0	\$0	\$22,827,100
<i>Miscellaneous</i>							
	Implement Security Projects - HLS Program	DHS	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
	404.035 Bus Slow Zones Elimination Program - CMAQ	CSB	\$0	\$15,200,000	\$0	\$0	\$15,200,000
	Upgrade Office Computer Systems	9TW	\$1,700,000	\$1,700,000	\$0	\$0	\$3,400,000
	Information Technology - MMIMS Upgrade	9TW	\$0	\$0	\$2,500,000	\$0	\$2,500,000
	Information Technology - Hastus Upgrade	9TW	\$0	\$0	\$1,000,000	\$0	\$1,000,000
	Information Technology - TOPS Upgrade II	9TW	\$0	\$0	\$0	\$1,500,000	\$1,500,000
	Information Technology - Bus Router Replacements (MP070's)	9TW	\$0	\$0	\$0	\$4,200,000	\$4,200,000
	Information Technology - IVN3/IVN4 Replacement	9TW	\$0	\$0	\$0	\$7,200,000	\$7,200,000
<i>Total Miscellaneous</i>			\$7,700,000	\$22,900,000	\$9,500,000	\$17,400,000	\$65,000,000
<i>Extensions and Expansions</i>							
	Red Line Extension - Planning, Preliminary Engineering	CSB	\$0	\$0	\$0	\$30,000,000	\$30,000,000
	Red Line Extension - Planning, Preliminary Engineering	CB	\$95,271,335	\$77,500,000	\$77,500,000	\$0	\$327,771,335
<i>Total Extensions and Expansions</i>			\$95,271,335	\$77,500,000	\$77,500,000	\$30,000,000	\$357,771,335
<i>Modernization</i>							
	NML - Red/Purple Modernization	3BTW	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$265,476,130
	NML - Red/Purple Modernization	CB	\$79,371,605	\$0	\$0	\$0	\$79,371,605
<i>Total Modernization</i>			\$179,371,605	\$100,000,000	\$65,476,130	\$0	\$344,847,735
<i>Contingencies & Administration</i>							
	Support Services for Fast Tracks Program	CB	\$404,723	\$0	\$0	\$0	\$404,723
	Program Development - UWP	CB	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
	Support Service for 5339	5339TW	\$181,270	\$153,324	\$135,325	\$189,550	\$851,862
	Program Management	5337TW	\$0	\$4,222,849	\$6,606,375	\$6,606,375	\$24,041,974
	Support Service for 5337	5337TW	\$2,251,509	\$1,904,402	\$1,680,841	\$2,354,355	\$10,580,777
	Program Management	9TW	\$6,606,375	\$2,383,526	\$0	\$0	\$8,989,901

