



To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 12, 2022

Re: Ordinances authorizing the execution of federal funding allocation agreements with Northwestern Indiana and Southeastern Wisconsin, and amending the 2022-2026 Capital Program funding

Staff is requesting approval of an ordinance authorizing execution of funding allocation agreements between Northeastern Illinois and Northwestern Indiana, and between Northeastern Illinois and Southeastern Wisconsin for the region’s Federal §5307 including §5340 Urbanized Area, §5337 State of Good Repair, §5339 Bus and Bus Facilities, and §5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds. The federal funding allocations included in these agreements represent an increase in funding to the region. Staff is also requesting Board approval of a second ordinance adopting the 2022-2026 Capital Program amendment incorporating the new federal funding levels.

**Previous Actions**

<b><u>Date</u></b>	<b><u>Ordinance No.</u></b>	<b><u>Purpose</u></b>
<b><u>04/12/2016</u></b>	<b><u>2016-17</u></b>	Ordinance authorizing the execution of federal §5307, including §5340 Urbanized area formula program, §5337 state of good repair program, §5339 bus and bus facilities formula program and §5310 enhanced mobility of seniors and Individuals with disabilities program funding allocation agreements between Northeastern Illinois, Northwestern Indiana, and Southeastern Wisconsin
<b><u>03/17/2022</u></b>	<b><u>2022-09</u></b>	Ordinance adopting an amended 2022-2026 Capital Program

**New Federal Formula Funding Allocation Agreements and Attachments**

On November 15, 2021, President Biden signed a new bi-partisan infrastructure law called Infrastructure Investment and Jobs Act (IIJA) that continues the discretionary Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as

corridor-based bus rapid transit investments that emulate the features of rail. The legislation also reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs.

The highlights for IIA are as follows:

- Safety: The Bipartisan Infrastructure Law will enhance state safety oversight programs by strengthening rail inspection practices, protecting transit workers and riders from injuries, and ensuring safe access to transit.
- Modernization: The Bipartisan Infrastructure Law's significant investment in transit will help repair and upgrade aging transit infrastructure and modernize bus and rail fleets.
- Climate: Funding in the Bipartisan Infrastructure Law will support replacement of thousands of transit vehicles, including buses and ferries, with low- and no-emission vehicles.
- Equity: The Bipartisan Infrastructure Law provides additional funding to advance equitable public transportation planning and operations.

On April 6, 2022, the Federal Transit Administration published the full FFY 2022 apportionments for the four federal formula programs: §5307 Urbanized Area including §5340 Growing and High-Density State formula programs, §5337 State of Good Repair, §5339 Bus and Bus Facilities, and §5310 Enhanced Mobility of Seniors and Individuals with Disabilities.

The RTA, as the designated recipient of these federal formula programs, first sub-allocates the funding to Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin based on the U.S. Census and transit operating data for each region. The RTA then splits the Northeastern Illinois allocation between the Service Boards, which will be proposed at a subsequent board meeting. The federal formula Section §5310 funds are not included in the sub-allocations to the Service Boards because the RTA is the direct recipient of these funds. Overall, the 2022 appropriations are set at \$738,431,627, which is \$205.11 million or 38% more than the 2021 federal appropriations issued under the Fixing America's Surface Transportation (FAST) Act.

The Northwestern Indiana Regional Planning Commission (NIRPC), the Northern Indiana Commuter Transportation District (NICTD) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) have approved RTA's recommended FFY 2022 full year federal formula funding apportionment sub-allocations. As required by federal guidelines, the Chicago Metropolitan Agency for Planning's (CMAP) MPO Policy Committee will consider the allocations at its June 9, 2022, meeting. After RTA Board approval of the funding sub-allocations, the RTA will provide written notification to the Federal Transit Administration (FTA) of the allocated capital federal funding to all recipients in the region allowing the Service Boards to start applying for federal grants.

The ordinance to approve the 2022 Federal Apportionments includes seven Letters of Understanding (LOU), and seven attachments to the LOUs that specify the full allocation of FFY 2022 federal formula funds by program within the Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI UZAs. The full year 2022 federal funding allocations for the CTA, Metra and Pace are reflected in Schedule IIA attached.

### **2022-2026 Capital Program Funding Changes**

The funding for the 2022-2026 Capital Program includes increases for CTA, Metra, and Pace based on funds available from the Infrastructure Investment and Jobs Act. The program overall is increasing its federal formula funding by \$194.57 M.

<b>2022-2026 Capital Funding Changes</b>	<b>Current</b>	<b>Change</b>	<b>Proposed</b>
Chicago Transit Authority	\$2,379.90	\$112.85	\$2,492.75
Metra	\$1,497.48	\$66.15	\$1,563.64
Pace	\$289.78	\$15.57	\$305.35
<b>2022 Capital Program Total</b>	<b>\$4,167.17</b>	<b>\$194.57</b>	<b>\$4,361.74</b>

The following tables reflect the funding changes to the 2022-2026 program.

<b>2022 Capital Funding Changes (All Service Boards)</b>	<b>2022 Current</b>	<b>2022 Change</b>	<b>2022 Proposed</b>
Federal Flexible Funds	\$153.25	\$0.00	\$153.25
Federal Formula	\$534.26	\$194.57	\$728.84
RTA	\$9.39	\$0.00	\$9.39
Other Local	\$0.40	\$0.00	\$0.40
PAYGO	\$227.43	\$0.00	\$227.43
Service Board	\$1.11	\$0.00	\$1.11
Service Board Bonds	\$471.59	\$0.00	\$471.59
CTA Debt Repayment (5307/5340)	(\$46.53)	\$0.00	(\$46.53)
CTA Debt Repayment (5309/5337)	(\$139.39)	\$0.00	(\$139.39)
CTA Debt Repayment (GTT)	(\$146.10)	\$0.00	(\$146.10)
<b>Total</b>	<b>\$1,065.40</b>	<b>\$194.57</b>	<b>\$1,259.97</b>

Project detail will be subsequently submitted for Board approval at a later date after the Service Boards amend their capital programs with the additional federal formula funds.

