



Regional Transportation Authority

175 West Jackson Blvd.
Suite 1650
Chicago, Illinois 60604
312-913-3200
rtachicago.org

Board Agenda

Finance Committee

Thursday, September 12, 2019

Board Room

8:30 a.m.

1. Roll Call

2. Approval of Minutes

2.a. From the meeting held on August 22, 2019

3. Information Items

3.a. Report on monthly financial results - July 2019

Description:

Staff will make a presentation in dashboard format to the Finance Committee of financial results (ridership, operating revenues, public funding, expenses, and recovery ratios) for the budget year through July 2019.

4. Action Items

4.a. Ordinance authorizing the quarterly amendment to the 2019-2023 Capital Program and the Innovation, Coordination, Enhancement (ICE) funded projects

Description:

This item includes two ordinances. The first ordinance approves an amendment to the 2019-2023 Capital Program and incorporates changes in program revenue and expenses for CTA, Metra, and Pace. The second approves time extensions for implementation of CTA, Metra and Pace's Innovation, Coordination, and Enhancement (ICE) funded projects.

4.b. Ordinance establishing estimates of amounts available to the Service Boards for their 2020-2022 operating budget, the required recovery ratios for 2020, and the preliminary 2020-2024 Capital Program funds

Description:

This ordinance sets the 2020-2022 operations funding amounts and the required 2020 system-generated revenue recovery ratios for the three Service Boards. The operating funding amounts establish the funding levels that each Service Board can expect to receive from the RTA. Section 4.11(b)(1) of the RTA Act provides that the Service Board budgets and two-year financial plans shall not project or assume receipt of revenues from the RTA in amounts greater than those outlined in these estimates. This ordinance also provides each Service Board with preliminary estimates of funds available for the development of the 2020-2024 Capital Program.

ADJOURNMENT

**MINUTES OF A PUBLIC MEETING OF THE FINANCE COMMITTEE OF THE
BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY**

The Finance Committee of the Board of Directors of the Regional Transportation Authority met in public session on **Thursday, August 22, 2019** at 8:45 a.m., in Suite 1650, 175 W. Jackson Blvd., Chicago, Illinois, pursuant to notice.

Committee Chairman Melvin presided.

ROLL CALL

Committee members present (9): Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager (phone), Troiani

Other Board members present: Andalcio, Carey, Frega, Fuentes, Higgins, Pang, Chairman Dillard

Approval of minutes from the meeting held on June 20, 2019

Director Troiani moved, and Director Groven seconded that the minutes from the meeting held on June 20, 2019 be approved as submitted. The motion carried on the following roll call vote:

9 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager, Troiani

Presentation of Quarterly Performance Report – Second Quarter 2019

Ms. Jill Leary presented the 2nd Quarterly Performance Report to the Finance Committee. In summary: Significant achievement in passage of State capital bill and consistent funding stream; New Cook County/Metra pilot will test solutions for Southland; RTA micro-transit pilots keeping transit competitive in suburbs.

Director Holt asked referring to a chart what was causing the blip in year 2023? Ms. Leary would later respond that it is based on the assets.

Director Holt followed by asking if CTA's calculation of rail delays included all delays including sick passengers. Ms. Leary responded that it does include all delays.

Director Lewis asked who the RTA is coordinating with in the counties? Ms. Leary responded that the RTA is working with John Yonan's group.

Director Lewis asked what are the measures for success in the South Cook County what is trying to be accomplished? Ms. Leary responded that it is a work in progress. The launch of the pilot idea is still going through analysis and research phase as well as what the goals are. The RTA will keep the Board engaged and report how that happens.

Director Lewis commented about the success of the Metra station opening at Chicago State University. Ms. Leary commented that the metric used in the pilot will be ridership.

Director Ross questioned if the funding stream is consistent isn't the only explanation for the blips that the dollar value the assets at that period of time are higher or lower. Ms. Leary responded that it is based on the assets so it's the life cycle of vehicles.

Director Higgins questioned if there is a generally regarded goal/benchmark in terms of useful life percentage or a number that is known that peers are achieving? Ms. Leary responded that through the federal process with the partnership through our MPO CMAP the Service Boards have to actually set goals and is part of the whole process. It is also in its infancy of what is desirable and has to do with funding. With this data and with more information and constant funding it is easier to have a conversation about what the goal should be. If we have perpetual funding we're staying at that 30% line.

Resolutions certifying financial results – Second Quarter 2019

Ms. Bea Reyna-Hickey opened by stating that while ridership and revenue are still unfavorable to budget, very good expense performance has caused the regional recovery ratio to swing favorable to budget by 0.2 percentage points, at 49.6%.

RTA system ridership through June was 2.3% unfavorable to budget, and more than 3% lower than prior year. January ridership had the largest decrease from prior year, 9%, but ridership in each subsequent month improved to only about 1% unfavorable to budget. Pace had the largest ridership shortfall, at 6.9%. Operating revenue was \$11.4 million, or 2.0%, unfavorable to budget, with about 70% of the variance attributable to the lower level of reduced fare reimbursement (RFR) funding from the State, and the balance due to weather-related impacts on ridership. Pace Suburban Service had the largest operating revenue shortfall due to unfavorable fare revenue, while CTA was most heavily impacted by the reduction in RFR funding.

Ms. Reyna-Hickey noted that the public funding section of the dashboard shows a result that is 2.6% unfavorable to budget due to lagging sales tax, PTF, and RETT results. However, May sales tax, the latest available result, was 1.7% above prior year and favorable to budget. CTA's public funding was \$16.8 million unfavorable due to unfavorable sales tax and RETT results. A review of the first quarter 2019 sales tax results by merchant category showed that the January cold weather dragged almost every category lower, with food, drink, and drugstores showing the most resiliency. Sales tax has since recovered to positive 1.2% growth. System-wide operating expenses were \$30.5 million or 2.2% favorable to budget, including fuel expense results which were favorable at each Service Board, by a total of \$3.9 million. Pace and ADA Paratransit had the most favorable expense results, at 4.3% and 3.5%, respectively.

The good expense performance did not quite fully offset the unfavorable public funding and operating revenue, and the year-to-date system net result was \$0.3 million unfavorable to budget, a \$2.4 million improvement from last month's result. Bea explained that the regional recovery ratio is the percentage of operating expense which is recovered by operating revenue, which includes passenger fares and ancillary revenue, and that the annual recovery ratio has a statutory requirement of 50%. The regional recovery ratio of 49.6% through June was 0.2 points favorable to budget and has shown steady improvement since January. The fare recovery ratio and all revenue recovery ratio were both a full point lower than prior year, reflecting the weather-related impact on ridership and fare revenue. Metra, Pace, and ADA Paratransit each had favorable operating deficit variances, while CTA's operating deficit variance was essentially at budget. As a result, Bea recommended that each of the Service Boards and the region as a whole be found in substantial accordance with budget through the second quarter.

Director Melvin commented that the Service Boards continue to do an excellent job managing their operating costs, keeping the overall financial results within budgeted levels.

Director Lewis moved, and Director Holt seconded that the proposed resolutions be recommended for Board approval. The motion carried on the following roll call vote:

9 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager, Troiani

Ordinances authorizing the amendment of the 2019-2023 Capital Program

Ms. Jill Leary presented an ordinance authorizing an amendment to the 2019-2023 Capital program to incorporate a change in program revenue and expense for CTA. Metra and Pace capital programs remain unchanged.

CTA has requested to add \$6M of Illinois Department of Transportation (IDOT) funding to the Irving Park Blue Line Station to fund installation of two escalators in their 2019 program. As a result, both CTA and the regional Five-year capital program increase by \$6M in program revenue and expense. RTA staff has reviewed this request and found it to be justified as outlined in the ordinance request memo.

Director Ross moved, and Director Lewis seconded that the proposed resolutions be recommended for Board approval. The motion carried on the following roll call vote:

9 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager, Troiani

ADJOURNMENT

There being no further business to come before the meeting of the Finance Committee, Director Groven moved, and Director Troiani seconded that the meeting adjourn. The motion carried on the following roll call vote.

9 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager, Troiani

The meeting ended at 9:25 a.m.

AUDREY MACLENNAN
Secretary of the Authority



**Regional
Transportation
Authority**

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: August 30, 2019

Re: Report on Monthly Financial Results – July 2019

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

Staff will make a presentation in dashboard format to the Finance Committee of financial results (ridership, operating revenues, public funding, expenses, and recovery ratios) for the budget year through July 2019. Results will be presented for the consolidated RTA system as well as for the individual Service Boards. Complete results are not yet available and therefore are not included in this memo.

Prepared by: Finance, Innovation, and Technology

LPR/BRH/DKA



To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: August 30, 2019

**Re: Ordinances authorizing the amendment of the 2019-2023
Capital Program and extending ICE funded projects**

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Staff is requesting Board approval of two ordinances. The first ordinance approves an amendment to the 2019-2023 Capital Program and incorporates changes in program revenue and expenses for CTA, Metra, and Pace. The second approves time extensions for implementation of CTA, Metra and Pace’s Innovation, Coordination, and Enhancement (ICE) funded projects.

Previous Actions

<u>Date</u>	<u>Ordinance No.</u>	<u>Purpose</u>
<u>08/22/2019</u>	<u>2019-42</u>	Amendment to the 2019-2023 Capital Program
<u>06/20/2019</u>	<u>2019-29</u>	Approving time extensions of ICE funded projects

2019-2023 Capital Program Funding Changes

The funding change for the 2019-2023 Capital Program is a decrease of \$33.03M as summarized in the table below and reflects funding changes for all three service boards.

2019-2023 Capital Funding Changes			
(in millions)			
	Current	Change	Proposed
CTA	\$2179.32	\$0.57	\$2179.89
Metra	1305.75	3.16	1308.91
Pace	302.33	(36.76)	265.57
RTA	0.25	-	0.25
2019 Capital Program Total:	\$3787.65	(\$33.03)	\$3754.63

CTA’s amendment reflects an increase in RTA ICE funds reprogrammed from previous years.

Metra’s amendment reflects an increase in local funds, and reprogrammed RTA ICE and Metra funds from previous years.

Pace’s amendment includes an increase in CMAQ funds and a removal of the planned Pace Bond funds that will be replaced by the new state funds in the 2020-2024 capital program.

All the above adjustments take place in the 2019 funding year. As shown in the 2020-2023 change column, the program’s total funds and sources of revenue remain unchanged in the out years.

Capital Funding Changes (in millions)	2019	2019	2019	2020-23	2020-23	2020-23
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$549.79	-	\$549.79	\$2100.12	-	\$2100.12
Federal Discretionary/Federal Flexible	211.9	10.04	221.94	519.92	-	519.92
State	-	-	-	-	-	-
State - DCEO Funds	15.00	-	15.00	-	-	-
RTA	57.32	1.22	58.54	298.29	-	298.29
SB and Local Funds	48.41	2.51	50.92	82.22	-	82.22
SB Bond Proceeds	72.32	(46.80)	25.52	134.60	-	134.60
Reprogrammed CTA Bonds (Includes GTT, RPM, and Planned)	126.74	-	126.74	270.62	-	270.62
Reprogrammed/Carryover State Bond Funds	29.96	-	29.96	-	-	-
Reprogrammed Other Funds	0.98	-	0.98	-	-	-
CTA Debt Repayment	(150.43)	-	(150.43)	(580.11)	-	(580.11)
Total:	\$961.99	(\$33.03)	\$928.97	\$2825.66	-	\$2825.66

2019 CTA Proposed Capital Program Amendment (\$0.57M)

The proposed amendment for CTA adds RTA ICE funds to the following project:

- Implementation of various solutions to address disaster recovery and other information technology requirements (\$0.57M) while reducing 2016 RTA ICE funds from the following projects:
- Control Center – Business Continuity & Disaster Recovery (-\$0.36M)
- Hastus Upgrade Software/Hardware Enhancements (-\$0.21M)

2019 CTA Capital Program Funding Changes (in millions)	2019	2019	2019
	Current	Change	Proposed
Federal Formula	\$322.25	\$ -	\$322.25
Federal Discretionary/Federal Flexible	141.21	-	141.21
RTA	5.05	0.57	5.62
SB and Local Funds	1.11	-	1.11
SB Bond Proceeds	25.52	-	25.52
CTA Debt Repayment	(150.43)	-	(150.43)
Reprogrammed CTA Bonds (Includes GTT, RPM, and Planned)	126.74	-	126.74
Reprogrammed/Carryover State Bond Funds	8.87	-	8.87
Reprogrammed Other Funds	0.98	-	0.98
Total CTA Available:	\$481.30	\$0.57	\$481.87

2019 Metra Proposed Capital Program Amendment (\$3.16M)

The proposed amendment for Metra adds funds from the University of Chicago and reprograms RTA ICE funds and Metra funds to the following projects:

- Metra Electric 59th/60th Street Station Project (\$2.50M)
- Hybrid and Alternative Fuel Vehicles (\$0.66M)

In order to reprogram the ICE and Metra funds, Metra is deobligating funds from the following projects approved in prior years:

- Visual Display Signs (-\$0.002M)
- AED Defibrillator Purchase (\$-0.07M)
- Mobile Ticketing (-\$0.59M)

2019 Metra Capital Program Funding Changes (in millions)

	2019 Current	2019 Change	2019 Proposed
Federal Formula	\$183.91	\$ -	\$183.91
Federal Discretionary/Federal Flexible	60.86	-	60.86
RTA	47.89	0.65	48.54
SB and Local Funds	43.80	2.51	46.31
State - DCEO Funds	15.00	-	15.00
Reprogrammed/Carryover State Bond Funds	20.11	-	20.11
Total Metra Available:	\$371.56	\$3.16	\$374.73

2019 Pace Proposed Capital Program Amendment (-\$36.76M)

The proposed amendment for Pace adds CMAQ funds while reducing Pace Bond funds from the program. The following projects are impacted:

- Pulse Dempster Line Construction (\$10.04M)
- New Northwest Division Garage (-\$46.80M)

2019 Pace Capital Program Funding Changes (in millions)

	2019 Current	2019 Change	2019 Proposed
Federal Formula	\$43.63	\$ -	\$43.63
Federal Discretionary/Federal Flexible	9.83	10.04	19.87
RTA	4.14	-	4.14
SB and Local Funds	3.50	-	3.50
SB Bond Proceeds	46.8	(46.80)	-
Reprogrammed/Carryover State Bond Funds	0.99	-	0.99
Total Pace Available:	\$108.88	(\$36.76)	\$72.12

2019 ICE Project Extensions and Scope Adjustment Requests

The second ordinance is approving 12-month extensions for implementation of the following CTA, Metra, and Pace’s ICE funded projects:

SB	Project	Description
CTA	0200 - MMIS Modules and Upgrades Project	<p>The MMIS Modules and Upgrades Project entails upgrading the current MMIS software to the latest version, adding additional software modules for electronic document management, standardizing bus and rail maintenance data, and providing a platform for user defined reports.</p> <p>The one-year extension will allow final work and payouts to be completed. The project is expected to be completed by Q4 2019.</p>
CTA	0221- Enterprise Asset Management	<p>The scope of this project is to provide labor, consulting, software and training to improve upon and expand the capabilities of a real-time work order system that analyzes and tracks labor and repairs.</p> <p>The one-year extension will allow for additional installation work and testing to be done on signal systems. Work is expected to be completed by Q1 2020.</p>
CTA	0223 - Oil Change System	<p>The scope of this project is to purchase and install a quick install oil change system for CTA buses.</p> <p>The one-year extension will allow for CTA to complete the purchase and installation of the oil change system. The project is expected to be completed in Q1 2020.</p>
Metra	4944 - Passenger Information	<p>The scope of this project is to provide passenger information displays systemwide.</p> <p>The time extension will allow for Metra to purchase and install ADA compliant signs. The project is projected to be completed in 2020.</p>
Metra	4951 - Electronic Crew Calling	<p>The scope of this project is to improve Metra’s crew calling system including improvements to time tracking and job assignments.</p> <p>The time extension will allow Metra to install and test the new system. Work is expected to be completed in 2020.</p>
Metra	4991 - Mobile Application	<p>The scope of this project is to deploy an updated Ventra Mobile Application with CTA and Pace.</p> <p>The project faced delays due to a change in vendors, but work has resumed with a new contractor. Initial phases are expected to be completed by Q4 2019 with additional work continuing into 2020.</p>
Metra	5075 - Platform Heating Technology	<p>The scope of this project is to design and install heated platforms at test locations around the Metra system.</p>

		One test site has had heaters installed and a second site has been identified and is in the design phase. Installation is expected to occur during summer 2020.
Metra	4368 - Revenue Accounting System	The scope of this project is to add a revenue accounting module to Metra's ERP system. Work is ongoing on purchase, installation and training of the module. Completion is scheduled for Q2 2020.
Metra	4993 – Field Worker Information Technology	The scope of this project includes purchase of tablets for train crews, electronic operations manuals, additional kiosks for payroll systems as well as other technology projects. Purchasing and deployment is in process. Work is expected to continue throughout 2020.
Pace	4735 - Real Time Bus Information	The scope of this project is to install real time bus stop signs at locations around the Pace bus network. The project is nearing completion with remaining signs expected to be installed by Q1 2020.
Pace	5040 - Mobile Application	The scope of this project is to deploy an updated Ventra Mobile Application with CTA and Metra. The project faced delays due to a change in vendors, but work has resumed with a new contractor. Initial phases are expected by Q4 2019 with additional work continuing into 2020.
Pace	5035 - Real Time Information Signage	The scope of this project is to install real time signage at bus stops around the system. Work on installation continues and is expected to be completed in 2020.
Pace	5109 – Intelligent Bus System Equipment	The scope of this project is to add intelligent bus systems to Pace's existing fleet. The extension will allow pace to purchase and install additional equipment. The project is expected to be completed by Q4 2020.