	Funding Source	2022	2023	2024	2025	2026	Total
5715 Ties & Ballast RID	5337TW	\$0	\$0	\$0	\$4,950,000	\$0	\$4,950,000
5621 Undercutting & Surfacing MED	5337TW	\$0	\$750,000	\$0	\$0	\$0	\$750,000
5622 Undercutting & Surfacing MWD	5337TW	\$0	\$750,000	\$0	\$0	\$0	\$750,000
5623 Undercutting & Surfacing RID	5337TW	\$1,500,000	\$750,000	\$750,000	\$0	\$0	\$3,000,000
5624 Undercutting & Surfacing UPR	5337TW	\$750,000	\$250,000	\$250,000	\$0	\$0	\$1,250,000
5625 Rail Renewal BNS	5337TW	\$1,630,000	\$1,000,000	\$1,000,000	\$0	\$0	\$3,630,000
5626 Rail Renewal MED	5337TW	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$2,400,000
5627 Rail Renewal MWD	5337TW	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000
5628 Rail Renewal RID	5337TW	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
5729 Rail Renewal UPR	5337TW	\$0	\$500,000	\$0	\$0	\$0	\$500,000
5637 Bridges & Retaining Walls MED	5337TW	\$600,000	\$400,000	\$3,200,000	\$0	\$0	\$4,200,000
5740 Bridges & Retaining Walls UPR	5337TW	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
5636 Bridges & Retaining Walls BNS	5337TW	\$2,250,000	\$1,000,000	\$1,000,000	\$0	\$0	\$4,250,000
5638 Bridges & Retaining Walls MD-N	5337TW	\$0	\$500,000	\$3,200,000	\$0	\$0	\$3,700,000
Gresham Bridges		\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5444 Catenary Structure Rehabilitation	9TW	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$5,500,000
6013 Ties & Ballast MD-N	9TW	\$0	\$0	\$0	\$0	\$6,825,000	\$6,825,000
5621 Undercutting & Surfacing MED	9TW	\$1,000,000	\$0	\$750,000	\$750,000	\$750,000	\$3,250,000
5622 Undercutting & Surfacing MWD	9TW	\$750,000	\$0	\$750,000	\$750,000	\$750,000	\$3,000,000
5623 Undercutting & Surfacing RID	9TW	\$0	\$0	\$0	\$750,000	\$750,000	\$1,500,000
5624 Undercutting & Surfacing UPR	9TW	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
5625 Rail Renewal BNS	9TW	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
5626 Rail Renewal MED	9TW	\$0	\$0	\$750,000	\$750,000	\$750,000	\$2,250,000
5627 Rail Renewal MWD	9TW	\$2,000,000	\$0	\$1,300,000	\$1,300,000	\$1,300,000	\$5,900,000
5628 Rail Renewal RID	9TW	\$1,000,000	\$0	\$1,368,000	\$1,368,000	\$1,368,000	\$5,104,000
5729 Rail Renewal UPR	9TW	\$0	\$0	\$500,000	\$500,000	\$0	\$1,000,000
5637 Bridges & Retaining Walls MED	9TW	\$0	\$0	\$0	\$3,200,000	\$3,200,000	\$6,400,000
5638 Bridges & Retaining Walls MWD	9TW	\$700,000	\$0	\$0	\$3,200,000	\$3,200,000	\$7,100,000
5616 Ties & Ballast UPR	9TW	\$6,200,000	\$750,000	\$0	\$750,000	\$750,000	\$8,450,000
5636 Bridges & Retaining Walls BNS	9TW	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
5639 Bridges & Retaining Walls RID	5337TW	\$200,000	\$200,000	\$3,200,000	\$3,200,000	\$3,200,000	\$10,000,000
4337 Gresham Area Bridges	9TW	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
4840 UP North Line Bridges	9TW	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
5442 Bridge A-318	LILP	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
5712 Ties & Ballast MED	LILP	\$0	\$6,475,000	\$0	\$0	\$0	\$6,475,000
5715 Ties & Ballast RID	LILP	\$0	\$2,800,000	\$12,550,000	\$0	\$0	\$15,350,000
5614 Ties & Ballast MD-W	LILP	\$10,075,000	\$0	\$0	\$0	\$0	\$10,075,000
5445 CREATE EW-2 Bridge Lift	LILP	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5641 Bridge 86 - 78th St Entrance	LILP	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
5443 Hickory Creek Bridge	LILP	\$0	\$0	\$2,650,000	\$0	\$0	\$2,650,000

Total Track & Structure

\$41,200,000 \$26,025,000 \$37,318,000 \$27,818,000 \$49,193,000 \$181,554,000

Electrical, Signal, & Communications

4746 Impedance Bonds	5337TW	\$800,000	\$800,000	\$850,000	\$200,000	\$200,000	\$2,850,000
4842 16th St. Interlocker	5337TW	\$3,500,000	\$6,000,000	\$2,500,000	\$0	\$0	\$12,000,000
4947 A-20 (Techny) Interlocker	5337TW	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$12,000,000
5149 Lake St. Interlocker	5337TW	\$0	\$6,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$33,000,000
5361 Morgan Interlocking	5337TW	\$2,500,000	\$3,000,000	\$0	\$0	\$0	\$5,500,000
5362 Western Interlocking	5337TW	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
5454 Substation Improvements (Jackson)	5337TW	\$0	\$0	\$0	\$0	\$6,400,000	\$6,400,000
5457 Chicago Union Station Interlockers	5337TW	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000