### **Actions Requested**

Staff requests adoption of the following ordinances:

1. Approval of the Letters of Understanding Agreements (LOUs) and the 2022 Attachments for each LOU
2. Approval of the Amendment to the 2022-2026 Capital Program.



**ORDINANCE NO.**

**AN ORDINANCE AUTHORIZING THE EXECUTION OF FEDERAL §5307, INCLUDING §5340 URBANIZED AREA FORMULA PROGRAM, §5337 STATE OF GOOD REPAIR PROGRAM, §5339 BUS AND BUS FACILITIES FORMULA PROGRAM AND §5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM FUNDING ALLOCATION AGREEMENTS BETWEEN NORTHEASTERN ILLINOIS, NORTHWESTERN INDIANA AND SOUTHEASTERN WISCONSIN**

**WHEREAS**, the Regional Transportation Authority (the “Authority”) receives funds made available from the Federal Transit Administration (the “FTA”) under §5307 and §5340 (Urbanized Area), §5337 (State of Good Repair), §5339 (Bus and Bus Facilities) and §5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) based on the federal Infrastructure Investment and Jobs Act (IIJA);

**WHEREAS**, the total funds made available to the Chicago, Illinois/Northwestern Indiana/Southeastern Wisconsin urbanized areas are allocated by agreements between the Authority and the Northwestern Indiana Regional Planning Commission (NIRPC) for §5307, including §5340, §5339 and §5310; and among the Authority, NIRPC and the Northern Indiana Commuter Transportation District (NICTD) for §5337; as well as between the Authority and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for §5307, including §5340, §5339 and §5310 funding;

**WHEREAS**, the agreements regarding the allocation of these funds are set forth in the Letters of Understanding for the life of IIJA Act and Annual Attachments for Federal Fiscal Year 2022; and

**WHEREAS**, it is in the best interest of the Authority to execute the Annual Attachments to the Letters of Understanding that were approved on May 10, 2022, in order to facilitate the submission of grant applications to the FTA in a timely manner.

**NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY HEREBY:**

- 1) The Board of Directors of the Authority hereby authorizes and approves the execution of the §5307, including §5340, §5337, §5339 and §5310 Annual Attachments to the Letters of Understanding for federal fiscal years 2022.
- 2) The Executive Director of the Authority is hereby authorized and directed on behalf of the Authority to execute and deliver §5307, including §5340, §5337, §5339 and §5310 Annual Attachments to the Letters of Understanding for federal fiscal year 2022 hereto as Attachment 1.

- 3) The Executive Director of the Authority is authorized and directed to take such other actions as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and said Annual Attachments to the Letters of understanding thereto.



**ORDINANCE NO.**

**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 2022-2026 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 RESOLVED THAT THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY HEREBY:**

1. The amounts estimated to be available for capital projects for calendar years 2022-2026 set forth in Schedule II-A to Ordinance 2022-09 adopted on March 17, 2022, are hereby amended and restated as set forth in the attached revised Schedule II-A. 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 2021-70 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 2022-2026 Capital Program.

**FTA SECTION 5307, INCLUDING SECTION 5340**

**LETTER OF UNDERSTANDING**

**between**

**REGIONAL TRANSPORTATION AUTHORITY**

**and**

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA) and the Northwestern Indiana Regional Planning Commission (NIRPC) on behalf of the Designated Recipients and public transit operators within their respective geographic areas. It is intended to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5307, including Section 5340 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Chicago, Illinois/ Indiana urbanized area (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies; as such acts are required to implement the capital programs funded by FTA Section 5307 and Section 5340 combined funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Chicago, Illinois/ Indiana urbanized area (UZA) is as follows:

Section 5307 funds are apportioned to the UZA in accordance with the 5307 statutory formulas established by Congress in Title 49 U.S.C., Chapter 53, Section 5336 *Apportionment of Appropriations for Formula Grants*. The formula allocates Section 5307 funds on the basis of demographic and transit service mass transportation financial and operating information reported to and maintained by the FTA in the National Transit Database (NTD), authorized in Title 49 U.S.C., Chapter 53, Section 5335.

In addition to the funds made available to urbanized areas under Section 5307, the UZA receives funds authorized in Infrastructure Investment and Jobs Act for Section 5340, Growing States and High Density States. Section 5340 funds are apportioned to the UZA on the basis of population projections developed by the U. S. Bureau of the Census. The urbanized area apportionments for Section 5307 and Section 5340 were combined in a single amount. The 5307 formula will be applied to divide the combined Section 5307 and Section 5340 funds between the RTA and NIRPC.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA and NIRPC will calculate and verify their respective portions of the total Section 5307 apportionment utilizing FTA Section 5307 Unit Values of Data (UVD) for urbanized areas over 1,000,000, hereafter referred to as “the 5307 formula.”

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding whenever the FTA changes the fund distribution formula. In the event of a change of Designated Recipients, or the passage of new authorizing legislation for the FTA Section 5307 Program and/or Section 5340 Program, or significant revisions to FTA Circular 9030.1E, discussions will be held between the RTA and NIPRC to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions.
  