Actions Requested

Staff requests adoption of the following ordinances:

1. Amendment of the 2019-2023 Capital Program.
2. Approval of the 12-month extension of ICE projects for CTA, Metra, and Pace.

JL/LN/TJ/TPO/BL
Attachments.

ORDINANCE NO.

AMENDMENT TO THE 2019-2023 CAPITAL PROGRAM

WHEREAS, Section 2.01b of the Regional Transportation Authority Act (the “Act”) requires the Regional Transportation Authority (the “Authority” or the “RTA”), to annually prepare the Five-Year Capital Program for the region;

WHEREAS, funding for the Five-Year Capital Program is based on an estimate of funds available for capital projects for 2019-2023 from all sources including federal-, state-, and Authority-funded programs and Service Board and non-Service Board agency-generated funds;

WHEREAS, the capital funding estimates are listed in the Five-Year Capital Program;

WHEREAS, a variety of changes have occurred with regard to the funds anticipated to be available for capital projects, the capital projects to be funded within the program, and the funding distribution for the capital projects; and

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

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

1. The amounts estimated to be available for capital projects for calendar years 2019-2023 set forth in Schedules II-A and II-B to Ordinance 2019-42 adopted on August 22, 2019, are hereby amended and restated as set forth in the attached revised Schedules II-A and II-B. Such estimates assume the appropriations of federal and state funding and the availability of resources of the Authority.
2. Nothing in this Ordinance is intended to or shall have the effect of waiving any discretion the RTA may have under law to review the determinations made in this Ordinance, including, but not limited to, allocation of federal funds among the Service Boards, or determining the allowable uses of federal, state or local funds.
3. All provisions of previously adopted ordinances and resolutions, including but not limited to Ordinance 2019-42 not expressly amended or repealed by this amendatory ordinance remain in full force and effect.
4. The Executive Director is hereby authorized and directed to inform each of the Service Boards of the amounts and purposes of available funding sources, and to take such action as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and make conforming changes to the 2019-2023 Capital Program.

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
CTA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 128,355,943	\$ 131,406,873	\$ 132,868,942	\$ 134,347,223	\$ 135,841,951	\$ 662,820,931
\$5337 State of Good Repair Formula	171,413,409	155,787,013	157,368,286	158,965,610	160,579,147	804,113,465
\$5339 Bus and Bus Facilities	13,955,945	12,251,106	12,569,167	12,895,486	13,230,277	64,901,981
Reprogrammed Federal Formula Funds	8,529,516	0	0	0	0	8,529,516
Subtotal FTA	\$ 322,254,812	\$ 299,444,991	\$ 302,806,395	\$ 306,208,319	\$ 309,651,375	\$ 1,540,365,893
Federal-Flexible/Discretionary						
CMAQ	33,000,000	83,890,857	0	0	0	116,890,857
Sec. 5303 UWP Planning	746,800	420,000	420,000	420,000	420,000	2,426,800
Other - Transit Oriented Development Grant	1,465,940	0	0	0	0	1,465,940
Department of Homeland Security	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
New Starts/Core Capacity	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000
Subtotal Fed Flexible	141,212,740	190,310,857	106,420,000	106,420,000	106,420,000	650,783,597
Subtotal All Federal	\$ 463,467,552	\$ 489,755,848	\$ 409,226,395	\$ 412,628,319	\$ 416,071,375	\$ 2,191,149,490
State						
State Bond Funds	0	0	0	0	0	0
Reprogrammed/Carryover State Bond Funds	6,000,000	0	0	0	0	6,000,000
Reprogrammed SCIP Bond Funds	2,867,243	0	0	0	0	2,867,243
Subtotal State	\$ 8,867,243	\$ 0	\$ 0	\$ 0	\$ 0	8,867,243
RTA						
RTA Bonds	0	79,000,000	0	0	65,000,000	144,000,000
Reprogrammed ICE Funds	1,099,130	0	0	0	0	1,099,130
Reprogrammed RTA Bond Funds	3,680,784	0	0	0	0	3,680,784
Reprogrammed RTA Funds	835,641	0	0	0	0	835,641
Subtotal RTA	\$ 5,615,555	\$ 79,000,000	\$ 0	\$ 0	\$ 65,000,000	\$ 149,615,555
Service Board and Local Funds						
Other Service Board Funds	382,360	265,400	105,000	105,000	105,000	962,760
Illinois Long Range Transportation Funds	726,400	641,600	0	0	0	1,368,000
Service Board Bond Proceeds	25,520,547	63,108,937	71,489,615	0	0	160,119,099
Reprogrammed Other Local Funds	976,590	0	0	0	0	976,590
Reprogrammed CTA Bond Funds	7,119,748	0	0	0	0	7,119,748
Reprogrammed CTA Bond - Ground Transportation Tax	46,542,160	86,536,311	22,706,701	7,214,828	0	163,000,000
Reprogrammed CTA Bond Proceeds (RPM)	73,082,895	107,173,482	46,992,816	0	0	227,249,193
Subtotal SB/Local	\$ 154,350,700	\$ 257,725,730	\$ 141,294,132	\$ 7,319,828	\$ 105,000	560,795,390
Subtotal State/RTA/Local	\$ 168,833,498	\$ 336,725,730	\$ 141,294,132	\$ 7,319,828	\$ 65,105,000	719,278,188
TOTAL CTA FUNDING	\$ 632,301,050	\$ 826,481,578	\$ 550,520,527	\$ 419,948,147	\$ 481,176,375	\$ 2,910,427,678
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	(8,552,999)	0	0	0	0	(8,552,999)
Subtotal Ground Transportation Tax Repayment	\$ (8,552,999)	\$ 0	\$ 0	\$ 0	\$ 0	(8,552,999)
CTA Debt Repayment Principal (\$5307/\$5340)	(31,585,000)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(145,450,000)
CTA Debt Repayment Principal (\$5309)	(30,650,000)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(214,115,000)
Subtotal Debt Repayment Principal	(62,235,000)	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(359,565,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(14,236,025)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(55,130,075)
CTA Debt Repayment Interest (\$5309)	(65,405,414)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(307,291,573)
Subtotal Debt Repayment Interest	(79,641,439)	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(362,421,648)
Subtotal Debt Repayment	\$ (150,429,438)	\$ (150,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	(730,539,647)
TOTAL CTA AVAILABLE	\$ 481,871,612	\$ 676,325,794	\$ 407,150,950	\$ 276,624,782	\$ 337,914,893	\$ 2,179,888,031

September 12, 2019
2019-XX

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
METRA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 83,424,210	\$ 84,205,148	\$ 85,243,017	\$ 86,293,642	\$ 87,357,217	\$ 426,523,235
\$5337 State of Good Repair Formula	100,483,722	91,323,421	92,250,375	93,186,737	94,132,607	471,376,861
Subtotal FTA	\$ 183,907,932	\$ 175,528,569	\$ 177,493,392	\$ 179,480,379	\$ 181,489,824	\$ 897,900,096
Federal-Flexible/Discretionary						
Consolidated Rail Infrastructure and Safety Improvements (CRSI)	2,058,163	0	0	0	0	2,058,163
Volkswagen Clean Air Act Settlement Grant	14,000,000	0	0	0	0	14,000,000
CMAQ	44,800,000	0	306,000	0	0	45,106,000
Subtotal Fed Flexible	\$ 60,858,163	\$ 0	\$ 306,000	\$ 0	\$ 0	\$ 61,164,163
Subtotal Federal	\$ 244,766,095	\$ 175,528,569	\$ 177,799,392	\$ 179,480,379	\$ 181,489,824	\$ 959,064,259
State						
State Bond Funds	0	0	0	0	0	0
Illinois DCEO Funds (Build Illinois)	15,000,000	0	0	0	0	15,000,000
Reprogrammed/Carryover State Bond Funds	20,000,000	0	0	0	0	20,000,000
Reprogrammed SCIP Bond Funds	110,699	0	0	0	0	110,699
Subtotal State	\$ 35,110,699	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,110,699
RTA						
RTA ICE Funds	5,041,958	5,142,798	5,245,654	0	0	15,430,410
Reprogrammed ICE Funds	1,497,693	0	0	0	0	1,497,693
RTA Bonds	0	71,000,000	0	0	58,500,000	129,500,000
Reprogrammed RTA Bond Funds	42,000,000	0	0	0	0	42,000,000
Subtotal RTA	\$ 48,539,651	\$ 76,142,798	\$ 5,245,654	\$ 0	\$ 58,500,000	\$ 188,428,103
Service Board and Local Funds						
Other Service Board Funds	43,726,549	20,000,000	20,000,000	20,000,000	20,000,000	123,726,549
Other Local Funds	2,585,000	0	0	0	0	2,585,000
Subtotal SB/Local	\$ 46,311,549	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 126,311,549
Subtotal State/RTA/Local	\$ 129,961,899	\$ 96,142,798	\$ 25,245,654	\$ 20,000,000	\$ 78,500,000	\$ 349,850,351
TOTAL METRA AVAILABLE	\$ 374,727,994	\$ 271,671,367	\$ 203,045,046	\$ 199,480,379	\$ 259,989,824	\$ 1,308,914,610

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	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
PACE						
§5307/§5340 Urbanized Area Formula	\$ 41,347,497	\$ 39,612,844	\$ 40,032,542	\$ 40,456,670	\$ 40,885,292	\$ 202,334,846
§5339 Bus and Bus Facilities	1,924,958	1,689,806	1,733,675	1,778,684	1,824,861	8,951,984
Reprogrammed Federal Formula Funds	352,745	0	0	0	0	352,745
Subtotal FTA	\$ 43,625,200	\$ 41,302,650	\$ 41,766,217	\$ 42,235,354	\$ 42,710,153	\$ 211,639,575
Federal-Flexible/Discretionary						
Volkswagen Clean Air Act Settlement Grant	2,307,690	0	0	0	0	2,307,690
CMAQ	17,560,500	0	10,040,512	0	0	27,601,012
Subtotal Fed Flexible	\$ 19,868,190	\$ 0	\$ 10,040,512	\$ 0	\$ 0	\$ 29,908,702
Subtotal Federal	\$ 63,493,390	\$ 41,302,650	\$ 51,806,729	\$ 42,235,354	\$ 42,710,153	\$ 241,548,277
State						
State Bond Funds	0	0	0	0	0	0
Reprogrammed SCIP Bond Funds	985,364	0	0	0	0	985,364
Subtotal State	\$ 985,364	\$ 0	\$ 0	\$ 0	\$ 0	\$ 985,364
RTA						
RTA Bonds	0	7,900,000	0	0	6,500,000	14,400,000
Reprogrammed RTA Bond Funds	3,645,371	0	0	0	0	3,645,371
Reprogrammed RTA Funds	492,266	0	0	0	0	492,266
Subtotal RTA	\$ 4,137,637	\$ 7,900,000	\$ 0	\$ 0	\$ 6,500,000	\$ 18,537,637
Service Board and Local Funds						
Positive Budget Variance	3,502,110	250,000	250,000	250,000	250,000	4,502,110
Service Board Bond Proceeds	0	0	0	0	0	0
Subtotal SB/Local	\$ 3,502,110	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 4,502,110
Subtotal State/RTA/Local	\$ 8,625,111	\$ 8,150,000	\$ 250,000	\$ 250,000	\$ 6,750,000	\$ 24,025,111
TOTAL PACE AVAILABLE	\$ 72,118,501	\$ 49,452,650	\$ 52,056,729	\$ 42,485,354	\$ 49,460,153	\$ 265,573,388

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	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
RTA						
RTA						
RTA Funds	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000
Subtotal RTA	<u>\$ 250,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 250,000</u>
TOTAL RTA AVAILABLE	<u>\$ 250,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 250,000</u>

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
REGIONAL TOTAL						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 253,127,650	\$ 255,224,866	\$ 258,144,501	\$ 261,097,535	\$ 264,084,460	\$ 1,291,679,012
\$5337 State of Good Repair Formula	271,897,131	247,110,434	249,618,661	252,152,347	254,711,754	1,275,490,326
\$5339 Bus and Bus Facilities	15,880,903	13,940,911	14,302,842	14,674,170	15,055,138	73,853,965
Reprogrammed Federal Formula Funds	8,882,261	0	0	0	0	8,882,261
Subtotal FTA	\$ 549,787,945	\$ 516,276,211	\$ 522,066,004	\$ 527,924,052	\$ 533,851,352	\$ 2,649,905,564
Federal-Flexible/Discretionary						
Consolidated Rail Infrastructure and Safety Improvements (CRSI)	2,058,163	0	0	0	0	2,058,163
Volkswagen Clean Air Act Settlement Grant	16,307,690	0	0	0	0	16,307,690
Other - Transit Oriented Development Grant	1,465,940	0	0	0	0	1,465,940
CMAQ	95,360,500	83,890,857	10,346,512	0	0	189,597,869
Sec. 5303 UWP Planning	746,800	420,000	420,000	420,000	420,000	2,426,800
Department of Homeland Security	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
New Starts/Core Capacity	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000
Subtotal Fed Flexible	\$ 221,939,093	\$ 190,310,857	\$ 116,766,512	\$ 106,420,000	\$ 106,420,000	\$ 741,856,462
SUBTOTAL FEDERAL	\$ 771,727,038	\$ 706,587,068	\$ 638,832,516	\$ 634,344,052	\$ 640,271,352	\$ 3,391,762,026
State						
State Bond Funds	0	0	0	0	0	0
Illinois DCEO Funds (Build Illinois)	15,000,000	0	0	0	0	15,000,000
Reprogrammed/Carryover State Bond Funds	26,000,000	0	0	0	0	26,000,000
Reprogrammed SCIP Bond Funds	3,963,306	0	0	0	0	3,963,306
Subtotal State	\$ 44,963,306	\$ 0	\$ 0	\$ 0	\$ 0	\$ 44,963,306
RTA						
RTA ICE Funds	5,041,958	5,142,798	5,245,654	0	0	15,430,410
Reprogrammed ICE Funds	2,596,823	0	0	0	0	2,596,823
RTA Funds	250,000	0	0	0	0	250,000
RTA Bonds	0	157,900,000	0	0	130,000,000	287,900,000
Reprogrammed RTA Bond Funds	49,326,155	0	0	0	0	49,326,155
Reprogrammed RTA Funds	1,327,907	0	0	0	0	1,327,907
Subtotal RTA Funding	\$ 58,542,843	\$ 163,042,798	\$ 5,245,654	\$ 0	\$ 130,000,000	\$ 356,831,295
Service Board and Local Funds						
Positive Budget Variance	3,502,110	250,000	250,000	250,000	250,000	4,502,110
Other Service Board Funds	44,108,909	20,265,400	20,105,000	20,105,000	20,105,000	124,689,309
Other Local Funds	2,585,000	0	0	0	0	2,585,000
Illinois Long Range Transportation Funds	726,400	641,600	0	0	0	1,368,000
Service Board Bond Proceeds	25,520,547	63,108,937	71,489,615	0	0	160,119,099
Reprogrammed Other Local Funds	976,590	0	0	0	0	976,590
Reprogrammed CTA Bond Funds	7,119,748	0	0	0	0	7,119,748
Reprogrammed CTA Bond - Ground Transportation Tax	46,542,160	86,536,311	22,706,701	7,214,828	0	163,000,000
Reprogrammed CTA Bond Proceeds (RPM)	73,082,895	107,173,482	46,992,816	0	0	227,249,193
Subtotal SB/Local	\$ 204,164,359	\$ 277,975,730	\$ 161,544,132	\$ 27,569,828	\$ 20,355,000	\$ 691,609,049
SUBTOTAL State/RTA/Local	\$ 307,670,508	\$ 441,018,528	\$ 166,789,786	\$ 27,569,828	\$ 150,355,000	\$ 1,093,403,650
TOTAL REGIONAL FUNDING	\$ 1,079,397,546	\$ 1,147,605,596	\$ 805,622,302	\$ 661,913,880	\$ 790,626,352	\$ 4,485,165,675
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	(8,552,999)	0	0	0	0	(8,552,999)
Subtotal Ground Transportation Tax Repayment	\$ (8,552,999)	\$ 0	\$ 0	\$ 0	\$ 0	(8,552,999)
CTA Debt Repayment Principal (\$5307/\$5340)	(31,585,000)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(145,450,000)
CTA Debt Repayment Principal (\$5309)	(30,650,000)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(214,115,000)
Subtotal Debt Repayment Principal	(62,235,000)	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(359,565,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(14,236,025)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(55,130,075)
CTA Debt Repayment Interest (\$5309)	(65,405,414)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(307,291,573)
Subtotal Debt Repayment Interest	(79,641,439)	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(362,421,648)
Subtotal Debt Service	\$ (150,429,438)	\$ (150,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	(730,539,647)
TOTAL REGIONAL AVAILABLE	\$ 928,968,108	\$ 997,449,811	\$ 662,252,725	\$ 518,590,515	\$ 647,364,870	\$ 3,754,626,029