	Funding Source	2022	2023	2024	2025	2026	Total
5654 Facilities - Electrical MED	5337TW	\$400,000	\$900,000	\$900,000	\$900,000	\$900,000	\$4,000,000
5655 Facilities - Electrical MWD	5337TW	\$500,000	\$500,000	\$900,000	\$900,000	\$900,000	\$3,700,000
5656 Facilities - Electrical RID	5337TW	\$0	\$440,000	\$440,000	\$440,000	\$440,000	\$1,760,000
5647 Signal System Upgrades MED	5337TW	\$900,000	\$900,000	\$900,000	\$1,050,000	\$1,100,000	\$4,850,000
5648 Signal System Upgrades MWD	5337TW	\$900,000	\$900,000	\$900,000	\$1,000,000	\$1,100,000	\$4,800,000
5649 Signal System Upgrades RID	5337TW	\$0	\$900,000	\$900,000	\$1,050,000	\$1,100,000	\$3,950,000
5657 Networking Equipment	5337TW	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
5651 PTC Renewal (Engineering)	5337TW	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
5151 Fiber Optic - MED	9TW	\$0	\$0	\$15,000,000	\$0	\$0	\$15,000,000
5388 Smart Gates	9TW	\$3,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$7,000,000
5447 MWD Holding Signal (50/50)	9TW	\$5,000,000	\$5,400,000	\$5,000,000	\$0	\$0	\$15,400,000
5656 Facilities - Electrical RID	9TW	\$440,000	\$0	\$0	\$0	\$0	\$440,000
5649 Signal System Upgrades RID	9TW	\$900,000	\$0	\$0	\$0	\$0	\$900,000
5554 Switch Layout Standards	9TW	\$1,382,000	\$1,382,000	\$1,382,000	\$1,382,000	\$1,382,000	\$6,910,000
5556 Constant Tension Catenary System	9TW	\$436,000	\$1,708,000	\$0	\$0	\$0	\$2,144,000
5557 MED Improvements	9TW	\$500,000	\$11,500,000	\$0	\$0	\$0	\$12,000,000
5559 Systemwide Cameras	9TW	\$400,000	\$400,000	\$600,000	\$0	\$0	\$1,400,000
5652 CTC Over ITCM	9TW	\$500,000	\$0	\$0	\$0	\$0	\$500,000
5658 Communication Systems Improvements	9TW	\$2,565,000	\$400,000	\$400,000	\$400,000	\$400,000	\$4,165,000
5659 Downtown Public Information Displays	9TW	\$1,500,000	\$1,200,000	\$1,500,000	\$0	\$0	\$4,200,000
5454 Substation Improvements (Jackson)	LILP	\$0	\$14,500,000	\$14,500,000	\$0	\$0	\$29,000,000
5560 Milwaukee Signals North	LILP	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$9,000,000