- II. FTA Circular 9030.1E permits amounts not to exceed ten percent (10.0%) of an Urbanized Area's Section 5307 apportionment to be used for ADA Complementary Paratransit service. This ten percent (10.0%) amount shall be allocated between Northeastern Illinois and Northwestern Indiana in accordance with the proportion of total Section 5307 apportionment received by each under this Letter of Understanding. The parties shall be limited to their respective portions of this allocation. The amounts so allocated will be specified in the annual Attachment to this Letter of Understanding.
  
- III. After NIPRC and the RTA have calculated and verified their respective shares of the total Section 5307/5340 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to NIPRC for execution. The annual Attachment will specify the total amount of Section 5307 and Section 5340 combined funds allocated to Northeastern Illinois and Northwestern Indiana, and will identify the amounts for Complementary Paratransit activities for the respective Federal Fiscal year. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Northwestern Indiana and Northeastern Illinois will be forwarded to the FTA Regional Administrator.
  
- IV. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive. Funds made available under Section 5307 are available for obligation during the year of apportionment plus five additional years.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_  
Digitally signed by Ty Warner  
AICP  
Date: 2022.05.09 17:15:57 -05'00'

Name and Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5307 and Section 5340 combined funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

Due to the ongoing impacts of the COVID-19 pandemic, FTA allowed all transit agencies to substitute their 2019 NTD data in place of their 2020 data in all cases where that transit agency provided more vehicle revenue miles of service in 2019 than in 2020.

- Of the **\$338,461,825** apportionment currently available under Infrastructure Investment and Jobs Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published in the *Federal Register* on April 28, 2022, **\$15,878,127** is the amount sub-allocated to Northwestern Indiana and **\$322,583,698** is the amount sub-allocated to Northeastern Illinois for FFY 2022.
- Of the expected total apportionment available to the Chicago, Illinois/Indiana UZA, **4.691%** of the total amount will be sub-allocated to Northwestern Indiana and **95.309%** of the total amount will be sub-allocated to Northeastern Illinois for FFY 2022.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By: \_\_\_\_\_  Digitally signed by Ty Warner AICP  
Date: 2022.05.09 17:13:53 -05'00'

Name and Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**FTA SECTION 5310**

**LETTER OF UNDERSTANDING**

**between**

**REGIONAL TRANSPORTATION AUTHORITY**

**and**

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA) and the Northwestern Indiana Regional Planning Commission (NIRPC) to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5310 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Chicago, Illinois/Indiana urbanized area (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies, as such acts are required to implement the capital and operating assistance programs funded by FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Chicago, Illinois/Indiana urbanized area (UZA) is as follows:

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds are apportioned to the UZA in accordance with the 5310 statutory formula. The formula allocates Section 5310 funds on the basis of the US Census and American Community Survey (ACS) data in the ratio that the number of seniors and individuals with disabilities in the UZA bears to the total number of seniors and individuals with disabilities in all such UZAs.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA and NIRPC will calculate and verify their respective portions of the total Section 5310 apportionment using US Census data.

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding if the FTA changes the fund distribution formula in any manner.

- II. After NIRPC and the RTA have calculated and verified their respective shares of the total Section 5310 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to NIRPC for execution. The annual Attachment will specify the total amount of Section 5310 funds allocated to Northwestern Indiana and Northeastern Illinois for the respective Federal Fiscal year. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Northwestern Indiana and Northeastern Illinois will be forwarded to the FTA Regional Administrator.
- III. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive. In the event of the passage of new authorizing legislation for the FTA Section 5310 program, or FTA promulgation of rules, regulations, and guidance, including significant revisions to FTA Circulars 9070.1G or 9045.1, in conflict with any part of this Letter, discussions will be held between the RTA and NIRPC to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions. All revisions will be set forth in a written amendment to this Letter of Understanding and executed by the parties.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name/Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_  
Digitally signed by Ty Warner  
AICP  
Date: 2022.05.09 17:15:25 -05'00'

Name/Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

- As agreed, of the **\$9,991,503** apportionment currently available under Infrastructure Investment and Jobs Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published in the *Federal Register* on April 28, 2022, **\$684,220** is the amount sub-allocated to Northwestern Indiana and **\$9,307,283** is the amount sub-allocated to Northeastern Illinois through September 30, 2022.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Digitally signed by Ty Warner AICP  
Date: 2022.05.09 17:11:27 -05'00'

Name and Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**FTA SECTION 5337**

**LETTER OF UNDERSTANDING**

**between**

**REGIONAL TRANSPORTATION AUTHORITY,**

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

**and**

**NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA), Northwestern Indiana Regional Planning Commission (NIRPC) and the Northern Indiana Commuter Transportation District (NICTD) on behalf of the Designated Recipients and public transit operators within their respective geographic areas. It is intended to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5337 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Chicago, Illinois/ Indiana urbanized area (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies, as such acts are required to implement the capital programs funded by FTA Section 5337 funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Chicago, Illinois/ Indiana urbanized area (UZA) is as follows:

Section 5337 funds are apportioned to the UZA in accordance with the 5337 statutory formula established by Congress in Title 49 U.S.C., Chapter 53, Section 5336 *Apportionment of Appropriations for Formula Grants*. The formula allocates Section 5337 funds on the basis of transit service operating information, vehicle revenue miles and directional route miles, reported to and maintained by the FTA in the National Transit Database (NTD), authorized in Title 49 U.S.C., Chapter 53, Section 5335.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA, NIRPC and NICTD will calculate and verify their respective portions of the total Section 5337 apportionment utilizing FTA Section 5337 methodology for urbanized areas over 1,000,000, hereafter referred to as “the 5337 formula.”