Proposed Changes to RTA 2019 Capital Program

2019-XX September 12, 2019

SCHEDULE II B

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
CTA											
Bus											
<u>1 Rolling Stock</u>											
021.500	021.803	16-12-0009 -- Perform Bus Maintenance Activities (P1)	5307Tollway	29,224,775	NC:NC	29,224,775	0	0	0	0	29,224,775
021.500	021.803	16-12-0009 -- Perform Bus Maintenance Activities (P1)	5339Tollway	10,775,225	NC:NC	10,775,225	0	2,300,000	2,300,000	2,300,000	19,875,225
021.503	021.806	16-17-0001 -- Life Extending Overhaul - 430 Standard (1000 Series)	5307Tollway	0	NC:NC	0	0	0	11,243,281	15,815,340	32,278,400
021.503	021.806	16-17-0001 -- Life Extending Overhaul - 430 Standard (1000 Series)	5339Tollway	0	NC:NC	0	0	0	10,095,712	0	20,973,841
021.504	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	5307Tollway	0	NC:NC	0	0	9,279,155	0	0	9,279,155
021.504	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	5339Tollway	0	NC:NC	0	0	9,828,595	0	0	9,828,595
031.054	031.054	-- Replace Remaining 6400 Series	5339Tollway	3,048,139	NC:NC	3,048,139	0	0	0	0	3,048,139
031.054	031.054	-- Replace Remaining 6400 Series Buses	5307Tollway	4,323,482	NC:NC	4,323,482	0	0	0	0	4,323,482
031.502	031.054	16-14-0001 -- Replace Buses - Electric (20 Base_25 Option) w Charger (5 Base_8 Option)	CMAQ Tollway	7,924,000	NC:NC	7,924,000	0	0	0	0	7,924,000
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	5307Tollway	0	NC:NC	0	0	0	8,722,068	66,188,215	74,910,283
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	5339Tollway	0	NC:NC	0	0	0	10,417,528	0	10,417,528
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	100%Bond	0	NC:NC	0	0	0	0	6,261,589	6,261,589
031.504	031.051	16-96-0061 -- Replace Buses - Nova Option 2 (remaining 25 buses)	5307Tollway	0	NC:NC	0	0	0	0	0	0
031.504	031.054	16-96-0061 -- Replace Buses - Artic Hybrid - Lease Interest	5307Tollway	105,440	NC:NC	105,440	0	0	0	0	105,440
031.504	031.054	16-96-0061 -- Replace Buses - Artic Hybrid - Lease Principal	5307Tollway	6,437,273	NC:NC	6,437,273	0	0	0	0	6,437,273

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
031.504	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Interest	5307Tollway	265,417	NC:NC	265,417	0	53,664	0	0	0	319,081
031.504	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Principal	5307Tollway	7,646,283	NC:NC	7,646,283	0	3,902,186	0	0	0	11,548,469
031.505	031.054	16-96-0061 -- Replace Remaining (6400 Series) 50 Base/Plus 50 Option - Standard	100%CTA Bond	0	NC:NC	0	0	35,604,546	0	0	0	35,604,546
Total I Rolling Stock				69,750,034		69,750,034	0	60,968,146	23,638,993	37,254,936	90,747,712	282,359,821
<u>II Modernization</u>												
404.502	404.502	16-13-0005 -- Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd - CMAQ	CMAQ Ser. Bd.	0	NC:NC	0	0	8,801,948	0	0	0	8,801,948
Total II Modernization				0		0	0	8,801,948	0	0	0	8,801,948
Total				69,750,034		69,750,034	0	69,770,094	23,638,993	37,254,936	90,747,712	291,161,769
<u>Rail</u>												
<u>I Rolling Stock</u>												
022.503	022.906	16-12-0010 -- Perform Rail Car Maintenance Activities (P1)	5337Tollway	2,986,698	NC:NC	2,986,698	0	2,200,000	0	2,200,000	2,200,000	9,586,698
022.503	022.906	16-12-0010 -- Perform Rail Car Maintenance Activities (P1)	5307Tollway	40,000,000	NC:NC	40,000,000	0	0	2,200,000	0	0	42,200,000
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100%Bond	0	NC:NC	0	0	16,202,454	0	0	0	16,202,454
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100%Bond	0	NC:NC	0	0	0	0	0	31,365,911	31,365,911
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100%CTA Bond	3,621,674	NC:NC	3,621,674	0	5,175,271	5,400,000	0	0	14,196,945
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	5337Tollway	0	NC:NC	0	0	13,446,442	9,725,837	0	42,884,730	66,057,009
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	5307Tollway	0	NC:NC	0	0	3,508,197	23,665,601	0	0	27,173,798
022.504	022.903	-- Perform Rail Car Overhaul	100%Bond	3,680,784	NC:NC	3,680,784	0	0	0	0	0	3,680,784
022.504	022.903	-- Perform Rail Car Overhaul	100%SCIP 2	2,867,243	NC:NC	2,867,243	0	0	0	0	0	2,867,243
022.505	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Critical Needs	100%CTA Bond	10,695,127	NC:NC	10,695,127	0	0	0	0	0	10,695,127
022.506	022.906	16-12-0010 -- Rail Car Activities - Traction Motor & Armatures Phase II	100%CTA Bond	0	NC:NC	0	0	0	0	0	0	0
022.508	022.508	-- Perform Rail Car Activities - Install Rail Car Simulator	100%Ser. Bd.	976,590	NC:NC	976,590	0	0	0	0	0	976,590
022.906	022.510	-- Perform Rail Car Maintenance Activities	100%CTA Bond	4,655,406	NC:NC	4,655,406	0	0	0	0	0	4,655,406

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
022.906	022.511	-- Rail Car Activities Phase II Propulsion Kits (2600 Series)	5337Tollway	8,076,201	NC:NC	8,076,201	0	0	0	0	0	8,076,201
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	100%CTA Bond	0	NC:NC	0	0	8,093,945	4,169,608	0	0	12,263,553
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	5307Tollway	0	NC:NC	0	0	28,015,652	45,864,031	59,900,717	0	133,780,400
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	5337Tollway	0	NC:NC	0	0	30,643,691	3,079,965	12,223,295	0	45,946,951
Total 1 Rolling Stock				77,559,723		77,559,723	0	107,285,652	94,105,042	74,324,012	76,450,641	429,725,070
<u>11 Modernization</u>												
079.502	195.027	16-14-0007 -- Rehabilitate Blue Line - Kimball Subway Waterproofing and Track includes TOD	100%Bond	0	NC:NC	0	0	1,975,000	0	0	0	1,975,000
121.509	195.027	16-14-0007 -- Rehabilitate Blue Line -(Jeff Park to ORD) Signals (Phase 5)	100%CTA Bond	0	NC:NC	0	0	0	11,330,879	0	0	11,330,879
141.273	195.027	16-14-0007 -- Rehabilitate Blue Line - Contingencies	100%Bond	0	NC:NC	0	0	4,659,548	0	0	0	4,659,548
141.273	195.027	16-14-0007 -- Rehabilitate Blue Line - Grand, Chicago and Division Station Renovation (Phase 4)	100%Bond	0	NC:NC	0	0	3,978,519	0	0	0	3,978,519
170.501	195.027	16-14-0007 -- Rehabilitate Blue Line- Harlem Station Bus Bridge	100%Bond	0	NC:NC	0	0	9,875,000	0	0	0	9,875,000
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization - Support Service CMAQ	CMAQ Ser. Bd.	153,125	NC:NC	153,125	0	459,375	0	0	0	612,500
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity) - Support Service	5309C Tollway	612,500	NC:NC	612,500	0	612,500	612,500	612,500	612,500	3,062,500
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization -Support Service CTA Bond RPM	100%RPM Operating Funds	447,633	NC:NC	447,633	0	656,438	287,831	0	0	1,391,902
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	100%RPM Operating Funds	72,635,262	NC:NC	72,635,262	0	106,517,044	46,704,985	0	0	225,857,291
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	CMAQ Ser. Bd.	24,846,875	NC:NC	24,846,875	0	74,540,625	0	0	0	99,387,500
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity)	5309C Tollway	99,387,500	NC:NC	99,387,500	0	99,387,500	99,387,500	99,387,500	99,387,500	496,937,500

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
406.029	406.500	-- NML- Red Purple Modernization Core Capacity Expansion Program- UWP	Other Fed. Ser. Bd.	404,619	NC:NC	404,619	0	0	0	0	0	404,619
Total 11 Modernization				198,487,514		198,487,514	0	302,661,549	158,323,695	100,000,000	100,000,000	859,472,758
<u>2 Track & Structure</u>												
181.500	184.500	-- Elevated Track & Structure Safety Renewal	5307Tollway	7,043,013	NC:NC	7,043,013	0	0	0	0	0	7,043,013
181.500	184.500	-- Elevated Track & Structure Safety Renewal	5337Tollway	1,486,503	NC:NC	1,486,503	0	0	0	0	0	1,486,503
184.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5307Tollway	14,812,500	NC:NC	14,812,500	0	14,812,500	0	0	14,812,500	44,437,500
184.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5337Tollway	10,000,000	NC:NC	10,000,000	0	0	14,812,500	14,812,500	0	39,625,000
184.512	181.500	16-98-0015 -- Green Line South - Track Improvements	100%CTA Bond Trans. Tax	9,866,131	NC:NC	9,866,131	0	22,462,923	5,871,536	1,865,622	0	40,066,212
184.513	181.500	16-98-0015 -- Green & Pink Line West - Track Improvements	100%CTA Bond Trans. Tax	4,981,982	NC:NC	4,981,982	0	11,342,833	2,964,879	942,061	0	20,231,755
184.514	181.500	16-98-0015 -- Red & Blue Line Subway - Track Improvements	100%CTA Bond Trans. Tax	5,237,854	NC:NC	5,237,854	0	11,925,396	3,117,154	990,445	0	21,270,849
184.515	181.500	16-98-0015 -- Brown Line - Track Improvements	100%CTA Bond Trans. Tax	4,142,872	NC:NC	4,142,872	0	9,432,371	2,465,508	783,390	0	16,824,141
184.516	181.500	16-98-0015 -- Congress Blue Line - P1 Track	100%CTA Bond Trans. Tax	974,572	NC:NC	974,572	0	2,218,878	579,988	184,285	0	3,957,723
Total 2 Track & Structure				58,545,427		58,545,427	0	72,194,901	29,811,565	19,578,303	14,812,500	194,942,696
<u>3 Electrical, Signal, & Communications</u>												
121.506	121.500	16-00-0030 -- Tactical Traction Power (Equipment/Cable/Enclosures)	100%CTA Bond	0	NC:NC	0	0	4,196,875	4,196,875	0	0	8,393,750
121.510	121.500	16-00-0030 -- Blue Line O'Hare Branch Traction Power Improvements	100%CTA Bond Trans. Tax	5,994,183	NC:NC	5,994,183	0	13,647,382	3,567,261	1,133,461	0	24,342,287
Total 3 Electrical, Signal, & Communications				5,994,183		5,994,183	0	17,844,257	7,764,136	1,133,461	0	32,736,037
<u>4 Support Facilities & Equipment</u>												
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100%Bond	0	NC:NC	0	0	29,625,000	0	0	0	29,625,000
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100%Bond	0	NC:NC	0	0	0	0	0	26,625,000	26,625,000
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100%CTA Bond	0	NC:NC	0	0	9,875,000	0	0	0	9,875,000
070.510	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	5307Tollway	0	NC:NC	0	0	1,958,137	0	0	0	1,958,137

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
070.510	073.500	16-99-0002 -- Rail Facilites (Yards) - SOGR II	5337Tollway	0	NC:NC	0	0	0	3,950,000	3,950,000	3,950,000	11,850,000
070.510	073.500	16-99-0002 -- Rail Facilites (Yards) - SOGR II	100%CTA Bond	3,579,189	NC:NC	3,579,189	0	1,357,811	0	0	0	4,937,000
070.510	073.500	16-99-0002 -- Rail Facilites (Yards) - SOGR II	100%Bond	0	NC:NC	0	0	10,959,423	0	0	0	10,959,423
070.512	073.500	-- Improve Facilities - 74th Garage	100%CTA Bond	2,464,342	NC:NC	2,464,342	0	0	0	0	0	2,464,342
Total 4 Support Facilities & Equipment				6,043,531		6,043,531	0	43,900,371	13,825,000	3,950,000	30,575,000	98,293,902
<u>5 Stations & Passenger Facilities</u>												
0371	0371	16-02-0004 -- Irving Park Station Escalators (Blue Line - YNB)	100%IDOT	6,000,000	NC:NC	6,000,000	0	0	0	0	0	6,000,000
143.500	141.273	16-02-0004 -- Rehabilitate Rail Stations - Systemwide	5337Tollway	0	NC:NC	0	0	1,975,000	5,925,000	5,925,000	0	13,825,000
143.514	141.273	16-99-002 -- Station Security Enhancements	100%CTA Bond Trans. Tax	2,923,716	NC:NC	2,923,716	0	6,656,633	1,739,963	552,856	0	11,873,168
Total 5 Stations & Passenger Facilities				8,923,716		8,923,716	0	8,631,633	7,664,963	6,477,856	0	31,698,168
<u>6 Miscellaneous</u>												
406.024	406.500	-- Blue Line Core Capacity Study g Range Funds Ser. Bd.		404,124	NC:NC	404,124	0	323,730	0	0	0	727,854
Total 6 Miscellaneous				404,124		404,124	0	323,730	0	0	0	727,854
<u>7 Extensions</u>												
254.001	254.001	01-94-0006 -- Red Line Extension - Planning, Preliminary Engineering	100%CTA Bond	0	NC:NC	0	0	8,049,400	32,197,602	0	0	40,247,002
254.001	254.001	-- Red Line Extension - TOD Planning and Engineering	Other Fed. Ser. Bd.	1,480,000	NC:NC	1,480,000	0	0	0	0	0	1,480,000
Total 7 Extensions				1,480,000		1,480,000	0	8,049,400	32,197,602	0	0	41,727,002
<u>8 Contingencies & Administration</u>												
302.287	310.001	-- Support Services for Fast Tracks Program - Long Term	100%CTA Bond Trans. Tax	360,897	NC:NC	360,897	0	865,363	313,352	99,565	0	1,639,177
Total 8 Contingencies & Administration				360,897		360,897	0	865,363	313,352	99,565	0	1,639,177
Total				357,799,116		357,799,116	0	561,756,856	344,005,355	205,563,197	221,838,141	1,690,962,665
<u>System</u>												
<u>3 Electrical, Signal, & Communications</u>												
0187	0187	-- Software/Hardware Enhancements	100%ICE	528,671	NC:NC	528,671	0	0	0	0	0	528,671
0376	0376	-- Implement Transit System Initiative		0	100%:ICE 2016	570,459	570,459	0	0	0	0	570,459