Total Electrical, Signal, & Communications

\$50,623,000 \$73,330,000 \$61,672,000 \$20,322,000 \$26,922,000 \$232,869,000

Facilities and Equipment

5555 Consolidated Control Facility (CCF) - Generator & UPS	5337TW	\$447,000	\$0	\$0	\$0	\$0	\$447,000
5661 Yard Improvements BNS	5337TW	\$1,500,000	\$320,000	\$500,000	\$760,000	\$2,000,000	\$5,080,000
5662 Yard Improvements MED	5337TW	\$400,000	\$320,000	\$350,000	\$370,000	\$550,000	\$1,990,000
5663 Yard Improvements MWD	5337TW	\$400,000	\$400,000	\$440,000	\$480,000	\$650,000	\$2,370,000
5664 Yard Improvements RID	5337TW	\$200,000	\$200,000	\$220,000	\$260,000	\$380,000	\$1,260,000
5665 Yard Improvements UPR	5337TW	\$0	\$520,000	\$580,000	\$620,000	\$800,000	\$2,520,000
5666 Systemwide Yard Improvements	5337TW	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
4852 Financial Systems Replacement	9TW	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
5062 Automatic Passenger Counters	9TW	\$0	\$335,000	\$0	\$1,000,000	\$1,000,000	\$2,335,000
5453 Central Warehousing	9TW	\$1,700,000	\$825,000	\$1,000,000	\$500,000	\$500,000	\$4,525,000
5665 Yard Improvements UPR	9TW	\$520,000	\$0	\$0	\$0	\$0	\$520,000
5668 Right of Way Equipment	9TW	\$0	\$0	\$0	\$3,250,000	\$3,250,000	\$6,500,000
5669 Office Equipment	9TW	\$500,000	\$0	\$0	\$775,000	\$775,000	\$2,050,000
5673 IT Components & Services	9TW	\$750,000	\$750,000	\$750,000	\$1,000,000	\$1,000,000	\$4,250,000
5574 TROI - NET Station Displays	9TW	\$3,000,000	\$0	\$1,671,000	\$0	\$0	\$4,671,000
5576 Building Improvements - 547 W Jackson	9TW	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
5672 Enterprise Asset Management System	9TW	\$2,750,000	\$5,500,000	\$0	\$5,250,000	\$5,250,000	\$18,750,000
5671 Transportation Division Software	9TW	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
5274 Cyber Security Systems	9TW	\$0	\$500,000	\$1,000,000	\$500,000	\$0	\$2,000,000
5171 GPS Train Tracking (Phase 2)	SBICE22	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
5062 Automatic Passenger Counters	LICE	\$0	\$4,665,000	\$0	\$0	\$0	\$4,665,000
5574 TROI - NET Station Displays	LICE	\$0	\$0	\$329,000	\$0	\$0	\$329,000
5672 Enterprise Asset Management System	LICE	\$0	\$0	\$5,500,000	\$0	\$0	\$5,500,000
5671 Transportation Division Software	LICE	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5555 Consolidated Control Facility (CCF) - Generator & UPS	LILP	\$1,263,000	\$0	\$0	\$0	\$0	\$1,263,000
5668 Right of Way Equipment	LILP	\$9,000,000	\$5,000,000	\$7,000,000	\$0	\$0	\$21,000,000

	Funding Source	2022	2023	2024	2025	2026	Total
5666 Systemwide Yard Improvements	LILP	\$6,000,000	\$6,000,000	\$5,000,000	\$0	\$0	\$17,000,000