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding whenever the FTA changes the fund distribution formula. In the event of a change in Designated Recipients, or the passage of new authorizing legislation for the FTA Section 5337 program, or significant revisions to FTA Circular 5300.1, discussions will be held between the RTA, NIRPC and NICTD to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions.

- II. After NIRPC, NICTD and the RTA have calculated and verified their respective shares of the total Section 5337 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to NIRPC and NICTD for execution. The annual Attachment will specify the total amount of Section 5337 funds allocated to Northeastern Illinois and Northwestern Indiana. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Northwestern Indiana and Northeastern Illinois will be forwarded to the FTA Regional Administrator.
- III. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By: \_\_\_\_\_  Digitally signed by Ty Warner AICP  
Date: 2022.05.09 16:49:37 -05'00'

Name and Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT**

By: \_\_\_\_\_  Digitally signed by Michael Noland  
Date: 2022.05.09 13:46:12 -05'00'

Name and Title: Michael Noland, General Manager

Date: \_\_\_\_\_

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
AND  
NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5337 funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

- As agreed, of the **\$400,095,098** apportionment currently available under Infrastructure Investment and Jobs Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published in the *Federal Register* on April 28, 2022, **\$24,296,694** is the amount sub-allocated to Northwestern Indiana and **\$375,798,404** is the amount sub-allocated to Northeastern Illinois through September 30, 2022.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By: \_\_\_\_\_  
 Digitally signed by Ty Warner  
AICP  
Date: 2022.05.09 16:46:50  
-05'00'

Name and Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT**

By: \_\_\_\_\_  
 Digitally signed by Michael Noland  
Date: 2022.05.09 13:44:37 -05'00'

Name and Title: Michael Noland, General Manager

Date: \_\_\_\_\_

## FTA SECTION 5339

### LETTER OF UNDERSTANDING

between

**REGIONAL TRANSPORTATION AUTHORITY**

and

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA) and the Northwestern Indiana Regional Planning Commission (NIRPC) on behalf of the Designated Recipients and public transit operators within their respective geographic areas. It is intended to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5339 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Chicago, Illinois/ Indiana urbanized area (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies, as such acts are required to implement the capital programs funded by FTA Section 5339 funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Chicago, Illinois/ Indiana urbanized area (UZA) is as follows:

Section 5339 funds are apportioned to the UZA in accordance with the 5339 statutory formula established by Congress in Title 49 U.S.C., Chapter 53, Section 5336 *Apportionment of Appropriations for Formula Grants*. The formula allocates Section 5339 funds on the basis of demographic and transit service mass transportation financial and operating information reported to and maintained by the FTA in the National Transit Database (NTD), authorized in Title 49 U.S.C., Chapter 53, Section 5335.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA and NIRPC will calculate and verify their respective portions of the total Section 5339 apportionment utilizing FTA Section 5339 Unit Values of Data (UVD) for urbanized areas over 1,000,000, hereafter referred to as “the 5339 formula.”

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding whenever the FTA changes the fund distribution formula. In the event of a change in Designated Recipients, or the passage of new authorizing legislation for the FTA Section 5339 program, or significant revisions to FTA Circular 5100.1, discussions will be held between the RTA and NIRPC to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions.
- II. After NIRPC and the RTA have calculated and verified their respective shares of the Section 5339 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to NIRPC for execution. The annual Attachment will specify the total amount of Section 5339 funds allocated to

Northeastern Illinois and Northwestern Indiana. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Northwestern Indiana and Northeastern Illinois will be forwarded to the FTA Regional Administrator.

- III. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive. Funds made available under Section 5339 are available for obligation for three years after the fiscal year in which the amount is apportioned.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By:   \_\_\_\_\_

Name and Title: Tyson Warner, Executive Director

Date: \_\_\_\_\_

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5339 funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

Due to the ongoing impacts of the COVID-19 pandemic, FTA allowed all transit agencies to substitute their 2019 NTD data in place of their 2020 data in all cases where that transit agency provided more vehicle revenue miles of service in 2019 than in 2020

- As agreed, of the **\$14,615,826** apportionment currently available under Infrastructure Investment and Jobs Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published in the *Federal Register* on April 28, 2022, **\$503,046** is the amount sub-allocated to Northwestern Indiana and **\$14,112,780** is the amount sub-allocated to Northeastern Illinois through September 30, 2022.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director      Date: \_\_\_\_\_

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_  
Digitally signed by Ty Warner  
AICP  
Date: 2022.05.09 17:08:19 -05'00'

Name and Title: Tyson Warner, Executive Director      Date: \_\_\_\_\_

**FTA SECTION 5307, INCLUDING SECTION 5340**

**LETTER OF UNDERSTANDING**

**between**

**REGIONAL TRANSPORTATION AUTHORITY**

**and**

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) on behalf of the Designated Recipients and public transit operators within their respective geographic areas. It is intended to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5307, including Section 5340 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Round Lake Beach, McHenry, Grayslake, IL-WI (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies; as such acts are required to implement the capital programs funded by FTA Section 5307 and Section 5340 combined funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Round Lake Beach, McHenry, Grayslake, IL-WI urbanized area (UZA) is as follows:

Section 5307 funds are apportioned to the UZA in accordance with the 5307 statutory formulas established by Congress in Title 49 U.S.C., Chapter 53, Section 5336 Apportionment of Appropriations for Formula Grants. The formula allocates Section 5307 funds on the basis of demographic and transit service mass transportation financial and operating information reported to and maintained by the FTA in the National Transit Database (NTD), authorized in Title 49 U.S.C., Chapter 53, Section 5335.