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
150.502	150.028	16-03-0011 -- Systemwide Security Cameras Improvements (Safe & Secure)	100%CTA Bond Trans. Tax	3,506,954	NC:NC	3,506,954	0	7,984,532	2,087,060	663,143	0	14,241,689
Total 3 Electrical, Signal, & Communications				4,035,625		4,606,084	570,459	7,984,532	2,087,060	663,143	0	15,340,819
<u>4 Support Facilities & Equipment</u>												
061.500	061.059	16-98-0003 -- Upgrade Office Computer Systems	5307Tollway	0	NC:NC	0	0	1,300,000	1,300,000	1,300,000	1,300,000	5,200,000
061.501	061.059	16-98-0003 -- Upgrade\Support IT & Communication Systems	5307Tollway	0	NC:NC	0	0	400,000	400,000	400,000	400,000	1,600,000
062.029	061.059	16-98-0003 -- Asset Management System Enhancements	g Range Funds Ser. Bd.	495,250	NC:NC	495,250	0	470,250	0	0	0	965,500
070.500	073.500	16-99-0002 -- Office Building - Interest	5307Tollway	3,122,413	NC:NC	3,122,413	0	2,965,163	2,799,788	2,621,456	2,429,175	13,937,995
070.500	073.500	16-99-0002 -- Office Building - Principal	5307Tollway	3,065,000	NC:NC	3,065,000	0	3,225,000	3,390,000	3,565,000	3,760,000	17,005,000
070.503	073.500	16-99-0002 -- Facilities Maintenance	5337Tollway	11,207,021	NC:NC	11,207,021	0	7,900,000	7,900,000	7,900,000	0	34,907,021
070.503	073.500	16-99-0002 -- Facilities Maintenance	5307Tollway	7,758,726	NC:NC	7,758,726	0	0	0	0	0	7,758,726
070.505	073.500	16-99-0002 -- Facilities Maintenance	100%CTA Bond	4,913,362	NC:NC	4,913,362	0	0	0	0	0	4,913,362
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100%Bond	0	NC:NC	0	0	461,891	0	0	0	461,891
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100%CTA Bond	2,468,750	NC:NC	2,468,750	0	0	0	0	0	2,468,750
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	5337Tollway	0	NC:NC	0	0	1,975,000	0	0	0	1,975,000
086.503	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100%Bond	0	NC:NC	0	0	473,165	0	0	0	473,165
086.503	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100%CTA Bond	0	NC:NC	0	0	0	3,333,095	0	0	3,333,095
Total 4 Support Facilities & Equipment				33,030,522		33,030,522	0	19,170,469	19,122,883	15,786,456	7,889,175	94,999,505
<u>6 Miscellaneous</u>												
150.500	150.028	16-03-0011 -- Implement Security Projects - HLS Program	100%Other	5,943,000	NC:NC	5,943,000	0	5,940,000	5,917,200	5,917,200	5,931,000	29,648,400
292.002	292.002	-- Unanticipated Capital	100%Discr.	835,641	NC:NC	835,641	0	0	0	0	0	835,641
Total 6 Miscellaneous				6,778,641		6,778,641	0	5,940,000	5,917,200	5,917,200	5,931,000	30,484,041
<u>8 Contingencies & Administration</u>												
302.088	310.001	-- Support Service for 5307	5307Tollway	1,219,381	NC:NC	1,219,381	0	1,314,069	1,833,591	1,853,992	1,562,182	7,783,215
302.089	310.001	-- Support Service for 5337	5337Tollway	1,628,427	NC:NC	1,628,427	0	1,557,870	2,171,682	2,193,725	1,846,660	9,398,364

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
302.090	310.001	-- Support Service for 5339	5339 Tollway	132,581	NC:NC	132,581	0	122,511	173,455	177,958	152,148	758,653
302.092	310.001	-- Support Service for CMAQ	CMAQ Ser. Bd.	76,000	NC:NC	76,000	0	88,909	0	0	0	164,909
302.093	310.001	-- Support Service for HLS	Other Fed. Other	57,000	NC:NC	57,000	0	60,000	82,800	82,800	69,000	351,600
302.095	310.001	-- Support Service for RTA Bonds	100% Bond	0	NC:NC	0	0	790,000	0	0	0	790,000
302.095	310.001	-- Support Service for RTA Bonds	100% Bond	0	NC:NC	0	0	0	0	0	747,500	747,500
302.096	310.001	-- Support Services for CTA Bond	100% CTA Bond	242,445	NC:NC	242,445	0	631,089	986,556	0	0	1,860,090
302.097	310.001	-- Support Service for UWP	Other Fed. Ser. Bd.	3,881	NC:NC	3,881	0	0	0	0	0	3,881
302.098	310.001	-- Support Service for ILRTP	g Range Funds Ser. Bd.	8,626	NC:NC	8,626	0	8,020	0	0	0	16,646
306.001	310.001	16-01-0008 -- Program Management	5307 Tollway	4,554,227	NC:NC	4,554,227	0	6,606,375	6,606,375	6,606,375	6,606,375	30,979,727
306.001	310.001	16-01-0008 -- Program Management	5337 Tollway	1,459,648	NC:NC	1,459,648	0	0	0	0	0	1,459,648
406.003	310.001	-- Program Development - UWP	Other Fed. Ser. Bd.	525,000	NC:NC	525,000	0	525,000	525,000	525,000	525,000	2,625,000
Total 8 Contingencies & Administration				9,907,216		9,907,216	0	11,703,843	12,379,459	11,439,850	11,508,865	56,939,233
Total				53,752,004		54,322,463	570,459	44,798,844	39,506,602	33,806,649	25,329,040	197,763,598
Total CTA				481,301,153		481,871,612	570,459	676,325,794	407,150,950	276,624,782	337,914,893	2,179,888,031

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>							
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>		
Metra													
Rail													
<u>1 Rolling Stock</u>													
5006	5006	-- NEW GALLERY CARS PURCHASE	100% Bond		0	NC: NC	0	34,000,000	0	0	0	34,000,000	
5006	5006	-- NEW GALLERY CARS PURCHASE	Formula Fnds Tollway		2,700,000	NC: NC	2,700,000	0	36,500,000	20,600,000	23,400,000	83,200,000	
5006	5006	-- NEW GALLERY CARS PURCHASE	100% Bond		0	NC: NC	0	0	0	0	58,500,000	58,500,000	
5009	5009	-- CAR REHAB (NIPPON SHARYO HIGHLINERS)	Formula Fnds Tollway		0	NC: NC	0	16,164,000	10,614,000	14,000,000	10,850,000	51,628,000	
5010	5010	-- CAR AND LOCOMOTIVE CAMERAS	Formula Fnds Tollway		2,500,000	NC: NC	2,500,000	0	2,500,000	2,500,000	2,000,000	11,500,000	
5109	5109	-- Locomotive Purchase	100% Ser. Bd.		36,500,000	NC: NC	36,500,000	0	0	0	0	36,500,000	
5109	5109	-- LOCOMOTIVE PURCHASE	CMAQ Ser. Bd.		0	NC: NC	0	0	11,200,000	0	0	11,200,000	
5109	5109	-- Locomotive Purchase	CMAQ Tollway		44,800,000	NC: NC	44,800,000	0	0	0	0	44,800,000	
5109	5109	-- LOCOMOTIVE PURCHASE	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	21,000,000	0	33,000,000	91,380,000	
5109	5109	-- LOCOMOTIVE PURCHASE	100% Ser. Bd.		0	NC: NC	0	0	0	16,139,000	0	16,139,000	
5204	5204	-- LOCOMOTIVE REBUILD 100-149,215,216	Formula Fnds Tollway		8,000,000	NC: NC	8,000,000	0	10,150,000	7,635,000	5,050,000	30,835,000	
5207	5207	-- CAR REHAB (NIPPON SHARYO P-3)	Formula Fnds Tollway		12,100,000	NC: NC	12,100,000	0	4,375,000	0	15,000,000	31,475,000	
5301	5301	-- TRACTION MOTORS	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	2,000,000	1,800,000	1,800,000	9,400,000	
5302	5302	-- Locomotive and Rail Car Improvements	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	2,000,000	2,000,000	2,000,000	10,000,000	
5303	5303	-- WHEEL REPLACEMENT	Formula Fnds Tollway		3,000,000	NC: NC	3,000,000	0	3,000,000	3,000,000	3,000,000	15,000,000	
5307	5307	-- CAR REHAB (NIPPON SHARYO P-4)	Formula Fnds Tollway		0	NC: NC	0	10,000,000	12,850,000	3,000,000	0	25,850,000	
5309	5309	-- New Locomotives	D-Volkswagen Bond		56,000,000	NC: NC	56,000,000	0	0	0	0	56,000,000	
AE-104	AE-104	-- CAR REHAB (NIPPON SHARYO P-5)	Formula Fnds Tollway		0	NC: NC	0	13,000,000	6,324,000	0	0	19,324,000	
AE-105	AE-105	-- CAR REHAB (NIPPON SHARYO P-6)	Formula Fnds Tollway		0	NC: NC	0	0	0	500,000	15,000,000	15,500,000	
AE-106	AE-106	-- CAR REHAB (NIPPON SHARYO P-7)	Formula Fnds Tollway		0	NC: NC	0	0	0	0	12,000,000	12,000,000	
Total 1 Rolling Stock					171,600,000		171,600,000	0	118,189,000	94,423,000	116,089,000	163,930,000	664,231,000
<u>2 Track & Structure</u>													
4337	4337	-- Gresham Area Bridges	Formula Fnds Tollway		6,500,000	NC: NC	6,500,000	0	0	0	0	6,500,000	
4840	4840	-- NORTH LINE BRIDGES (PHASED)	Formula Fnds Tollway		6,000,000	NC: NC	6,000,000	0	5,400,000	5,000,000	7,000,000	2,009,442	25,409,442

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>							
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>		
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Bond		0	NC: NC	0	0	32,000,000	0	0	0	32,000,000
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Ser. Bd.		0	NC: NC	0	0	0	0	0	16,000,000	16,000,000
5240	5240	-- BRIDGE A-32	Formula Fnds Tollway		12,000,000	NC: NC	12,000,000	0	0	0	0	0	12,000,000
5311	5311	-- TIES, BALLAST, & SW HEATERS	Formula Fnds Tollway		2,500,000	NC: NC	2,500,000	0	1,500,000	2,500,000	1,500,000	1,500,000	9,500,000
5312	5312	-- TIES AND BALLAST	Formula Fnds Tollway		0	NC: NC	0	0	2,000,000	2,000,000	2,000,000	2,500,000	8,500,000
5313	5313	-- TIES AND BALLAST (50/50)	Formula Fnds Tollway		1,600,000	NC: NC	1,600,000	0	2,500,000	2,000,000	2,000,000	2,500,000	10,600,000
5314	5314	-- TIES AND BALLAST (50/50)	Formula Fnds Tollway		1,250,000	NC: NC	1,250,000	0	250,000	250,000	250,000	250,000	2,250,000
5315	5315	-- TIES AND BALLAST	Formula Fnds Tollway		2,300,000	NC: NC	2,300,000	0	1,500,000	2,000,000	2,000,000	2,000,000	9,800,000
5316	5316	-- TIES AND BALLAST	Formula Fnds Tollway		1,500,000	NC: NC	1,500,000	0	0	0	0	0	1,500,000
5320	5320	-- NCS IMPROVEMENTS	100% Ser. Bd.		798,000	NC: NC	798,000	0	878,000	965,000	1,061,000	1,167,000	4,869,000
5321	5321	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway		250,000	NC: NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5322	5322	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway		500,000	NC: NC	500,000	0	500,000	250,000	250,000	250,000	1,750,000
5323	5323	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway		400,000	NC: NC	400,000	0	300,000	300,000	250,000	250,000	1,500,000
5324	5324	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway		500,000	NC: NC	500,000	0	0	500,000	0	500,000	1,500,000
5325	5325	-- RAIL REPLACEMENT	Formula Fnds Tollway		2,600,000	NC: NC	2,600,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,600,000
5326	5326	-- RAIL REPLACEMENT	Formula Fnds Tollway		250,000	NC: NC	250,000	0	500,000	500,000	500,000	500,000	2,250,000
5327	5327	-- RAIL REPLACEMENT	Formula Fnds Tollway		500,000	NC: NC	500,000	0	1,500,000	1,500,000	1,300,000	1,500,000	6,300,000
5328	5328	-- RAIL REPLACEMENT	Formula Fnds Tollway		250,000	NC: NC	250,000	0	2,500,000	2,500,000	2,100,000	2,500,000	9,850,000
5329	5329	-- RAIL REPLACEMENT	Formula Fnds Tollway		250,000	NC: NC	250,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,250,000
5330	5330	-- CREATE-P2	100% Ser. Bd.		2,000,000	NC: NC	2,000,000	0	15,000,000	6,000,000	1,000,000	0	24,000,000
5331	5331	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway		1,000,000	NC: NC	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5332	5332	-- CROSSINGS (ROAD & TRACK - 50/50)	Formula Fnds Tollway		1,250,000	NC: NC	1,250,000	0	1,500,000	1,500,000	1,500,000	1,500,000	7,250,000
5333	5333	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway		500,000	NC: NC	500,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
5334	5334	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway		1,000,000	NC: NC	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5335	5335	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway		0	NC: NC	0	0	750,000	1,000,000	1,500,000	1,500,000	4,750,000
5336	5336	-- BRIDGES & RETAINING WALLS	Formula Fnds Tollway		2,500,000	NC: NC	2,500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,500,000
5337	5337	-- BRIDGES	Formula Fnds Tollway		500,000	NC: NC	500,000	0	400,000	400,000	400,000	400,000	2,100,000
5338	5338	-- BRIDGES	Formula Fnds Tollway		500,000	NC: NC	500,000	0	250,000	250,000	250,000	250,000	1,500,000

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
5340	5340	-- ROOT/43rd STREET BRIDGES	Formula Fnds Tollway	8,000,000	NC: NC	8,000,000	0	0	0	0	8,000,000	
5344	5344	-- CATENARY STRUCTURE REHAB	Formula Fnds Tollway	1,750,000	NC: NC	1,750,000	0	850,000	750,000	750,000	4,850,000	
5347	5347	-- RIGHT OF WAY FENCING	Formula Fnds Tollway	33,000	NC: NC	33,000	0	33,000	33,000	33,000	165,000	
5348	5348	-- RIGHT OF WAY FENCING	Formula Fnds Tollway	34,000	NC: NC	34,000	0	34,000	34,000	34,000	170,000	
5349	5349	-- RIGHT OF WAY FENCING	Formula Fnds Tollway	33,000	NC: NC	33,000	0	33,000	33,000	33,000	165,000	
BL-104	BL-104	-- WESTERN AVENUE BRIDGE	Formula Fnds Tollway	0	NC: NC	0	0	4,000,000	0	0	4,000,000	
BL-105	BL-105	-- HICKORY CREEK BRIDGE	Formula Fnds Tollway	0	NC: NC	0	0	0	4,000,000	0	4,000,000	
Total 2 Track & Structure				59,048,000		59,048,000	0	77,428,000	41,515,000	36,961,000	45,176,442	260,128,442
<u>3 Electrical, Signal, & Communications</u>												
4343	4343	-- POSITIVE TRAIN CONTROL	Formula Fnds Tollway	26,300,268	NC: NC	26,300,268	0	0	0	0	26,300,268	
4343	4343	-- Positive Train Control (PTC)	100% SCIP 2	110,699	NC: NC	110,699	0	0	0	0	110,699	
4343	4343	-- Positive Train Control (PTC)	CRISI Ser. Bd.	2,572,704	NC: NC	2,572,704	0	0	0	0	2,572,704	
4746	4746	-- IMPEDANCE BONDS	Formula Fnds Tollway	0	NC: NC	0	0	200,000	200,000	100,000	700,000	
4841	4841	-- CUS SOUTH INTERLOCKERS	Formula Fnds Tollway	2,450,000	NC: NC	2,450,000	0	0	0	0	2,450,000	
4842	4842	-- 16TH STREET INTERLOCKER	Formula Fnds Tollway	200,000	NC: NC	200,000	0	0	0	0	200,000	
4947	4947	-- A20 Interlocker	Formula Fnds Tollway	585,000	NC: NC	585,000	0	0	0	0	585,000	
5149	5149	-- Lake Street Interlocker	Formula Fnds Tollway	2,300,000	NC: NC	2,300,000	0	5,100,000	6,300,000	4,300,000	25,000,000	
5254	5254	-- SIGNAL SYSTEM UPGRADES	Formula Fnds Tollway	0	NC: NC	0	0	250,000	250,000	250,000	1,000,000	
5257	5257	-- RONDOUT INTERLOCKING RENEWAL	Formula Fnds Tollway	3,000,000	NC: NC	3,000,000	0	0	0	0	3,000,000	
5350	5350	-- Communication Improvements	Formula Fnds Tollway	1,550,000	NC: NC	1,550,000	0	0	0	0	1,550,000	
5352	5352	-- Signal Standards	Formula Fnds Tollway	600,000	NC: NC	600,000	0	0	0	0	600,000	
5353	5353	-- SIGNAL SYSTEM UPGRADES	Formula Fnds Tollway	250,000	NC: NC	250,000	0	0	300,000	0	550,000	
5355	5355	-- SIGNAL SYSTEM UPGRADES	Formula Fnds Tollway	100,000	NC: NC	100,000	0	250,000	100,000	100,000	800,000	
5356	5356	-- YARD IMPROVEMENTS-ELEC	Formula Fnds Tollway	900,000	NC: NC	900,000	0	750,000	900,000	900,000	4,350,000	
5357	5357	-- YARD IMPROVEMENTS - ELEC	Formula Fnds Tollway	440,000	NC: NC	440,000	0	440,000	440,000	440,000	2,200,000	
5358	5358	-- YARD IMPROVEMENTS - ELEC	Formula Fnds Tollway	750,000	NC: NC	750,000	0	750,000	1,000,000	1,500,000	4,900,000	
5359	5359	-- YARD IMPROVEMENTS _ ELEC	Formula Fnds Tollway	1,320,000	NC: NC	1,320,000	0	820,000	1,000,000	450,000	4,410,000	
5360	5360	-- HVAC REPLACEMENTS	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	0	0	0	1,000,000	