Total Facilities and Equipment

\$33,430,000 \$27,335,000 \$24,340,000 \$25,765,000 \$27,155,000 \$138,025,000

Stations & Passenger Facilities

4784 Van Buren St. Station	5337TW	\$0	\$5,750,000	\$0	\$0	\$0	\$5,750,000
4878 West Chicago Station	5337TW	\$300,000	\$0	\$5,750,000	\$0	\$0	\$6,050,000
5485 Westmont Station	5337TW	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$2,000,000
5567 Millennium Station-MEP Upgrades	5337TW	\$800,000	\$2,610,000	\$0	\$240,000	\$0	\$3,650,000
5680 Platform Improvements	5337TW	\$4,500,000	\$4,800,000	\$4,500,000	\$4,000,000	\$4,000,000	\$21,800,000
5681 Station Improvements	5337TW	\$800,000	\$700,000	\$500,000	\$2,000,000	\$1,700,000	\$5,700,000
5683 Parking Lot Improvements	5337TW	\$500,000	\$0	\$0	\$1,000,000	\$1,000,000	\$2,500,000
4488 River Forest Station	5337TW	\$900,000	\$0	\$0	\$0	\$0	\$900,000
5688 Rogers Park Station	5337TW	\$1,000,000	\$0	\$1,475,000	\$4,850,000	\$9,500,000	\$16,825,000
5686 Round Lake Station	5337TW	\$750,000	\$0	\$0	\$3,000,000	\$0	\$3,750,000
SP-117 Congress Park Station	5337TW	\$0	\$2,500,000	\$2,250,000	\$0	\$0	\$4,750,000
5684 Western Ave Station BNS	5337TW	\$300,000	\$0	\$0	\$0	\$0	\$300,000
SP-120 University Park Station-Ramps & Canopies	5337TW	\$0	\$0	\$700,000	\$3,000,000	\$3,000,000	\$6,700,000
5689 Kenilworth Station	5337TW	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
5682 Station ADA Improvements	5337TW	\$3,300,000	\$1,900,000	\$730,000	\$1,900,000	\$2,000,000	\$9,830,000
5685 LaGrange Road Station	5337TW	\$1,710,000	\$3,400,000	\$0	\$0	\$0	\$5,110,000
5487 West Hinsdale Station	5337TW	\$0	\$0	\$0	\$1,025,000	\$0	\$1,025,000
5184 95th Street Station CSU	5337TW	\$0	\$5,200,000	\$0	\$0	\$0	\$5,200,000
4983 Homewood Station	5337TW	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000
5687 107th St. (Beverly Hills) Station	5337TW	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5690 Kedzie Station-Retaining Wall	5337TW	\$250,000	\$0	\$0	\$0	\$0	\$250,000
4486 Peterson Ridge New Station	9TW	\$200,000	\$450,000	\$0	\$0	\$0	\$650,000
5174 Olympia Fields Station & Parking	9TW	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000
5475 Systemwide Station Signs	9TW	\$1,500,000	\$5,500,000	\$4,200,000	\$2,400,000	\$2,400,000	\$16,000,000
5478 Elevator Replacement	9TW	\$1,450,000	\$2,500,000	\$11,100,000	\$0	\$0	\$15,050,000
5479 Shelters	9TW	\$2,500,000	\$2,000,000	\$1,000,000	\$0	\$0	\$5,500,000
5484 115th St Station	9TW	\$870,000	\$3,610,000	\$0	\$0	\$0	\$4,480,000
5677 Downtown Station Signs	LICE	\$530,000	\$0	\$0	\$0	\$0	\$530,000
5182 79th St. Station Chatham	LILP	\$8,000,000	\$5,900,000	\$0	\$0	\$0	\$13,900,000
5384 Elmhurst Station	LILP	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5185 103rd St. Station Rosemoor	LILP	\$3,000,000	\$5,900,000	\$0	\$0	\$0	\$8,900,000
5688 Rogers Park Station	LILP	\$0	\$0	\$9,275,000	\$0	\$0	\$9,275,000
4484 Auburn Park New Station	LILP	\$4,300,000	\$2,200,000	\$0	\$0	\$0	\$6,500,000
5180 147th St./Sibley Blvd Station	LILP	\$9,400,000	\$0	\$0	\$0	\$0	\$9,400,000
5183 87th Street Station Woodruff	LILP	\$0	\$3,900,000	\$0	\$0	\$0	\$3,900,000
5676 Arlington Park Station-Parking	LILP	\$6,237,000	\$0	\$0	\$0	\$0	\$6,237,000

Total Stations & Passenger Facilities

\$59,397,000 \$59,820,000 \$41,480,000 \$26,915,000 \$23,600,000 \$211,212,000

Contingencies & Administration

5698 Project Administration	5337TW	\$450,000	\$450,000	\$450,000	\$500,000	\$500,000	\$2,350,000
5699 Contingencies	5337TW	\$659,332	\$965,952	\$311,269	\$460,251	\$735,402	\$3,132,206
5694 Infrastructure Engineering	5337TW	\$1,250,000	\$1,250,000	\$1,375,000	\$1,500,000	\$1,500,000	\$6,875,000
5195 Transit Asset Management	9TW	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
5488 Project Development	9TW	\$425,000	\$675,000	\$500,000	\$500,000	\$500,000	\$2,600,000
5489 Program Management	9TW	\$25,000,000	\$20,000,000	\$15,000,000	\$10,000,000	\$0	\$70,000,000
5698 Project Administration	9TW	\$450,000	\$450,000	\$450,000	\$500,000	\$500,000	\$2,350,000
5699 Contingencies	9TW	\$520,487	\$363,615	\$362,094	\$408,193	\$331,691	\$1,986,080

	Funding Source	2022	2023	2024	2025	2026	Total
5694 Infrastructure Engineering	9TW	\$1,250,000	\$1,250,000	\$1,375,000	\$1,500,000	\$1,500,000	\$6,875,000