In addition to the funds made available to urbanized areas under Section 5307, the UZA receives funds authorized in Infrastructure Investment and Jobs Act for Section 5340, Growing States and High Density States. Section 5340 funds are apportioned to the UZA on the basis of population projections developed by the U. S. Bureau of the Census. The urbanized area apportionments for Section 5307 and Section 5340 were combined in a single amount. The 5307 formula will be applied to divide the combined Section 5307 and Section 5340 funds between the RTA and SEWRPC.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA and SEWRPC will calculate and verify their respective portions of the total Section 5307 apportionment utilizing FTA Section 5307 Unit Values of Data (UVD) for urbanized areas over 1,000,000, hereafter referred to as “the 5307 formula.”

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding whenever the FTA changes the fund distribution formula. In the event of a change of Designated Recipients, or the passage of new authorizing legislation for the FTA Section 5307 Program and/or Section 5340 Program, or significant revisions to FTA Circular 9030.1E, discussions will be held between the RTA and SEWRPC to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions.
- II. FTA Circular 9030.1E permits amounts not to exceed ten percent (10.0%) of an Urbanized Area's Section 5307 apportionment to be used for ADA Complementary Paratransit service. This ten percent (10.0%) amount shall be allocated between Northeastern Illinois and Southeastern Wisconsin in accordance with the proportion of total Section 5307 apportionment received by each under this Letter of Understanding. The parties shall be limited to their respective portions of this allocation. The amounts so allocated will be specified in the annual Attachment to this Letter of Understanding.
- III. After SEWRPC and the RTA have calculated and verified their respective shares of the total Section 5307/5340 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to SEWRPC for execution. The annual Attachment will specify the total amount of Section 5307 and Section 5340 combined funds allocated to Northeastern Illinois and Southeastern Wisconsin, and will identify the amounts for Complementary Paratransit activities for the respective Federal Fiscal year. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Southeastern Wisconsin and Northeastern Illinois will be forwarded to the FTA Regional Administrator.
- IV. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive. Funds made available under Section 5307 are available for obligation during the year of apportionment plus five additional years.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 5/10/2022

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5307 and Section 5340 combined funds between Northeastern Illinois and Southeastern Wisconsin for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

Due to the ongoing impacts of the COVID-19 pandemic, FTA allowed all transit agencies to substitute their 2019 NTD data in place of their 2020 data in all cases where that transit agency provided more vehicle revenue miles of service in 2019 than in 2020.

- As agreed, of the **\$6,815,281** apportionment currently available under Infrastructure Investment and Jobs Act to the Round Lake Beach, McHenry, Grayslake, IL-WI Urbanized Area (UZA), published in the *Federal Register* on April 28, 2022, **\$241,249** is the amount sub-allocated to Southeastern Wisconsin and **\$6,574,032** is the amount sub-allocated to Northeastern Illinois through September 30, 2022.
- Funds allocated to the Wisconsin portion of the Round Lake Beach UZA are to revert to the RTA one year before their expiration if they have not been included in a grant application.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 5/10/2022

**FTA SECTION 5310**

**LETTER OF UNDERSTANDING**

**between**

**REGIONAL TRANSPORTATION AUTHORITY**

**and**

**SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5310 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Round Lake Beach, McHenry, Grayslake, IL-WI (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies, as such acts are required to implement the capital and operating assistance programs funded by FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Round Lake Beach, McHenry, Grayslake, IL-WI urbanized area (UZA) is as follows:

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds are apportioned to the UZA in accordance with the 5310 statutory formula. The formula allocates Section 5310 funds on the basis of the US Census and American Community Survey (ACS) data in the ratio that the number of seniors and individuals with disabilities in the UZA bears to the total number of seniors and individuals with disabilities in all such UZAs.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA and SEWRPC will calculate and verify their respective portions of the total Section 5310 apportionment using US Census data.

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding if the FTA changes the fund distribution formula in any manner.

- II. After SEWRPC and the RTA have calculated and verified their respective shares of the total Section 5310 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to SEWRPC for execution. The annual Attachment will specify the total amount of Section 5310 funds allocated to Southeastern Wisconsin and Northeastern Illinois for the respective Federal Fiscal year. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Southeastern Wisconsin and Northeastern Illinois will be forwarded to the FTA Regional Administrator.
- III. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive. In the event of the passage of new authorizing legislation for the FTA Section 5310 program, or FTA promulgation of rules, regulations, and guidance, including significant revisions to FTA Circulars 9070.1G or 9045.1, in conflict with any part of this Letter, discussions will be held between the RTA and SEWRPC to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions. All revisions will be set forth in a written amendment to this Letter of Understanding and executed by the parties.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name/Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Name/Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 5/10/2022

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds between Northeastern Illinois and Southeastern Wisconsin for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

- As agreed, of the **\$323,042** apportioned for FFY 2022 under Infrastructure Investment and Jobs Act, published in the *Federal Register* on April 28, 2022, to the Round Lake Beach, McHenry, Grayslake, IL-WI Urbanized Area (UZA), **\$34,000** is the amount sub-allocated to Southeastern Wisconsin and **\$289,042** is the amount sub-allocated to Northeastern Illinois through September 30, 2022.
- Funds allocated to the Wisconsin portion of the Round Lake Beach UZA are to revert to the RTA one year before their expiration if they have not been included in a grant application.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 5/10/2022

**FTA SECTION 5339**

**LETTER OF UNDERSTANDING**

**between**

**REGIONAL TRANSPORTATION AUTHORITY**

**and**

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

This Letter of Understanding is an agreement between the Regional Transportation Authority (RTA) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) on behalf of the Designated Recipients and public transit operators within their respective geographic areas. It is intended to define the basic terms by which funds made available from the United States Department of Transportation, the Federal Transit Administration (FTA), under Section 5339 of Title 49, United States Code (U.S.C.), Chapter 53, as amended, are to be divided within the Round Lake Beach, McHenry, Grayslake, IL-WI (UZA).