				<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
				<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
5361	5361	-- MORGAN INTERLOCKING	Formula Fnds Tollway		600,000	NC:NC	600,000	0	3,000,000	3,000,000	0	0	6,600,000
5362	5362	-- WESTERN INTERLOCKING	Formula Fnds Tollway		0	NC:NC	0	0	3,000,000	3,000,000	0	0	6,000,000
5363	5363	-- RECTIFIER REPLACEMENT	Formula Fnds Tollway		1,500,000	NC:NC	1,500,000	0	500,000	500,000	500,000	500,000	3,500,000
5364	5364	-- VIDEO SYS STORAGE	Formula Fnds Tollway		2,000,000	NC:NC	2,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
CC-104	CC-104	-- BI-DIR SIGNAL (47TH TO 65TH)	Formula Fnds Tollway		0	NC:NC	0	0	2,000,000	5,000,000	0	0	7,000,000
CC-105	CC-105	-- BI-DIR SIGNAL (11TH TO 47TH)	Formula Fnds Tollway		0	NC:NC	0	0	0	0	5,000,000	5,000,000	10,000,000
CC-106	CC-106	-- A-20 INTERLOCKING	Formula Fnds Tollway		0	NC:NC	0	0	6,000,000	6,000,000	0	0	12,000,000
Total 3 Electrical, Signal, & Communications					48,528,671		48,528,671	0	24,060,000	28,990,000	14,540,000	17,260,000	133,378,671
4 Support Facilities & Equipment													
4757	4757	-- MILLENIUM STATION EXITS	Formula Fnds Tollway		1,300,000	NC:NC	1,300,000	0	0	0	0	0	1,300,000
4852	4852	-- FINANCIAL SYSTEM REPLACEMENT	Formula Fnds Tollway		0	NC:NC	0	0	2,100,000	0	1,900,000	1,000,000	5,000,000
4972	4972	-- 47th/49th STREET YARD FACILITY	Formula Fnds Tollway		10,000,000	NC:NC	10,000,000	0	0	0	0	0	10,000,000
4992	4992	-- Hybrid and Alternative Fuel Vehicle			0	Ser. Bd.: ICE 2011	71,860	71,860	0	0	0	0	71,860
4992	4992	-- Hybrid and Alternative Fuel Vehicle			0	100%:ICE 2016	591,500	591,500	0	0	0	0	591,500
5171	5171	-- GPS/TRAIN TRACKING	Formula Fnds Tollway		2,722,223	NC:NC	2,722,223	0	1,296,000	0	0	0	4,018,223
5171	5171	-- GPS/TRAIN TRACKING	100%ICE 2020		0	NC:NC	0	0	5,142,798	0	0	0	5,142,798
5171	5171	-- GPS/TRAIN TRACKING	100%ICE 2019		5,041,958	NC:NC	5,041,958	0	0	0	0	0	5,041,958
5265	5265	-- YARD IMPROVEMENTS	Formula Fnds Tollway		0	NC:NC	0	0	1,000,000	0	1,300,000	1,300,000	3,600,000
5265	5265	-- Yard Improvements - UP	Formula Fnds Tollway		1,400,000	NC:NC	1,400,000	0	0	0	0	0	1,400,000
5365	5365	-- YARD IMPROVEMENTS	Formula Fnds Tollway		3,000,000	NC:NC	3,000,000	0	2,000,000	3,000,000	2,500,000	2,500,000	13,000,000
5366	5366	-- YARD IMPROVEMENTS	Formula Fnds Tollway		1,500,000	NC:NC	1,500,000	0	1,000,000	1,000,000	1,000,000	800,000	5,300,000
5367	5367	-- YARD IMPROVEMENTS	Formula Fnds Tollway		1,000,000	NC:NC	1,000,000	0	500,000	1,000,000	1,000,000	1,000,000	4,500,000
5368	5368	-- YARD IMPROVEMENTS	Formula Fnds Tollway		1,000,000	NC:NC	1,000,000	0	500,000	500,000	500,000	500,000	3,000,000
5369	5369	-- RIGHT OF WAY EQUIPMENT	Formula Fnds Tollway		2,000,000	NC:NC	2,000,000	0	2,000,000	2,000,000	1,500,000	2,000,000	9,500,000
5370	5370	-- OFFICE EQUIPMENT	Formula Fnds Tollway		275,000	NC:NC	275,000	0	275,000	275,000	275,000	275,000	1,375,000
5371	5371	-- EQUIPMENT & VEHIC MECH	Formula Fnds Tollway		1,500,000	NC:NC	1,500,000	0	2,000,000	1,000,000	1,000,000	1,000,000	6,500,000
5372	5372	-- IT COMPONENTS & SERVICES	100%Ser. Bd.		1,000,000	NC:NC	1,000,000	0	0	0	0	998,000	1,998,000
5372	5372	-- IT COMPONENTS & SERVICES	Formula Fnds Tollway		850,000	NC:NC	850,000	0	1,000,000	1,823,000	1,000,000	1,000,000	5,673,000
5373	5373	-- POLICE VEHICLES	Formula Fnds Tollway		500,000	NC:NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5374	5374	-- STORAGE EQUIPMENT	Formula Fnds Tollway		600,000	NC:NC	600,000	0	0	0	0	0	600,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
5375	5375	-- 547 BUILDING SYS IMPROVEMENTS	Formula Fnds Tollway	250,000	NC:NC	250,000	0	200,000	250,000	250,000	250,000	1,200,000
5376	5376	-- LASALLE FIRE PROTECTION	Formula Fnds Tollway	520,000	NC:NC	520,000	0	0	0	0	0	520,000
Total 4 Support Facilities & Equipment				34,459,181		35,122,541	663,360	19,513,798	11,348,000	12,725,000	13,123,000	91,832,339
<u>5 Stations & Passenger Facilities</u>												
4479	4479	18-10-0046 -- 59th/60th Street Station		0	100%: Other	2,500,000	2,500,000	0	0	0	0	2,500,000
4484	4484	-- Auburn Gresham Station	100% IDOT	20,000,000	NC:NC	20,000,000	0	0	0	0	0	20,000,000
4486	4486	-- Peterson Ridge Station	100% IDOT	15,000,000	NC:NC	15,000,000	0	0	0	0	0	15,000,000
4675	4675	-- Blue Island Vermont Street Station	Ser. Bd. ICE 2012	1,000,879	NC:NC	1,000,879	0	0	0	0	0	1,000,879
4675	4675	-- Blue Island Vermont Street Station	Ser. Bd. ICE 2010	60,004	NC:NC	60,004	0	0	0	0	0	60,004
4782	4782	-- HUBBARD WOODS STATION	Formula Fnds Tollway	5,530,000	NC:NC	5,530,000	0	0	0	0	0	5,530,000
4878	4878	-- WEST CHICAGO STATION	Formula Fnds Tollway	0	NC:NC	0	0	5,000,000	0	0	0	5,000,000
5077	5077	-- STATION SIGNS	Formula Fnds Tollway	0	NC:NC	0	0	500,000	0	0	250,000	750,000
5380	5380	-- ADA IMPROVEMENTS	Formula Fnds Tollway	3,000,000	NC:NC	3,000,000	0	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
5381	5381	-- SYSTEMWIDE STATION IMPS	Formula Fnds Tollway	500,000	NC:NC	500,000	0	700,000	1,000,000	500,000	500,000	3,200,000
5382	5382	-- STATION FAC IMPROVEMENTS	Formula Fnds Tollway	1,500,000	NC:NC	1,500,000	0	1,500,000	1,250,000	1,500,000	2,000,000	7,750,000
5383	5383	-- PARKING LOT IMPROVEMENTS	Formula Fnds Tollway	500,000	NC:NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5384	5384	-- ELMHURST	100% Ser. Bd.	1,000,000	NC:NC	1,000,000	0	1,000,000	0	0	0	2,000,000
5385	5385	-- NEW LENOX	100% Ser. Bd.	1,000,000	NC:NC	1,000,000	0	1,000,000	0	0	0	2,000,000
EA-100	EA-100	-- BICYCLE PARKING	CMAQ Ser. Bd.	0	NC:NC	0	0	0	382,400	0	0	382,400
EC-00	EC-00	-- 147TH STREET STATION	100% Bond	0	NC:NC	0	0	5,000,000	0	0	0	5,000,000
Total 5 Stations & Passenger Facilities				49,090,883		51,590,883	2,500,000	18,200,000	6,132,400	5,500,000	6,250,000	87,673,283
<u>6 Miscellaneous</u>												
5195	5195	-- ENGINEERING ASSET MANAGEMENT	Formula Fnds Tollway	750,000	NC:NC	750,000	0	500,000	1,000,000	0	0	2,250,000
5390	5390	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5391	5391	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5392	5392	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	1,000,000	NC:NC	1,000,000	0	2,000,000	2,000,000	2,000,000	2,000,000	9,000,000
5393	5393	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	1,000,000	NC:NC	1,000,000	0	1,500,000	2,000,000	2,000,000	2,000,000	8,500,000

				<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
				<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
5394	5394	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway		500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5395	5395	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway		1,000,000	NC:NC	1,000,000	0	2,000,000	2,000,000	2,000,000	2,500,000	9,500,000
5396	5396	-- UNANTICIPATED CAPITAL	100% Ser. Bd.		600,000	NC:NC	600,000	0	888,000	1,000,000	800,000	800,000	4,088,000
ICE2021	ICE2021	-- RTA ICE FUNDED PROJECTS - TBD	100% ICE 2021		0	NC:NC	0	0	0	5,245,654	0	0	5,245,654
Total 6 Miscellaneous					5,850,000		5,850,000	0	9,888,000	16,245,654	9,800,000	10,300,000	52,083,654
8 Contingencies & Administration													
5397	5397	-- LOCALLY FUNDED PROJECTS / MATCH	100% Ser. Bd.		87,459	NC:NC	87,459	0	1,234,000	758,600	1,000,000	1,035,000	4,115,059
5398	5398	-- PROJECT ADMINISTRATION	Formula Fnds Tollway		1,000,000	NC:NC	1,000,000	0	1,600,000	1,000,000	1,000,000	1,000,000	5,600,000
5399	5399	-- CONTINGENCIES	Formula Fnds Tollway		1,000,000	NC:NC	1,000,000	0	818,416	1,000,036	927,000	1,027,244	4,772,696
5399	5399	-- CONTINGENCIES	Formula Fnds Tollway		900,441	NC:NC	900,441	0	740,153	1,632,356	938,379	888,138	5,099,467
Total 8 Contingencies & Administration					2,987,900		2,987,900	0	4,392,569	4,390,992	3,865,379	3,950,382	19,587,222
Total					371,564,634		374,727,994	3,163,360	271,671,367	203,045,046	199,480,379	259,989,824	1,308,914,610
Total Metra					371,564,634		374,727,994	3,163,360	271,671,367	203,045,046	199,480,379	259,989,824	1,308,914,610

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
<i>Pace</i>												
<i>Bus</i>												
<i>1 Rolling Stock</i>												
5375	5375	-- Purchase CNG Buses	D-Volkswagen Ser. Bd.	3,076,920	NC:NC	3,076,920	0	0	0	0	0	3,076,920
5400	5400	-- Purchase approximately 18 40' Fixed Route Buses	5307Tollway	0	NC:NC	0	0	0	0	9,000,000	0	9,000,000
5401	5401	-- Purchase approximately 52 Fixed Route Buses (30' and OTR Coach)	5307Tollway	16,149,967	NC:NC	23,649,967	7,500,000	13,200,000	11,200,000	8,000,000	10,000,000	66,049,967
5402	5402	-- Purchase approximately 305 Paratransit Vehicles	5339Tollway	2,277,703	NC:NC	2,277,703	0	0	1,733,675	0	0	4,011,378
5402	5402	-- Purchase approximately 305 Paratransit Vehicles	5307Tollway	3,185,000	NC:NC	3,185,000	0	4,160,000	2,491,325	3,380,000	3,250,000	16,466,325
5403	5403	-- Purchase approximately 69 Community/On-Demand Vehicles	5339Tollway	0	NC:NC	0	0	1,689,806	0	1,778,684	1,824,861	5,293,351
5404	5404	-- Purchase approximately 187 Vanpool Vehicles	100%CMAQ	7,520,000	NC:NC	7,520,000	0	0	0	0	0	7,520,000
5405	5405	-- Engine/Transmission Retrofits	5307Tollway	0	NC:NC	0	0	2,002,844	2,001,729	2,018,670	2,002,292	8,025,535
<i>Total 1 Rolling Stock</i>				32,209,590		39,709,590	7,500,000	21,052,650	17,426,729	24,177,354	17,077,153	119,443,476
<i>4 Support Facilities & Equipment</i>												
5313	5313	-- New Northwest Division Garage - Wheeling	100%Pace Bond	46,800,000	NC:NC	0	(46,800,000)	0	0	0	0	0
5313	5313	-- New Northwest Division Garage - Wheeling	100%Ser. Bd.	1,882,880	NC:NC	1,882,880	0	0	0	0	0	1,882,880
5313	5313	-- New Northwest Division Garage - Wheeling	100%Bond	997,712	NC:NC	997,712	0	0	0	0	0	997,712
5313	5313	-- New Northwest Division Garage - Wheeling	100%Bond	185,550	NC:NC	185,550	0	0	0	0	0	185,550
5313	5313	-- New Northwest Division Garage - Wheeling	100%Bond	2,462,109	NC:NC	2,462,109	0	0	0	0	0	2,462,109
5410	5410	-- Improve Support Facilities	100%Bond	0	NC:NC	0	0	7,900,000	0	0	0	7,900,000
5410	5410	-- Improve Support Facilities	100%Bond	0	NC:NC	0	0	0	0	0	6,500,000	6,500,000
5410	5410	-- Improve Support Facilities	5307Tollway	2,062,530	NC:NC	2,062,530	0	0	2,000,000	0	0	4,062,530
5411	5411	-- Computer Systems Hardware & Software	5307Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5412	5412	-- Support Equipment/Non-Revenue Vehicles	5307Tollway	600,000	NC:NC	600,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,600,000
5413	5413	-- Farebox System	5307Tollway	250,000	NC:NC	250,000	0	5,000,000	5,000,000	5,000,000	2,500,000	17,750,000
5414	5414	-- Associated Capital	5307Tollway	6,000,000	NC:NC	6,000,000	0	4,000,000	3,000,000	0	5,000,000	18,000,000
5415	5415	-- Preventive Maintenance	5307Tollway	3,000,000	NC:NC	3,000,000	0	7,250,000	6,980,000	6,808,000	6,633,000	30,671,000
5416	5416	-- Office Equipment/Furniture	5307Tollway	100,000	NC:NC	100,000	0	500,000	500,000	500,000	500,000	2,100,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
Total 4 Support Facilities & Equipment				64,840,781		18,040,781	(46,800,000)	26,650,000	19,480,000	14,308,000	23,133,000	101,611,781
<u>5 Stations & Passenger Facilities</u>												
5320	5320	17-18-0001 -- Pulse Dempster Line Construction		0	CMAQ:Tollway	10,040,500	10,040,500	0	0	0	0	10,040,500
5420	5420	-- Improve Passenger Facilities	5307Tollway	0	NC:NC	0	0	0	3,359,488	2,250,000	7,500,000	13,109,488
5420	5420	17-94-0035 -- Improve Passenger Facilities	100%SCIP 2	985,364	NC:NC	985,364	0	0	0	0	0	985,364
5420	5420	17-94-0035 -- Improve Passenger Facilities	100%Discr.	242,266	NC:NC	242,266	0	0	0	0	0	242,266
5420	5420	-- Improve Passenger Facilities0	100%CMAQ	0	NC:NC	0	0	0	10,040,512	0	0	10,040,512
5421	5421	-- Bus Stop Shelters/Signs	5307Tollway	750,000	NC:NC	750,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,750,000
5422	5422	-- Bus Tracker Sign Deployment	5307Tollway	500,000	NC:NC	500,000	0	0	0	0	0	500,000
5423	5423	-- Posted Stops Only Conversion	5307Tollway	750,000	NC:NC	750,000	0	500,000	500,000	500,000	500,000	2,750,000
5424	5424	-- Joliet Transit Center	5307Tollway	7,500,000	NC:NC	0	(7,500,000)	0	0	0	0	0
5425	5425	-- Orland Square Mall Passenger Facility	100%Ser. Bd.	600,000	NC:NC	600,000	0	0	0	0	0	600,000
Total 5 Stations & Passenger Facilities				11,327,630		13,868,130	2,540,500	1,500,000	14,900,000	3,750,000	9,000,000	43,018,130
<u>6 Miscellaneous</u>												
5430	5430	-- Unanticipated Capital	100%Ser. Bd.	250,000	NC:NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5435	5435	-- Transit Asset Management (TAM) Program	100%Discr.	250,000	NC:NC	250,000	0	0	0	0	0	250,000
Total 6 Miscellaneous				500,000		500,000	0	250,000	250,000	250,000	250,000	1,500,000
Total				108,878,001		72,118,501	(36,759,500)	49,452,650	52,056,729	42,485,354	49,460,153	265,573,387
Total Pace				108,878,001		72,118,501	(36,759,500)	49,452,650	52,056,729	42,485,354	49,460,153	265,573,387

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
RTA												
System												
6 Miscellaneous												
9999	9999	16-94-0006 -- Access to Transit Program	100%RTA Capital Reserves	250,000	NC:NC	250,000	0	0	0	0	0	250,000
Total 6 Miscellaneous				250,000		250,000	0	0	0	0	0	250,000
Total				250,000		250,000	0	0	0	0	0	250,000
Total RTA				250,000		250,000	0	0	0	0	0	250,000
Grand Total:				961,993,789		928,968,108	(33,025,681)	997,449,811	662,252,725	518,590,515	647,364,870	3,754,626,029

ORDINANCE NO.