	Funding Source	2022	2023	2024	2025	2026	Total
<i>Total Contingencies & Administration</i>		\$30,504,819	\$25,904,567	\$20,323,363	\$15,868,444	\$6,067,093	\$98,668,286
<i>Total METRA CAPITAL PROGRAM</i>		\$260,954,819	\$422,614,567	\$266,744,185	\$286,723,403	\$260,447,915	\$1,497,484,889
<i>PACE CAPITAL PROGRAM</i>							
<i>Rolling Stock - Bus</i>							
5703 Paratransit Vehicles	5339TW	\$1,811,790	\$1,838,967	\$1,866,552	\$1,894,550	\$1,922,968	\$9,334,827
5700 Fixed Route CNG Buses	9TW	\$28,050,000	\$20,350,000	\$0	\$0	\$0	\$48,400,000
5702 Fixed Route Coach Buses	9TW	\$0	\$0	\$9,100,000	\$0	\$0	\$9,100,000
5703 Paratransit Vehicles	9TW	\$3,800,000	\$3,800,000	\$2,660,000	\$2,660,000	\$2,660,000	\$15,580,000
5704 Community Transit/On Demand Vehicles	9TW	\$0	\$1,615,000	\$1,615,000	\$1,615,000	\$1,710,000	\$6,555,000
5705 Vanpool Vehicles	9TW	\$0	\$0	\$0	\$1,360,000	\$1,360,000	\$2,720,000
5706 Engine/Transmission Retrofits & Associated Capital	9TW	\$0	\$6,778,284	\$6,791,434	\$7,370,587	\$7,875,671	\$28,815,976
5701 Fixed Route Electric Buses	9TW	\$6,000,000	\$9,000,000	\$9,000,000	\$14,000,000	\$14,000,000	\$52,000,000
<i>Total Rolling Stock - Bus</i>		\$39,661,790	\$43,382,251	\$31,032,986	\$28,900,137	\$29,528,639	\$172,505,803
<i>Electrical, Signal, & Communications</i>							
5710 Transit Signal Priority	SBICE22	\$1,843,261	\$1,888,236	\$0	\$0	\$0	\$3,731,497
5712 Bus Security Cameras	SBICE24	\$0	\$0	\$1,942,995	\$0	\$0	\$1,942,995
5711 Intelligent Bus System	LILP	\$2,250,000	\$1,500,000	\$2,300,000	\$475,000	\$600,000	\$7,125,000
<i>Total Electrical, Signal, & Communications</i>		\$4,093,261	\$3,388,236	\$4,242,995	\$475,000	\$600,000	\$12,799,492
<i>Facilities and Equipment</i>							
5413 Farebox System Replacement	9TW	\$3,079,344	\$0	\$0	\$0	\$0	\$3,079,344
5720 Improve Support Facilities	LILP	\$0	\$1,800,000	\$1,000,000	\$8,500,000	\$8,000,000	\$19,300,000
5723 Computer Systems/Hardware & Software	LILP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
5725 Support Equipment/Non-Revenue Vehicles	LILP	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
5721 Charging Infrastructure	LILP	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000
5721 Fire Loop System	LILP	\$2,050,000	\$0	\$0	\$0	\$0	\$2,050,000
5722 Security System	LILP	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
<i>Total Facilities and Equipment</i>		\$10,629,344	\$7,300,000	\$6,500,000	\$14,000,000	\$13,500,000	\$51,929,344
<i>Stations & Passenger Facilities</i>							
5730 Improve Passenger Facilities	9TW	\$0	\$0	\$13,000,000	\$13,000,000	\$13,000,000	\$39,000,000
5731 Bus Stop Shelters/Signs	LILP	\$1,125,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,375,000	\$9,500,000
5732 Bus Tracker Signs	LILP	\$425,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2,625,000
<i>Total Stations & Passenger Facilities</i>		\$1,550,000	\$2,550,000	\$15,550,000	\$15,550,000	\$15,925,000	\$51,125,000
<i>Contingencies & Administration</i>							
5740 Unanticipated Capital	LSB	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<i>Total Contingencies & Administration</i>		\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<i>Total PACE CAPITAL PROGRAM</i>		\$56,934,395	\$56,620,487	\$57,325,981	\$58,925,137	\$59,553,639	\$289,359,639
Grand Total:		\$1,061,843,539	\$969,637,213	\$800,906,596	\$704,343,456	\$684,644,462	\$4,221,375,266