This Letter shall serve as the basis for ordinances or resolutions, enacted by the policy boards of the respective agencies, as such acts are required to implement the capital programs funded by FTA Section 5339 funds for Federal Fiscal Years 2022 through 2026 inclusive.

The method for determining the division of funds apportioned to the Round Lake Beach, McHenry, Grayslake, IL-WI urbanized area (UZA) is as follows:

Section 5339 funds are apportioned to the UZA in accordance with the 5339 statutory formula established by Congress in Title 49 U.S.C., Chapter 53, Section 5336 *Apportionment of Appropriations for Formula Grants*. The formula allocates Section 5339 funds on the basis of demographic and transit service mass transportation financial and operating information reported to and maintained by the FTA in the National Transit Database (NTD), authorized in Title 49 U.S.C., Chapter 53, Section 5335.

After publication of the *Federal Register* for the respective Federal Fiscal Year, the RTA and (SEWRPC) will calculate and verify their respective portions of the total Section 5339 apportionment utilizing FTA Section 5339 Unit Values of Data (UVD) for urbanized areas over 1,000,000, hereafter referred to as “the 5339 formula.”

The terms of this Letter of Understanding are as follows:

- I. The parties agree to renegotiate this Letter of Understanding whenever the FTA changes the fund distribution formula. In the event of a change in Designated Recipients, or the passage of new authorizing legislation for the FTA Section 5339 program, or significant revisions to FTA Circular 5100.1, discussions will be held between the RTA and SEWRPC to review the validity of the terms of this Letter of Understanding, allowing the opportunity for revisions.
- II. After SEWRPC and the RTA have calculated and verified their respective shares of the Section 5339 apportionment, the RTA will prepare an annual Attachment to this Letter of Understanding and forward it to SEWRPC for execution. The annual Attachment will specify the total amount of Section 5339 funds allocated to

Northeastern Illinois and Southeastern Wisconsin. The RTA will forward the annual Attachment to the Chicago Metropolitan Agency for Planning (CMAP) for their endorsement. Following the CMAP endorsement, the RTA will execute the Attachment. Upon execution of the annual Attachment, a photocopy of the executed annual Attachment indicating the final allocation between Southeastern Wisconsin and Northeastern Illinois will be forwarded to the FTA Regional Administrator.

- III. This Letter of Understanding is valid for Federal Fiscal Years 2022 through 2026 inclusive. Funds made available under Section 5339 are available for obligation for three years after the fiscal year in which the amount is apportioned.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 5/10/2022

**ATTACHMENT TO THE LETTER OF UNDERSTANDING  
BETWEEN  
THE REGIONAL TRANSPORTATION AUTHORITY  
AND  
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
FOR  
FEDERAL FISCAL YEAR 2022**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5339 funds between Northeastern Illinois and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for Federal Fiscal Year (FFY) 2022. This attachment is valid for funding for FFY 2022 only.

Due to the ongoing impacts of the COVID-19 pandemic, FTA allowed all transit agencies to substitute their 2019 NTD data in place of their 2020 data in all cases where that transit agency provided more vehicle revenue miles of service in 2019 than in 2020.

- As agreed, of the **\$313,883** apportionment currently available under Infrastructure Investment and Jobs Act to the Round Lake Beach, McHenry, Grayslake, IL-WI Urbanized Area (UZA), published in the *Federal Register* on April 28, 2022, **\$18,342** is the amount sub-allocated to Southeastern Wisconsin and **\$295,541** is the amount sub-allocated to Northeastern Illinois through September 30, 2022.
- Funds allocated to the Wisconsin portion of the Round Lake Beach UZA are to revert to the RTA one year before their expiration if they have not been included in a grant application.