WHEREAS, Section 2.01c of the Regional Transportation Authority Act, as amended, (the “Act”) provides that the Regional Transportation Authority (the “Authority”) “shall establish an Innovation, Coordination, and Enhancement Fund;”

WHEREAS, Section 2.01c of the Act provides that the fund “be used to enhance the coordination and integration of public transportation and develop and implement innovations to improve the quality and delivery of public transportation;”

WHEREAS, Section 2.01c of the Act further states that “ Any grantee that receives funds from the Innovation, Coordination, and Enhancement Fund for the operation of eligible programs must (i) implement such programs within one year of receipt of such funds and (ii) within 2 years following commencement of any program utilizing such funds, determine whether it is desirable to continue the program, and upon such a determination, either incorporate such program into its annual operating budget and capital program or discontinue such program. No additional funds from the Innovation, Coordination, and Enhancement Fund may be distributed to a grantee for any individual program beyond 2 years unless the Authority by the affirmative vote of at least 12 of its then Directors waives this limitation. Any such waiver will be with regard to an individual program and with regard to a one year-period, and any further waivers for such individual program require a subsequent vote of the Board;”

WHEREAS, CTA, Metra and Pace have requested a twelve-month extension on the deadline for completing three CTA ICE projects, six Metra ICE Projects, and four Pace ICE projects;

WHEREAS, CTA, Metra and Pace have provided appropriate justification for the requested time extensions;

WHEREAS, it is in the best interest of the Authority to facilitate the expeditious implementation of the approved projects.

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

ICE funds in the amount of \$0.663M will be de-obligated from the following completed projects:

- Metra – Automatic External Defibrillators (CRD-2011-ICE) - \$0.002M
- Metra– Visual Information System (CRD-2012A-SBICE11) - \$0.071M
- Metra– Mobile Application Support Activities (CRD-2016-ICE) - \$0.591M

and will be obligated to the following project:

- Metra– Hybrid Fuel Vehicles (CRD-2012A-SBICE11 and CRD-2016-ICE) \$0.663M

ICE funds in the amount of \$0.570M will be de-obligated from the following completed projects:

- CTA– Control Center – Business Continuity & Disaster Recovery (CTA-2016-ICE) - \$0.358M
- CTA– Software & Hardware Enhancements - Hastus (CTA-2016-ICE) - \$0.213M

and will be obligated to the following project:

- CTA– Transit System Initiative (CTA-2016-ICE) \$0.570M

The deadline for expending ICE project funds will be extended by twelve months for the following ICE projects:

- CTA– MMIS Modules and Upgrades Project (CTA-2015A-SBICE12)
- CTA – Enterprise Asset Management (CTA-2015A-SBICE12)
- CTA– Oil Change System (CTA-2016-ICE)
- Metra– Passenger Information (CRD-2015-ICE)
- Metra – Electronic Crew Calling (CRD-2015-ICE)
- Metra– Mobile Application (CRD-2014-02-SBICE, CRD-2015-ICE)
- Metra – Platform Heating Technology (CRD-2016-ICE)
- Metra– Revenue Accounting System (CRD-2017-ICE)
- Metra– Field Worker Information Technology (CRD-2015-ICE)
- Pace– Real Time Signs (SBD-2012-SBICE2)
- Pace– Mobile Application (SBD-2015-ICE)
- Pace– Real Time Signage (ICE-2015-03)
- Pace– Intelligent Bus System Equipment (SBD-2016-ICE)



**Regional
Transportation
Authority**

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To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: September 9, 2019

Re: Ordinance establishing estimates of funding amounts available to the Service Boards for the 2020-2022 Operating Budgets, the required Recovery Ratios for 2020, and the preliminary 2020-2024 Capital Program funding amounts

This ordinance sets the 2020-2022 operations funding amounts and the required 2020 system-generated revenue recovery ratios for the three Service Boards. The operating funding amounts establish the funding levels that each Service Board can expect to receive from the RTA. Section 4.11(b)(1) of the RTA Act provides that the Service Board budgets and two-year financial plans shall not project or assume receipt of revenues from the RTA in amounts greater than those outlined in these estimates. This ordinance also provides each Service Board with preliminary estimates of funds available for the development of the 2020-2024 Capital Program. These preliminary capital estimates include federal formula funds, other federal funds, State bond proceeds, other State funds, RTA bond proceeds, RTA ICE funding, and Service Board funding. The capital funding amounts are subject to change prior to adoption of the 2020-2024 capital program based on the most current estimates, whereas the operating funding amounts, once established, will be used by the Service Boards to develop their 2020 budgets and 2021-2022 financial plans.

Previous Actions

<u>Date</u>	<u>Ordinance</u>	<u>Purpose</u>
5/16/19	2019-22	Approval and release of the 2020 Budget and Capital Program Call

The RTA Board approved and released the 2020 Budget and Capital Program Call on May 16th, 2019. This document provided guidelines to the Service Boards for the development of their 2020 budget submissions, which include the 2020 Budget, Two-Year (2021-2022) Financial Plan, and Five-Year (2020-2024) Capital Program. The requirements focus on ensuring that the RTA has sufficient information to adequately evaluate the Service Boards' budgets, coordinate resource allocation, and ultimately recommend adoption of the consolidated regional budget.

Budget Development Process

The objective of the RTA in the budget development process is to determine the allocation of resources so that the transit system can best provide service to the region, thus satisfying the RTA's accountability to both customers and taxpayers.

A meeting with the Service Board CFOs, Budget Directors, and Capital teams was held at the RTA offices on May 3rd to present and discuss preliminary assumptions for the development of the 2020 operating and capital funding levels. A subsequent conference call was held on June 24th to discuss the preparatory marks assumptions in more detail. On July 1st, the RTA staff provided preparatory funding amounts to the Service Boards containing proposed operating funding amounts for the 2020 Budget and 2021-2022 Financial Plan and the proposed system-generated revenue recovery ratios for 2020. Capital funding estimates were excluded from the preparatory marks due to ongoing discussions. The 2020 preparatory operating funding amounts were developed using the framework of the 2015 funding amounts agreement. Subsequent feedback provided by the Service Boards was incorporated into the funding amounts and recovery ratios contained in the schedules of this ordinance.

As required in the Budget Call, by October 11th the Service Boards will provide their proposed budgets, two-year financial plans, and five-year capital programs to the RTA, which are to be consistent with the plans presented to their Boards and provided for public hearings. The proposed budgets and supporting documentation must include the basic information specified in the Budget Call, follow the financial and budgetary practices and be based on the assumptions and projections required by the RTA, and neither project nor assume funding from the RTA in excess of the amounts established in the attached ordinance.

Provided that the Service Boards submit their proposed budgets to the RTA on time, RTA staff will prepare consolidated (CTA, Metra, Pace, Pace ADA Paratransit, and RTA) 2020 budget documents and summaries by mid-November for public review and comment. The Service Boards and the RTA will hold public hearings on their budget proposals and present these proposals to the County Boards of the region.

Based on input received during the public hearing process, the Service Boards will prepare final budgets and capital programs for adoption by their respective Boards. Adopted budgets will be formally submitted to the RTA by November 15th, in accordance with the submission date set in the RTA Act. The RTA Finance Committee will hold a special meeting in conjunction with the November 21st Board meeting to review the adopted budgets of the Service Boards. Each Service Board will present its final 2020 budget and capital program and answer questions that Board members may have regarding the assumptions underlying its development.

On December 19th, the RTA Finance Committee and Board will meet to consider adoption of the consolidated 2020 budget.

2020 State Budget Impact

The State FY 2020 budget contains the following impacts on Service Board and RTA operating funding. The sales tax administrative surcharge remains at 1.5%, or approximately \$20 million per year, to be retained by the State prior to distribution of sales tax funds to the RTA. Second,

the 5% PTF cut, which also equates to approximately \$20 million per year, will continue through at least June 2020, when the State fiscal year ends. The proposed funding levels assume no PTF reduction thereafter. This results in two calendar quarters of 2020 projected at the 5% PTF cut level and two calendar quarters with no cut. Third, Reduced Fare Reimbursement funding was again appropriated at \$17.570 million for State FY 2020, a reduction of \$16.5 million from the traditional level of \$34 million. Finally, State funding for ADA Paratransit was appropriated at \$8.395 million, a reduction of \$0.1 million from the traditional level of \$8.5 million.

Proposed Operating Funding

All sales tax growth rates contained herein are gross (before surcharge) unless otherwise noted. RTA sales tax results through May, the most recent month available, were 1.2% higher than prior year, and we expect sales tax receipts to finish 2019 on par with the budget of \$1.270 billion. This will require growth of 3.3% above the 2018 actual result. This estimate is used as the basis for calculating the sales tax and PTF levels for 2020-2022. The following sales tax and RETT growth rates underlie the proposed funding amounts:

Assumed Public Funding Growth versus Prior Year

	2019 Estimate	2020 Budget	2021 Plan	2022 Plan
Sales Tax	+3.3%	+3.1%	+2.0%	+2.0%
RETT	At Budget	+3.0%	+3.0%	+3.0%

Staff considered recent sales tax results, custom 2020 forecasts from both Moody’s Analytics and Chicago Federal Reserve staff, economic projections from the Congressional Budget Office (CBO), and the input of the Service Boards in determining the above growth assumptions. The regional and national economic forecasts project slowing growth in 2020 through 2022. The annual RETT growth assumption is 3.0%, from a 2019 base assumed to finish at the budgeted level of \$66.6 million.

Regional funds from sales tax, state PTF, and RETT are projected to total \$1.935 billion for 2020, an increase of 2.7% or \$51.4 million from the 2019 budget. Most of this funding is allocated to the Service Boards based on statutory funding requirements outlined in the RTA Act. The Act also reserves 15% of Sales Tax I and all of PTF I to be distributed to the Service Boards at the direction of the RTA Board after addressing regional expenses for debt service, agency administration, and region-wide programs such as ADA certification, the travel information center (TIC), and Joint Self-Insurance Fund (JSIF) premiums. These funds are not specifically allocated by State statute and are therefore referred to as “non-statutory funding” in the ordinance schedules, meaning non-statutorily allocated funding. The source of the funding, either Sales Tax I or PTF I, is also identified.

The proposed operating funding amounts in Schedule I-A incorporate the following elements:

1. State funding levels are assumed with the following two statutory changes.
 - Permanent 1.5% State administrative surcharge on RTA sales tax collections.
 - Temporary 5% reduction in PTF funding, which will affect the RTA's budget for the first half of 2020. No reduction is assumed for the second half of 2020.
2. Non-statutory funding of \$145.8 million from the RTA's 15% share of Sales Tax I will be used to cover South Suburban Job Access (SSJA) funding for Pace and RTA expenses including debt service. Approximately \$11.4 million of residual non statutory Sales Tax I funding will be available for 2020 due to anticipated sales tax growth and lower RTA debt service, to be allocated to CTA (48%), Metra (39%), and Pace (13%).
3. RTA non-statutory funding from PTF I of \$240.5 million will be provided entirely to CTA (98%) and Pace (2%), any variance to the budgeted level being allocated accordingly such that the full amount of PTF I for 2020 is distributed on this basis.
4. In accordance with the RTA Reserve Policy implemented in October 2015, the Service Boards have an ongoing responsibility to maintain individual reserve plans and address any structural funding or revenue reductions, or expense increases, with remedial actions. Consistent with the Reserve Policy, the 2020-2022 operating funding projections do not include any allocations to build the RTA's unassigned fund balance.
5. ICE funding of \$13.3 million for 2020 will be allocated to the Service Boards based on the Sales Tax II shares of 48%/39%/13% to CTA, Metra, and Pace, respectively, for qualified Service Board Innovation, Coordination, and Enhancement eligible operating or capital projects, to be specified in each Service Board's budget submission. As allowed by the RTA Act, and authorized in this ordinance, operating expenses associated with ICE funding are excludable from the Service Board and regional recovery ratios. Any unfavorable ICE variances from budget will be managed by the Service Boards – the RTA does not intend to fund ICE to budget.

The table shown below outlines the change in RTA operating funding levels for each Service Board in 2020. The Real Estate Transfer Tax (RETT) and the State Reduced Fare Reimbursement subsidy are not included in these amounts since they are not RTA-controlled funding. RTA operating funding for the CTA is projected to increase by 3.7% from the adopted 2019 budget. Operating funding for Metra is allocated to increase by 3.2%, and Pace Suburban Service operating funding is projected to increase by 3.4% from the adopted 2019 budget. Total funding for Pace Regional ADA Paratransit, which is assumed to include \$8.4 million of State funding, will increase by 4.8%

to \$181.3 million, a level which Pace has indicated should be sufficient to balance the 2020 ADA Paratransit budget.

However, there is uncertainty in the ADA Paratransit funding requirement for 2020 due to the scheduled re-bidding of Pace’s service provider contracts for service in the City of Chicago in April. If the final, actual 2020 funding requirement exceeds the budgeted level, staff will notify the Finance Committee and seek Board approval to utilize the RTA ADA Paratransit Reserve for the additional funding need.

RTA Public Funding for Operations (in millions)*

	2019 Budget	2020 Proposed	Change	'20 vs '19
CTA	\$777.7	\$806.2	+\$28.4	+3.7%
Metra	\$421.1	\$434.4	+\$13.3	+3.2%
Pace	\$172.4	\$178.3	+\$5.9	+3.4%
ADA	\$173.0	\$181.3	+\$8.2	+4.8%
Total	\$1,544.2	\$1,600.1	+\$55.9	+3.6%

*The 2019 and 2020 amounts and growth rates shown here include ICE funding but exclude the Real Estate Transfer Tax (RETT) and the State Reduced Fare Reimbursement subsidy since they are not RTA controlled funding.

Funding is projected to be distributed to the Service Boards by month as shown in Schedule I-B, the cash flow projection.

The 2020 RTA debt service level of \$217.6 million includes existing principal and interest payments on long-term bonds and short-term borrowing.

Recovery Ratios

As shown in the following table, the proposed 2020 system-generated revenue recovery ratios for CTA, Metra, and Pace are set at 54.75%, 52.5%, and 30.3%, respectively, unchanged from the 2019 requirement. Each Service Board is charged with achieving its individual ratio utilizing approved revenue and expense adjustments. The ADA Paratransit recovery ratio is set at the statutory requirement of 10%, with approved expense exclusions.

System-Generated Revenue Recovery Ratios

	2018 Actual	2019 Requirement	2020 Proposed
CTA	57.1%	54.75%	54.75%
Metra	57.0%	52.5%	52.5%
Pace	31.1%	30.3%	30.3%
Regional	52.6%	50.0%	50.0%
ADA	10.4%	10.0%	10.0%

Reduced fare grants from the State are not included in the ordinance schedules since they are not RTA-controlled funding. The recently approved State FY 2020 budget maintained the level of RFR funding at \$17.570 million. While the RTA will continue to advocate for the restoration of this traditional RFR level of \$34.070 million, modifications to the State free ride programs, and/or statutory allowance of recovery ratio revenue credits for the impact of mandated free and reduced fare rides, the Service Boards have been instructed to budget at the \$17.570 million level in 2020. The 2021-2022 plan also assumes the lower funding level.