**REGIONAL TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Name and Title: Leanne P. Redden, Executive Director

Date: \_\_\_\_\_

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

By:  \_\_\_\_\_

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 5/10/2022

Schedule IIA 2022-2026 Capital Program

May 19, 2022

2022-XX

	Prior Year Funding	2022	2023	2024	2025	2026	Total
<b>CTA</b>							
5307/5340 Urbanized Area Formula	\$0	\$167,175,481	\$135,588,654	\$137,622,484	\$149,184,185	\$151,421,948	\$740,992,752
5339 Bus and Bus Facilities	\$0	\$12,661,857	\$13,332,513	\$13,532,500	\$13,735,488	\$13,941,520	\$67,203,878
5337 State of Good Repair Formula	\$0	\$242,887,137	\$165,600,153	\$110,319,510	\$170,605,418	\$173,164,499	\$862,576,717
<b>Federal Formula</b>	<b>\$0</b>	<b>\$422,724,475</b>	<b>\$314,521,320</b>	<b>\$261,474,494</b>	<b>\$333,525,091</b>	<b>\$338,527,967</b>	<b>\$1,670,773,347</b>
CMAQ	\$0	\$0	\$38,693,631	\$0	\$0	\$74,255,332	\$112,948,963
5309C Core Capacity	\$0	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130
Department of Homeland Security	\$0	\$38,902,155	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$62,902,155
Surface Transportation Planning (STP)	\$0	\$13,930,000	\$0	\$0	\$0	\$0	\$13,930,000
UWP	\$0	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
<b>Federal Flexible/Discretionary</b>	<b>\$0</b>	<b>\$153,252,155</b>	<b>\$145,113,631</b>	<b>\$71,896,130</b>	<b>\$6,420,000</b>	<b>\$80,675,332</b>	<b>\$457,357,248</b>
<b>FTA Funds</b>	<b>\$0</b>	<b>\$575,976,630</b>	<b>\$459,634,951</b>	<b>\$333,370,624</b>	<b>\$339,945,091</b>	<b>\$419,203,299</b>	<b>\$2,128,130,595</b>
RTA Bonds	\$2,013,674	\$0	\$0	\$0	\$0	\$0	\$2,013,674
Other Local Funds	\$401,500	\$0	\$0	\$0	\$0	\$0	\$401,500
PAYGO	\$0	\$141,875,000	\$141,875,000	\$141,875,000	\$135,519,000	\$135,519,000	\$696,663,000
Service Board Bond Proceeds	\$401,500	\$325,089,612	\$77,500,000	\$77,500,000	\$77,500,000	\$0	\$557,991,112
Ground Transportation Tax Bond Proceeds	\$0	\$146,097,845	\$0	\$0	\$0	\$0	\$146,097,845
Service Board Funds	\$0	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000
<b>RTA/Service Board/ Local</b>	<b>\$2,816,674</b>	<b>\$613,167,457</b>	<b>\$219,480,000</b>	<b>\$219,480,000</b>	<b>\$213,124,000</b>	<b>\$135,624,000</b>	<b>\$1,403,692,131</b>
<b>Total CTA Funding</b>	<b>\$2,816,674</b>	<b>\$1,189,144,087</b>	<b>\$679,114,951</b>	<b>\$552,850,624</b>	<b>\$553,069,091</b>	<b>\$554,827,299</b>	<b>\$3,531,822,726</b>
CTA Debt Repayment (5307/5340)	\$0	(\$46,533,764)	(\$39,288,977)	(\$71,448,839)	(\$63,086,952)	(\$63,935,538)	(\$284,294,070)
CTA Debt Repayment (5309/5337)	\$0	(\$139,390,169)	(\$149,423,815)	(\$62,330,000)	(\$131,287,223)	(\$126,248,853)	(\$608,680,060)
CTA Debt Repayment (GTT)	\$0	(\$146,097,845)	\$0	\$0	\$0	\$0	(\$146,097,845)
<b>Subtotal Debt Repayment</b>	<b>\$0</b>	<b>(\$332,021,778)</b>	<b>(\$188,712,792)</b>	<b>(\$133,778,839)</b>	<b>(\$194,374,175)</b>	<b>(\$190,184,391)</b>	<b>(\$1,039,071,975)</b>
<b>Total CTA Available</b>	<b>\$2,816,674</b>	<b>\$857,122,309</b>	<b>\$490,402,159</b>	<b>\$419,071,785</b>	<b>\$358,694,916</b>	<b>\$364,642,908</b>	<b>\$2,492,750,751</b>
<b>METRA</b>							
5307/5340 Urbanized Area Formula	\$0	\$105,421,889	\$87,498,615	\$91,808,094	\$80,733,193	\$84,481,691	\$449,943,482
5337 State of Good Repair Formula	\$0	\$142,382,115	\$96,875,952	\$95,332,091	\$102,510,073	\$101,510,224	\$538,610,455
<b>Federal Formula</b>	<b>\$0</b>	<b>\$247,804,004</b>	<b>\$184,374,567</b>	<b>\$187,140,185</b>	<b>\$183,243,266</b>	<b>\$185,991,915</b>	<b>\$988,553,937</b>
CMAQ	\$0	\$0	\$28,800,000	\$0	\$0	\$0	\$28,800,000
<b>Federal Flexible/Discretionary</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,800,000</b>
<b>FTA Funds</b>	<b>\$0</b>	<b>\$247,804,004</b>	<b>\$213,174,567</b>	<b>\$187,140,185</b>	<b>\$183,243,266</b>	<b>\$185,991,915</b>	<b>\$1,017,353,937</b>
RTA ICE Funds	\$0	\$5,530,000	\$5,665,000	\$5,829,000	\$0	\$0	\$17,024,000
RTA Bonds	\$0	\$0	\$130,000,000	\$0	\$0	\$0	\$130,000,000
PAYGO	\$0	\$73,775,000	\$73,775,000	\$73,775,000	\$103,480,137	\$74,456,000	\$399,261,137
<b>RTA/Service Board/ Local</b>	<b>\$0</b>	<b>\$79,305,000</b>	<b>\$209,440,000</b>	<b>\$79,604,000</b>	<b>\$103,480,137</b>	<b>\$74,456,000</b>	<b>\$546,285,137</b>
<b>Total METRA Available</b>	<b>\$0</b>	<b>\$327,109,004</b>	<b>\$422,614,567</b>	<b>\$266,744,185</b>	<b>\$286,723,403</b>	<b>\$260,447,915</b>	<b>\$1,563,639,074</b>
<b>Pace</b>							
5307/5340 Urbanized Area Formula	\$0	\$56,560,361	\$41,543,284	\$42,166,434	\$40,005,587	\$40,605,671	\$220,881,337
5339 Bus and Bus Facilities	\$0	\$1,746,463	\$1,838,967	\$1,866,552	\$1,894,550	\$1,922,968	\$9,269,500
<b>Federal Formula</b>	<b>\$0</b>	<b>\$58,306,824</b>	<b>\$43,382,251</b>	<b>\$44,032,986</b>	<b>\$41,900,137</b>	<b>\$42,528,639</b>	<b>\$230,150,837</b>
<b>FTA Funds</b>	<b>\$0</b>	<b>\$58,306,824</b>	<b>\$43,382,251</b>	<b>\$44,032,986</b>	<b>\$41,900,137</b>	<b>\$42,528,639</b>	<b>\$230,150,837</b>
RTA ICE Funds	\$0	\$1,843,261	\$1,888,236	\$1,942,995	\$0	\$0	\$5,674,492
PAYGO	\$425,000	\$11,350,000	\$11,350,000	\$11,350,000	\$17,025,000	\$17,025,000	\$68,525,000
Service Board Funds	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>RTA/Service Board/ Local</b>	<b>\$425,000</b>	<b>\$14,193,261</b>	<b>\$13,238,236</b>	<b>\$13,292,995</b>	<b>\$17,025,000</b>	<b>\$17,025,000</b>	<b>\$75,199,492</b>
<b>Total Pace Available</b>	<b>\$425,000</b>	<b>\$72,500,085</b>	<b>\$56,620,487</b>	<b>\$57,325,981</b>	<b>\$58,925,137</b>	<b>\$59,553,639</b>	<b>\$305,350,329</b>