State Reduced Fare Reimbursement (dollars in thousands)	2018 Actual	2019 Budget	2019 Estimate	2020 Budget	2021 Plan	2022 Plan
CTA (83.13%)	13,876	28,322	14,606	14,606	14,606	14,606
Metra (9.21%)	1,537	3,138	1,618	1,618	1,618	1,618
Pace (7.66%)	1,279	2,610	1,346	1,346	1,346	1,346
Total	16,692	34,070	17,570	17,570	17,570	17,570

2020-2024 Capital Program Funding Sources

The preliminary 2020-2024 capital funding amounts are detailed in Schedule II-A of the proposed ordinance.

State Funding

After nearly a decade without a State of Illinois capital program, transit in the RTA region will get a much-needed infusion from the Rebuild Illinois bill recently passed by the General Assembly and signed by Governor Pritzker. The law provides \$2.7 billion in bonding authority for transit infrastructure and annual, sustainable state revenue for capital investments in public transportation, referred to below as pay-go funding.

The RTA had long advocated for the funding to address capital needs of \$30 billion for the transit system projected over the next ten years. The state capital funding will expedite overdue repair and replacement projects, reduce the backlog of deferred improvements and move the system toward a state of good repair. This program addresses two major priorities of the region's *Invest in Transit* strategic plan: It will "Build on Our Strengths" and help transit to "Stay Competitive" relative to other modes of mobility.

With RTA coordination, the program will help the Service Boards allocate funds in order to serve the following principles:

- Begin decreasing the region-wide backlog of deferred capital replacement and maintenance projects.
- Focus spending on projects that can be completed in a timely manner.
- Provide near-term programming and planning certainty.
- Allow long-term adaptability for changes to future transportation priorities and capabilities.
- Use transparent data that informs the project selection process.

The methodology below will be used to allocate the transit funds included in Rebuild Illinois, the bond funded program and the annual pay-go funds.

Bond Funding: The RTA will receive \$2.6 billion in bond revenue over the next five years. A portion of this revenue has been earmarked for specific transit capital projects, totaling \$369.5 million. Those projects are the following:

- \$60,000,000 in Multi-Modal Transportation Bond Fund to the Department of Transportation for a grant to the RTA for all costs associated with the Green Line Cottage Grove station repairs;
- \$31,500,000 in Multi-Modal Transportation Bond Fund to the Department of Transportation for a grant to the RTA for improvements to the CTA's Blue Line O'Hare Branch;
- \$50,000,000 in Multi-Modal Transportation Bond Fund to the Department of Transportation for a grant to the RTA for tactical traction power to the CTA for Blue Line O'Hare Branch;
- \$220,000,000 in Multi-Modal Transportation Bond Fund to the Department of Transportation for a grant to the Suburban Bus Division of the RTA for costs associated with capital upgrades;

- \$8,000,000 in Multi-Modal Transportation Bond Fund to the Department of Transportation for a grant to the RTA for all costs associated with the Harvey Transportation Center improvements.

In addition, approximately \$2.23 billion in bond revenue has been appropriated through IDOT to the RTA for the Service Boards capital programs. Adhering to the principles above, the remaining bond funded program will be allocated 49.2% to CTA; 48.3% to Metra; and 2.5% to Pace.

Pay-go Funding: The RTA region will receive 18% of the new revenue generated through the state’s motor fuel and diesel tax increase resulting in approximately \$227 million in new revenue annually. The new taxes are indexed and will be increased with inflation in future years.

The state of good repair backlog percentages determined in the last Capital Asset Condition report serve as the baseline for the region’s State of Good Repair needs. This will be used as a guide for the pay-go funds for the first five years that the funding is received, 62.5% to CTA; 32.5% to Metra; and 5.0% to Pace. This formula split is intended to only be applicable to the first five years that pay-go funding is received and will not necessarily be indicative of pay-go allocation beyond the five-year period.

For future years, as part of the annual budget process, the RTA will work towards an agreement with the Service Boards to program the annual pay-go funding in a collaborative and transparent process. The goal of programming the funding will be to adhere to the stated principles to deliver projects in a very timely manner, to demonstrate the needs are warranted, and that the funding is allocated and spent effectively in a transparent process to ensure accountability. Additionally, the spend down on the funds will be monitored and reported on a quarterly basis and the rate of spend will be considered in future budget cycles. In order to ensure a timely spend down of the annual accumulating funds, the RTA reserves the right to annually review and redistribute funds as appropriate. We will work collectively with the Service Boards to define the details of this process, including a timeline and the scope, following this budget cycle.

Federal Formula and Discretionary Funding

Federal funding for public transportation projects is authorized through “Fixing America’s Surface Transportation Act” (FAST Act) for surface transportation programs for five federal fiscal years through September 30, 2020.

RTA conservatively estimated the amount of Federal Formula Funding at a slight increase of 1.5% overall. These assumptions apply to the federal Section 5307/5340 Urbanized Area Formula Program, Section 5337 State of Good Repair Program, and Section 5339 Bus and Bus Facilities Formula Grants Program. The total federal funding for the 2020-2024 Capital Program is estimated at \$2.83 billion.

Funds from federal discretionary programs are available on a competitive basis and are another potential source of funding. The grant programs include: US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program, Bus & Bus Facilities Infrastructure Investment Program, and Low or No Emission Vehicle Program - 5339(c). The Service Boards can also apply for loans through the Federal Transportation Infrastructure Finance and Innovation Act (TIFIA). The RTA encourages the Service Boards to develop applications for federal discretionary funding, where applicable, and include estimates of potential funding in the new capital program.

Flexible Highway and Homeland Security Federal Funds

The FAST Act continues the flexible use of highway apportioned funds such as Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) transferred from the Federal Highway Administration (FHWA) to the FTA for eligible transit projects. The CTA also traditionally applies for and receives capital funds from the Department of Homeland Security. (Metra also receives Homeland Security funding used to help fund non-capital security programs.) The RTA also encourages the Service Boards to develop applications for these discretionary funding programs, where applicable, and include estimates of such funding in the new capital program.

RTA Funding

Due to the increase in state funding, RTA bonds will not be issued for the 2020 program. The increase in available operating funding due to the RTA not issuing bonds in 2020 has been allocated to the Service Boards in 2020 through 2022. RTA will work with Metra to determine the timing of the proposed \$130M RTA bond issuance shown in Exhibit II-A. As part of the process to determine future pay-go allocations, the need for RTA bond funding will be assessed and allocated appropriately.

In addition, the RTA provides capital funding to the Service Boards through the ICE program. ICE funding, as in the past years, will be distributed to each Service Board with the understanding that the Service Boards can apply these funds to either operating or capital projects approved by the RTA Board. The specific amounts of ICE funding applied to capital projects for each Service Board are found in Schedule II-A.

Service Board Funding

Service Board funds from positive budget variances and operating funds transferred to capital represent additional funds available for capital programming. The Service Boards can also receive funding directly from local governments and other agencies to finance specific capital improvements.

In addition, the CTA, Metra, and Pace have the authority to issue bonds to provide funding for capital projects.

RTA's Ordinance 2008-82 requires that the total annual debt service for all outstanding capital debt obligations of a Service Board (excluding obligations for lease transactions paid out of operating funds) secured by that Service Board's allocation of federal 5307 and 5309 formula funds cannot exceed 50% of its respective allocation as stated in the five-year capital program (except as provided in RTA's Ordinance 2010-120 relating to financing of certain CTA rail cars) in any year.

To recognize CTA's necessary bond issuances during the long absence of State capital funding and provide temporary relief for CTA's operating budget, the 2020 funding ordinance relaxes the 50% constraint established by Ordinance 2008-82 to 60% for RTA fiscal years 2020-2024. This higher limit on the use of federal formula funds for debt service should enable CTA to capitalize approximately \$19 million of debt service that is currently included as operating expense.

Transfers to Operations

RTA's Ordinance 2007-48 stipulates that any use of capital funds for operations must not have a materially adverse impact on the State of Good Repair of the Service Board's capital assets. If any transfers of capital funds to operations are included in the 2020-2024 Capital Program, the Service Boards must provide justification to the RTA Board for the transfer and use of funds.

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

LPR/BRH/JL/WDL/LN/TJ/DKA/EDL

Attachments

ORDINANCE NO.

AN ORDINANCE ESTABLISHING THE ESTIMATES OF THE AMOUNTS OF FUNDS AVAILABLE TO THE SERVICE BOARDS FOR THEIR FISCAL YEAR 2020-2022 OPERATING BUDGETS, ESTABLISHING THE REQUIRED RECOVERY RATIOS FOR THE SERVICE BOARDS FOR FISCAL YEAR 2020, AND ESTABLISHING THE PRELIMINARY 2020-2024 CAPITAL PROGRAM AMOUNTS

WHEREAS, on May 16th, 2019, the RTA Board adopted Ordinance 2019-22, that approved and released the 2020 Budget and Capital Program Call, which establishes forms and schedules, assumptions and projections, and information that the RTA requires from the Service Boards in order to execute its responsibilities and authority under the Regional Transportation Authority Act (the "Act");

WHEREAS, Section 4.11(a) of the RTA Act, requires that the Regional Transportation Authority (the "RTA"), on the basis of estimates of the amounts to be received by the RTA from the taxes imposed by the RTA and the estimates of amounts to be available from State and other sources to the Chicago Transit Authority (the "CTA"), the Commuter Rail Division of the Regional Transportation Authority, d/b/a Metra ("Metra"), and the Suburban Bus Division of the Regional Transportation Authority, d/b/a Pace ("Pace", and, together with the CTA and Metra, collectively, the "Service Boards" and each a "Service Board"), and estimates of the times at which such receipts and amounts will be available, to advise each Service Board by September 15th of each year of the amounts of funds that the Board of Directors of the RTA (the "RTA Board") estimates will be available to such Service Board for use in operations for the next fiscal year and the following two fiscal years;

WHEREAS, Section 4.11(a) of the Act requires that the RTA advise each Service Board by September 15th of each year of the system-generated revenue recovery ratio (the "Recovery Ratio") that it is required to achieve for the next fiscal year, including the recovery ratio that is required for ADA Paratransit service, which in each case shall be the percentage of the aggregate costs of providing public transportation by or under jurisdiction of that Service Board that must be recovered from system-generated revenues;

WHEREAS, the RTA has considered current and projected economic conditions in its development of estimates of amounts expected to be available for expenditure for public transportation purposes in the metropolitan region in the fiscal years 2020, 2021, and 2022, and has taken into account the needs for, and the costs of, public transportation in the region;

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 and address any structural funding or revenue reductions or expense increases with remedial actions, and the Service Boards have developed and shared with the RTA their fund balance and reserve plans which will be updated annually as part of their budget submission to the RTA;

WHEREAS, the RTA Funding Policy states that the primary use of Service Board Positive Budget Variance (PBV) funds will be for Service Board capital programs, and that the Service Boards may also use Service Board PBV funds for “one-time, finite life operating programs”, and that “the Service Boards will propose the use of PBV funds for operating purposes subject to approval of the RTA Board and inclusion in the annual budget and two-year financial plan”;

WHEREAS, due to the ongoing sales tax surcharge, and PTF and reduced fare funding reductions included in the SFY 2020 budget, operating funds to the CTA, Metra, and Pace will be impacted significantly during the 2020 budget year;

WHEREAS, debt service expense on Service Board bond issuances for funding of capital improvements has been properly included as an operating and capital expenditure in past budgets;

WHEREAS, RTA Ordinance 2008-82 established a 50% limit on the amount of federal 5307/5309 formula funds that can be used to pay debt service within a Service Board’s capital program, and RTA Ordinance 2010-120 increased this limit to 60% to accommodate the financing of certain CTA rail cars;

WHEREAS, CTA’s current ratio of federal 5307/5309 formula funds to debt service has declined to approximately 53% due to the amortization of the financing utilized to purchase the rail cars related to RTA Ordinance 2010-120;

WHEREAS, ICE funding will be allocated to the Service Boards as a component of the operating funding amounts and is to be used for an RTA Board approved set of operating or capital projects that meet the requirements for the ICE program as specified in the RTA Act;

WHEREAS, Section 4.11(a) of the Act allows expenditures of amounts granted to a Service Board from the Innovation, Coordination, and Enhancement (ICE) Fund for operating purposes to be exempted from the recovery ratio of that Service Board, by RTA ordinance;

WHEREAS, there is uncertainty in the level of funding required for ADA Paratransit operations in 2020 due to the scheduled re-bidding of vendor contracts for service provided in the City of Chicago area;

WHEREAS, Section 4.11(b) of the Act requires that each Service Board submit its proposed budget for the next fiscal year and its proposed financial plan for the following two fiscal years by November 15th of each year, and such proposed budget and financial plan be prepared in the required line item and program budget format, follow the financial and budgetary practices, and be based on any assumptions and projections required by the RTA, and not project or assume receipt of revenues from the RTA in amounts greater than those set forth in the estimates provided by the RTA;

WHEREAS, Section 2.01(b) of the Act requires the RTA, after consultation with the Service Boards, to annually prepare and adopt a Five-Year Capital Program that includes each capital improvement undertaken by or on behalf of a Service Board;

WHEREAS, such a Five-Year Capital Program must be based on an estimate of funds available for capital projects for 2020-2024 from all sources including federal, state, RTA, and Service Board funds; and

WHEREAS, the RTA has developed a process and criteria to guide the development of the 2020 operating budgets and capital programs for the Service Boards.

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

1. The RTA hereby advises the Service Boards that the amounts shown in Schedule I-A, “RTA 2020-2022 Public Funding Estimates for Service Board Operations and Required 2020 Service Board Recovery Ratios” of this Ordinance are estimated to be available for operating purposes for the CTA, Metra, Pace, and ADA Paratransit service for fiscal years 2020, 2021, and 2022, provided that the RTA Board determines that the Service Boards’ respective budgets and financial plans for 2020, 2021, and 2022 satisfy the provisions of Section 4.11 of the Act.
2. The amounts shown as “Innovation, Coordination, and Enhancement (ICE) Funding” are estimated and may be used for operating or capital purposes and shall be subject to a process that meets the requirements of the RTA Act. The projects funded by ICE funding should be clearly described in the Service Boards’ 2020 budget proposals. Expenditures of ICE amounts granted to a Service Board for operating projects may be excluded from that Service Board’s system-generated revenue recovery ratio and the regional system-generated revenue recovery ratio, as allowed by Section 4.11(a) of the Act. Any unfavorable variance of actual ICE funding from budget is to be managed by the Service Boards.

3. All PTF I funds shall be allocated 98% to CTA and 2% to Pace Suburban Service, any variance to the budgeted level being allocated accordingly such that the full amount of PTF I for 2020 is distributed on this basis. In the event that actual sales tax receipts exceed budgeted levels for 2020, the unanticipated amount of RTA's 15% share of Sales Tax I shall be retained by the RTA.
4. The required 2020 System-Generated Revenue Recovery Ratios for the CTA, Metra, Pace, and ADA Paratransit service are set forth in Schedule I-A, "RTA 2020-2022 Public Funding Estimates for Service Board Operations and Required 2020 Service Board Recovery Ratios."
5. Pace is authorized to utilize expense exclusions for express bus services and SSJA-funded services in its Suburban Service recovery ratio calculation, as allowed by Sections 4.01(b)(i), 2.09(b), and 2.09(c) of the Act;
6. The times at which the anticipated receipts from taxes imposed by the RTA and other amounts expected to be available from the State and other sources for operating purposes for 2020 are estimated to be available to the Service Boards are set forth in Schedule I-B, "Cash Flow Estimates for FY 2020 Distribution of RTA Funds to the Service Boards."
7. The amounts estimated to be available for capital projects for RTA fiscal years 2020-2024 are set forth in Schedule II-A, "2020-2024 Capital Program Revenues." Such estimates assume the appropriation of federal funding and the availability of RTA bond funds.
8. The Service Boards are hereby directed to develop and submit to the RTA proposed budgets and financial plans, proposed Five-Year Capital Programs, and any other information required to be submitted to the RTA pursuant to Ordinance 2019-22 and the 2020 Budget and Capital Program Call. The Service Boards are to develop and submit to the RTA by November 15th, 2019, their proposed budgets for 2020 and proposed financial plans for 2021 and 2022 which (a) shall not project or assume a receipt of revenues from the RTA for operations in 2020, 2021, and 2022 in amounts greater than those set forth in Schedule I-A, "RTA 2020-2022 Public Funding Estimates for Service Board Operations and Required 2020 Service Board Recovery Ratios," (b) shall project or assume receipt of such revenues in accordance with the cash flows set forth in Schedule I-B, "Cash Flow Estimates for FY 2020 Distribution of RTA Funds to the Service Boards," and (c) shall comply with the required Recovery Ratios set forth in Schedule I-A, "RTA 2020-2022 Public Funding Estimates for Service Board Operations and Required 2020 Service Board Recovery Ratios." The Service Boards' Five-Year Capital Programs must be based on an estimate of funds available for capital programs for calendar years 2020-2024 from all sources including federal, state, RTA, and Service Board funds, all as set forth in Schedule II-A, "2020-2024 Capital Program Revenues." Service Boards are required to submit a financing plan associated with any bond issuances, as outlined in the 2020 Budget and Capital Program Call.