Regional Total	Prior Year Funding	2022	2023	2024	2025	2026	Total
5307/5340 Urbanized Area Formula	\$0	\$329,157,731	\$264,630,553	\$271,597,012	\$269,922,965	\$276,509,310	\$1,411,817,571
5337 State of Good Repair Formula	\$0	\$385,269,251	\$262,476,105	\$205,651,601	\$273,115,491	\$274,674,723	\$1,401,187,171
5339 Bus and Bus Facilities	\$0	\$14,408,320	\$15,171,480	\$15,399,052	\$15,630,038	\$15,864,488	\$76,473,378
<b>Federal Formula</b>	<b>\$0</b>	<b>\$728,835,302</b>	<b>\$542,278,138</b>	<b>\$492,647,665</b>	<b>\$558,668,494</b>	<b>\$567,048,521</b>	<b>\$2,889,478,120</b>
CMAQ	\$0	\$0	\$67,493,631	\$0	\$0	\$74,255,332	\$141,748,963
Department of Homeland Security	\$0	\$38,902,155	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$62,902,155
5309C Core Capacity	\$0	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130
UWP	\$0	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
Surface Transportation Planning (STP)	\$0	\$13,930,000	\$0	\$0	\$0	\$0	\$13,930,000
<b>Federal Flexible/Discretionary</b>	<b>\$0</b>	<b>\$153,252,155</b>	<b>\$173,913,631</b>	<b>\$71,896,130</b>	<b>\$6,420,000</b>	<b>\$80,675,332</b>	<b>\$486,157,248</b>
<b>FTA Funds</b>	<b>\$0</b>	<b>\$882,087,457</b>	<b>\$716,191,769</b>	<b>\$564,543,795</b>	<b>\$565,088,494</b>	<b>\$647,723,853</b>	<b>\$3,375,635,368</b>
Other Local Funds	\$401,500	\$0	\$0	\$0	\$0	\$0	\$401,500
RTA Bonds	\$2,013,674	\$0	\$130,000,000	\$0	\$0	\$0	\$132,013,674
RTA ICE Funds	\$0	\$7,373,261	\$7,553,236	\$7,771,995	\$0	\$0	\$22,698,492
Service Board Bond Proceeds	\$401,500	\$325,089,612	\$77,500,000	\$77,500,000	\$77,500,000	\$0	\$557,991,112
Ground Transportation Tax Bond Proceeds	\$0	\$146,097,845	\$0	\$0	\$0	\$0	\$146,097,845
Service Board Funds	\$0	\$1,105,000	\$77,710,000	\$77,710,000	\$77,710,000	\$210,000	\$234,445,000
PAYGO	\$425,000	\$227,000,000	\$227,000,000	\$227,000,000	\$256,024,137	\$227,000,000	\$1,164,449,137
<b>RTA/Service Board/ Local</b>	<b>\$3,241,674</b>	<b>\$706,665,718</b>	<b>\$442,158,236</b>	<b>\$312,376,995</b>	<b>\$333,629,137</b>	<b>\$227,105,000</b>	<b>\$2,025,176,760</b>
<b>Total Regional Funding</b>	<b>\$3,241,674</b>	<b>\$1,588,753,175</b>	<b>\$1,158,350,005</b>	<b>\$876,920,790</b>	<b>\$898,717,631</b>	<b>\$874,828,853</b>	<b>\$5,400,812,128</b>
CTA Debt Repayment (GTT)	\$0	(\$146,097,845)	\$0	\$0	\$0	\$0	(\$146,097,845)
CTA Debt Repayment (5307/5340)	\$0	(\$46,533,764)	(\$39,288,977)	(\$71,448,839)	(\$63,086,952)	(\$63,935,538)	(\$284,294,070)
CTA Debt Repayment (5309/5337)	\$0	(\$139,390,169)	(\$149,423,815)	(\$62,330,000)	(\$131,287,223)	(\$126,248,853)	(\$608,680,060)
<b>Debt Repayment</b>	<b>\$0</b>	<b>(\$332,021,778)</b>	<b>(\$188,712,792)</b>	<b>(\$133,778,839)</b>	<b>(\$194,374,175)</b>	<b>(\$190,184,391)</b>	<b>(\$1,039,071,975)</b>
<b>Total Regional Available</b>	<b>\$3,241,674</b>	<b>\$1,256,731,397</b>	<b>\$969,637,213</b>	<b>\$743,141,951</b>	<b>\$704,343,456</b>	<b>\$684,644,462</b>	<b>\$4,361,740,153</b>