9. The 50% limit on the amount of a Service Board's allocation of federal 5307 and 5309 formula funds which may be used to secure debt service within the capital program, established by RTA Ordinance 2008-82 and modified by RTA Ordinance 2010-120, is hereby increased to 60% for RTA fiscal years 2020-2024.
10. If the final, actual ADA Paratransit operating deficit for 2020 exceeds Pace's budgeted level, RTA staff will so inform the Finance Committee and request Board approval to utilize the ADA Paratransit Reserve for the additional funding required.
11. Nothing in this Ordinance estimating amounts available to the Service Boards 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 appropriate amounts available to the Service Boards, subject to compliance by the Service Boards with terms and conditions established by the RTA.
12. The Executive Director is authorized and directed to inform each of the Service Boards of the amounts, timing, and ratios established by this Ordinance, as well as the amounts and purposes of available funding sources, promptly after enactment of this Ordinance.

**RTA 2020-2022 Public Funding Estimates for Service Board Operations
and Required 2020 Service Board Recovery Ratios**
(dollars in thousands)

	2020 Budget	2021 Plan	2022 Plan
CTA			
Sales Tax I	409,156	417,339	425,686
Sales Tax II	59,879	56,956	54,719
PTF II	72,819	76,196	77,737
25% PTF on RETT	16,729	17,672	18,202
Non-Statutory Funding - PTF I ¹	235,735	246,615	251,547
Non-Statutory Funding - Sales Tax I ¹	5,463	10,038	10,981
Innovation, Coordination, and Enhancement (ICE) Funding	6,398	6,526	6,656
Total RTA Funding	806,179	831,342	845,529
ICE Funding - Transfer to Capital Program ²	(6,398)	(6,526)	(6,656)
Total RTA Funding for Operations	799,781	824,817	838,872
System-Generated Revenue Recovery Ratio	54.75%		
Metra			
Sales Tax I	316,947	323,286	329,752
Sales Tax II	48,652	46,277	44,459
PTF II	59,165	61,909	63,161
Non-Statutory Funding - PTF I ¹	0	0	0
Non-Statutory Funding - Sales Tax I ¹	4,439	8,156	8,922
Innovation, Coordination, and Enhancement (ICE) Funding	5,198	5,302	5,408
Total RTA Funding	434,402	444,930	451,702
ICE Funding - Transfer to Capital Program ²	(5,198)	(5,302)	(5,408)
Total RTA Funding for Operations	429,203	439,628	446,294
System-Generated Revenue Recovery Ratio	52.5%		
Pace Suburban Service			
Sales Tax I	100,141	102,144	104,187
Sales Tax II	16,217	15,426	14,820
PTF II	19,722	20,636	21,054
Suburban Community Mobility Fund (SCMF)	26,658	27,191	27,735
South Suburban Job Access Fund (SSJA)	7,500	7,500	7,500
Non-Statutory Funding - PTF I ¹	4,811	5,033	5,134
Non-Statutory Funding - Sales Tax I ¹	1,480	2,719	2,974
Innovation, Coordination, and Enhancement (ICE) Funding	1,733	1,767	1,803
Total RTA Funding	178,261	182,415	185,205
ICE Funding - Transfer to Capital Program ²	(1,733)	(1,767)	(1,803)
Total RTA Funding for Operations	176,528	180,648	183,402
System-Generated Revenue Recovery Ratio	30.3%		
Pace ADA Paratransit Service			
Sales Tax II and PTF II	172,862	184,905	195,637
State Funding for ADA Paratransit	8,395	8,395	8,395
Total RTA Operations Funding	181,257	193,300	204,032
System-Generated Revenue Recovery Ratio	10.0%		

¹ For clarification, "non-statutory funding" refers to funding which is not statutorily allocated.

² ICE funding may alternatively be budgeted by the Service Boards for operations, if necessary. If used for operations, the operating expenses associated with ICE funding are excludable from the Service Board's revenue recovery ratio.

Cash Flow Estimates
for FY 2020 Distribution of RTA Funds to the Service Boards
(dollars in thousands)

	CTA	Metra	Pace	Pace ADA
Jan-20	-	-	-	14,405
Feb-20	-	-	-	14,405
Mar-20	-	-	-	14,405
Apr-20	30,533	23,718	9,394	14,405
May-20	30,159	23,424	9,282	14,405
Jun-20	64,774	34,056	13,504	14,405
Jul-20	62,806	32,712	12,989	14,405
Aug-20	71,248	36,654	14,522	22,800
Sep-20	63,948	35,970	14,207	14,405
Oct-20	61,251	33,976	13,445	14,405
Nov-20	66,644	35,853	14,187	14,405
Dec-20	64,844	34,975	21,346	14,405
Jan-21	75,707	42,471	16,358	-
Feb-21	75,763	42,120	16,229	-
Mar-21	82,574	48,281	18,571	-
Apr-21	28,213	5,143	2,132	-
May-21	27,716	5,047	2,093	-
Total ^{1,2,3}	806,179	434,402	178,261	181,257

¹ Estimated cash disbursements from 2020 RTA funds total \$1.600 billion. Of these funds, \$488.4 million or 30.5% are not expected to be available until the first half of 2021.

² Includes ICE funding, distributed at same time as monthly sales tax.

³ Assumes 5-month delay of RTA PTF payments to Service Boards.

2020-2024 CAPITAL PROGRAM REVENUES

Schedule II-A

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
CTA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 130,281,282	\$ 132,235,501	\$ 134,219,034	\$ 136,232,319	\$ 138,275,804	\$ 671,243,940
\$5337 State of Good Repair Formula	173,984,610	176,594,379	179,243,295	181,931,944	184,660,924	896,415,152
\$5339 Bus and Bus Facilities	14,165,284	14,377,763	14,593,430	14,812,331	15,034,516	72,983,324
Subtotal FTA	\$ 318,431,176	\$ 323,207,643	\$ 328,055,759	\$ 332,976,594	\$ 337,971,244	\$ 1,640,642,416
Federal-Flexible/Discretionary						
CMAQ	0	0	0	0	0	0
Sec. 5303 UWP Planning	0	0	0	0	0	0
Department of Homeland Security	0	0	0	0	0	0
New Starts/Core Capacity	0	0	0	0	0	0
Subtotal Fed Flexible	0	0	0	0	0	0
Subtotal All Federal	\$ 318,431,176	\$ 323,207,643	\$ 328,055,759	\$ 332,976,594	\$ 337,971,244	\$ 1,640,642,416
State						
State Bond Funds	247,781,200	247,781,200	247,781,200	247,781,200	247,781,200	1,238,906,000
State Bond PAYGO Funds*	141,875,000	141,875,000	141,875,000	141,875,000	141,875,000	709,375,000
Subtotal State	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	1,948,281,000
RTA						
RTA ICE Funds	0	0	0	0	0	0
RTA Bonds	0	0	0	0	0	0
Subtotal RTA	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Service Board/Local						
Other Service Board Funds	0	0	0	0	0	0
Service Board Bond Proceeds	0	0	0	0	0	0
Subtotal SB/Local	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal State/RTA/Local	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	1,948,281,000
TOTAL CTA FUNDING	\$ 708,087,376	\$ 712,863,843	\$ 717,711,959	\$ 722,632,794	\$ 727,627,444	\$ 3,588,923,416
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	0	0	0	0	0	\$ 0
Subtotal Ground Transportation Tax Repayment	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CTA Debt Repayment Principal (\$5307/\$5340)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(26,617,500)	(140,482,500)
CTA Debt Repayment Principal (\$5309)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(55,576,500)	(239,041,500)
Subtotal Debt Repayment Principal	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(82,194,000)	(379,524,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(7,213,694)	(48,107,744)
CTA Debt Repayment Interest (\$5309)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(54,409,721)	(296,295,880)
Subtotal Debt Repayment Interest	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(61,623,415)	(344,403,624)
Subtotal Debt Repayment	\$ (150,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	\$ (143,817,415)	\$ (723,927,624)
TOTAL CTA AVAILABLE	\$ 557,931,591	\$ 569,494,266	\$ 574,388,594	\$ 579,371,312	\$ 583,810,029	\$ 2,864,995,792

*PAYGO funding allocation splits will be reassessed in years beyond 2024

2020-2024 CAPITAL PROGRAM REVENUES

Schedule II-A

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
METRA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 84,675,573	\$ 85,945,707	\$ 87,234,892	\$ 88,543,416	\$ 89,871,567	\$ 436,271,155
\$5337 State of Good Repair Formula	101,990,978	103,520,842	105,073,655	106,649,760	108,249,506	525,484,741
Subtotal FTA	\$ 186,666,551	\$ 189,466,549	\$ 192,308,547	\$ 195,193,176	\$ 198,121,073	\$ 961,755,896
Federal-Flexible/Discretionary						
CMAQ	0	0	0	0	0	0
Subtotal Fed Flexible	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal Federal	\$ 186,666,551	\$ 189,466,549	\$ 192,308,547	\$ 195,193,176	\$ 198,121,073	\$ 961,755,896
State						
State Bond Funds	215,466,300	215,466,300	215,466,300	215,466,300	215,466,300	1,077,331,500
State Bond PAYGO Funds*	73,775,000	73,775,000	73,775,000	73,775,000	73,775,000	368,875,000
Subtotal State	\$ 289,241,300	\$ 289,241,300	\$ 289,241,300	\$ 289,241,300	\$ 289,241,300	\$ 1,446,206,500
RTA						
RTA ICE Funds	0	0	0	0	0	0
RTA Bonds	0	0	0	130,000,000	0	130,000,000
Subtotal RTA	\$ 0	\$ 0	\$ 0	\$ 130,000,000	\$ 0	\$ 130,000,000
Service Board/Local						
Other Service Board Funds	0	0	0	0	0	0
Subtotal SB/Local	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal State/RTA/Local	\$ 289,241,300	\$ 289,241,300	\$ 289,241,300	\$ 419,241,300	\$ 289,241,300	\$ 1,576,206,500
TOTAL METRA AVAILABLE	\$ 475,907,851	\$ 478,707,849	\$ 481,549,847	\$ 614,434,476	\$ 487,362,373	\$ 2,537,962,396

*PAYGO funding allocation splits will be reassessed in years beyond 2024

2020-2024 CAPITAL PROGRAM REVENUES

Schedule II-A

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
PACE						
\$5307/\$5340 Urbanized Area Formula	\$ 41,967,709	\$ 42,597,225	\$ 43,236,183	\$ 43,884,726	\$ 44,542,997	\$ 216,228,840
\$5339 Bus and Bus Facilities	1,953,832	1,983,140	2,012,887	2,043,080	2,073,726	10,066,665
Subtotal FTA	\$ 43,921,541	\$ 44,580,365	\$ 45,249,070	\$ 45,927,806	\$ 46,616,723	\$ 226,295,505
Federal-Flexible/Discretionary						
CMAQ	0	0	0	0	0	0
Subtotal Fed Flexible	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal Federal	\$ 43,921,541	\$ 44,580,365	\$ 45,249,070	\$ 45,927,806	\$ 46,616,723	\$ 226,295,505
State						
State Bond Funds	56,752,500	56,752,500	56,752,500	56,752,500	56,752,500	283,762,500
State Bond PAYGO Funds*	11,350,000	11,350,000	11,350,000	11,350,000	11,350,000	56,750,000
Subtotal State	\$ 68,102,500	\$ 68,102,500	\$ 68,102,500	\$ 68,102,500	\$ 68,102,500	\$ 340,512,500
RTA						
RTA ICE Funds	0	0	0	0	0	0
RTA Bonds	0	0	0	0	0	0
Subtotal RTA	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Service Board/Local						
Positive Budget Variance	0	0	0	0	0	0
Service Board Bond Proceeds	0	0	0	0	0	0
Subtotal SB/Local	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal State/RTA/Local	\$ 68,102,500	\$ 68,102,500	\$ 68,102,500	\$ 68,102,500	\$ 68,102,500	\$ 340,512,500
TOTAL PACE AVAILABLE	\$ 112,024,041	\$ 112,682,865	\$ 113,351,570	\$ 114,030,306	\$ 114,719,223	\$ 566,808,005

*PAYGO funding allocation splits will be reassessed in years beyond 2024

2020-2024 CAPITAL PROGRAM REVENUES

Schedule II-A

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
RTA						
RTA						
RTA Funds	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000
Subtotal RTA	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000
TOTAL RTA AVAILABLE	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000

*PAYGO funding allocation splits will be reassessed in years beyond 2024

2020-2024 CAPITAL PROGRAM REVENUES

Schedule II-A

	2020	2021	2022	2023	2024	TOTAL
REGIONAL TOTAL						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 256,924,564	\$ 260,778,433	\$ 264,690,109	\$ 268,660,461	\$ 272,690,368	\$ 1,323,743,935
\$5337 State of Good Repair Formula	275,975,588	280,115,221	284,316,950	288,581,704	292,910,430	1,421,899,893
\$5339 Bus and Bus Facilities	16,119,116	16,360,903	16,606,317	16,855,411	17,108,242	83,049,989
Subtotal FTA	\$ 549,019,268	\$ 557,254,557	\$ 565,613,376	\$ 574,097,576	\$ 582,709,040	\$ 2,828,693,817
Federal-Flexible/Discretionary						
CMAQ	0	0	0	0	0	0
Sec. 5303 UWP Planning	0	0	0	0	0	0
Department of Homeland Security	0	0	0	0	0	0
New Starts/Core Capacity	0	0	0	0	0	0
Subtotal Fed Flexible	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SUBTOTAL FEDERAL	\$ 549,019,268	\$ 557,254,557	\$ 565,613,376	\$ 574,097,576	\$ 582,709,040	\$ 2,828,693,817
State						
State Bond Funds	520,000,000	520,000,000	520,000,000	520,000,000	520,000,000	2,600,000,000
State Bond PAYGO Funds*	227,000,000	227,000,000	227,000,000	227,000,000	227,000,000	1,135,000,000
Subtotal State	\$ 747,000,000	\$ 747,000,000	\$ 747,000,000	\$ 747,000,000	\$ 747,000,000	\$ 3,735,000,000
RTA						
RTA ICE Funds	0	0	0	0	0	0
RTA Funds	250,000	0	0	0	0	250,000
RTA Bonds	0	0	0	130,000,000	0	130,000,000
Subtotal RTA Funding	\$ 250,000	\$ 0	\$ 0	\$ 130,000,000	\$ 0	\$ 130,250,000
Service Board/Local						
Positive Budget Variance	0	0	0	0	0	0
Other Service Board Funds	0	0	0	0	0	0
Illinois Long Range Transportation Funds	0	0	0	0	0	0
Service Board Bond Proceeds	0	0	0	0	0	0
Subtotal SB/Local	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SUBTOTAL State/RTA/Local	\$ 747,250,000	\$ 747,000,000	\$ 747,000,000	\$ 877,000,000	\$ 747,000,000	\$ 3,865,250,000
TOTAL REGIONAL FUNDING	\$ 1,296,269,268	\$ 1,304,254,557	\$ 1,312,613,376	\$ 1,451,097,576	\$ 1,329,709,040	\$ 6,693,943,817
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	0	0	0	0	0	0
Subtotal Ground Transportation Tax Repayment	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CTA Debt Repayment Principal (\$5307/\$5340)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(26,617,500)	(140,482,500)
CTA Debt Repayment Principal (\$5309)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(55,576,500)	(239,041,500)
Subtotal Debt Repayment Principal	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(82,194,000)	(379,524,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(7,213,694)	(48,107,744)
CTA Debt Repayment Interest (\$5309)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(54,409,721)	(296,295,880)
Subtotal Debt Repayment Interest	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(61,623,415)	(344,403,624)
Subtotal Debt Service	\$ (150,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	\$ (143,817,415)	(723,927,624)
TOTAL REGIONAL AVAILABLE	\$ 1,146,113,483	\$ 1,160,884,980	\$ 1,169,290,011	\$ 1,307,836,094	\$ 1,185,891,625	\$ 5,970,016,193

*PAYGO funding allocation splits will be reassessed in years beyond 2024