

# SUMMARY OF 2020 PROPOSED REGIONAL BUDGET AND CAPITAL PROGRAM

## CTA, Metra, Pace, ADA Paratransit, and RTA

The budgets summarized herein represent the proposed 2020 operating budgets and five-year capital programs of the Service Boards and RTA, as released for public hearing, and subject to the review and approval of the RTA Board.

The regional 2020-2024 capital program totals \$8.307 billion and the 2020 capital program totals \$2.112 billion. The RTA's 2020 operating budget is \$3.097 billion.

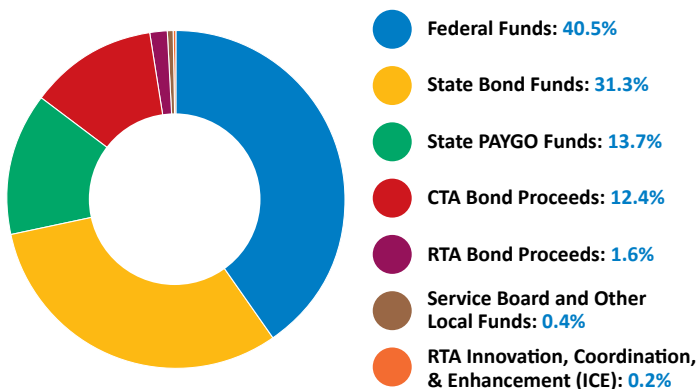
### Regional Five-Year Capital Program

The RTA's five-year capital program for 2020-2024 has seen a significant infusion of new funds from the State of Illinois. The Rebuild Illinois capital bill provides the regional transit system with \$2.6 billion over five years in new bonding authority and an estimated \$227 million annually in sustainable revenue, referred to as "PAYGO" funding. This \$3.735 billion in new State funding represents 45% of the overall five-year capital program, which focuses on bringing the regional transit system toward a state of good repair, expediting overdue repair and replacement projects, and reducing the backlog of deferred improvements.

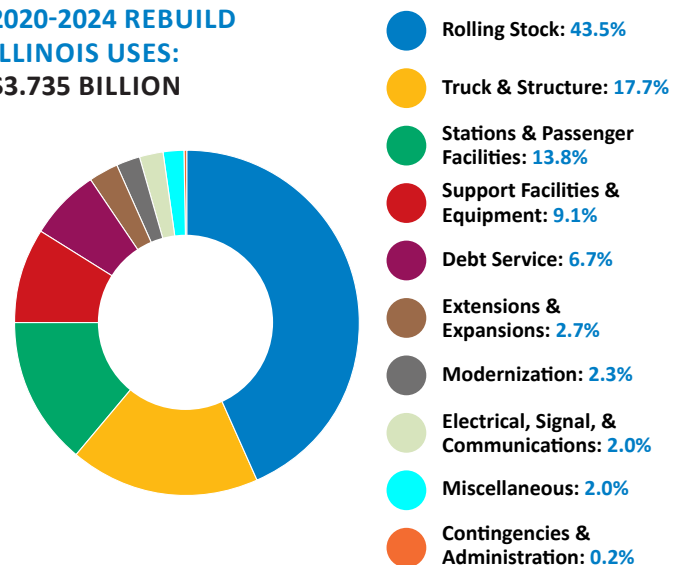
- The five-year capital program includes \$8.307 billion in projected funding.
- The five-year total is \$3.968 billion more than projected in the 2019-2023 program.
- The projected capital funding for 2020 is \$2.112 billion.

Even at \$8.3 billion for 2020-2024, this falls short of the region's projected \$30 billion in transit capital needs over the next decade. It will, however, begin to decrease the over-reliance on federal capital funds and prevent the percentage of assets that are beyond their useful life — 31% in 2018 — from rising to 37% by 2035, as had been projected without Rebuild Illinois. Riders will benefit from improved reliability, accessibility, and customer-facing features.

#### 2020-2024 CAPITAL FUNDING SOURCES: \$8.307 BILLION



#### 2020-2024 REBUILD ILLINOIS USES: \$3.735 BILLION



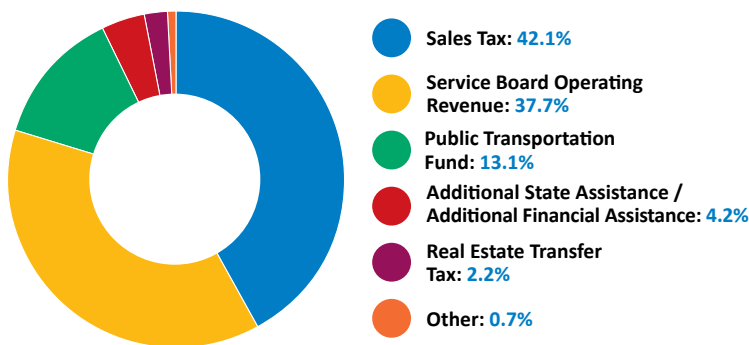
## 2020 Operating Budget Impact on RTA Customers

The Service Boards' proposed 2020 operating budgets do not contain any fare increases. CTA and Metra plan to maintain existing service levels while Pace has proposed the reduction or elimination of up to 8 under-performing routes.

- CTA will continue the 31st St. bus pilot and implement Bus Priority Zones to improve bus speed and reliability.
- Metra will continue Lake County reverse commute service initiated in 2019.
- Pace Suburban Service proposes to discontinue Saturday service on routes 509, 559, and 570 and eliminate routes 186, 187, 540, 669, and 806 because of failure to meet performance standards.
- Pace also plans to increase frequency on I-55 Bus-on-Shoulder routes to alleviate overcrowding.
- Pace Regional ADA Paratransit will add service as required by customer demand, which is projected to increase by 0.8%.

## Regional Revenue for Operations

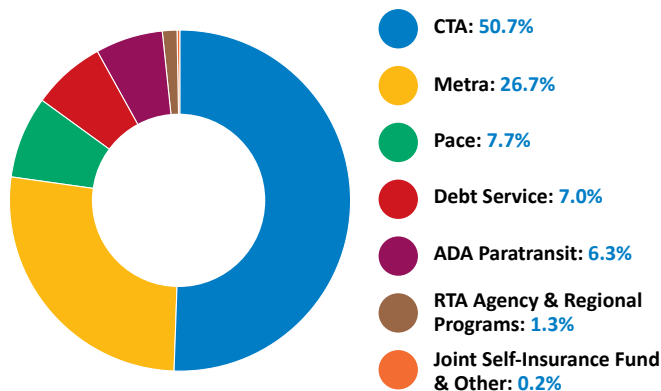
### 2020 BUDGETED REVENUES: \$3.112 BILLION



- Operating revenue, consisting of passenger fares and other system-generated revenues such as leases and advertising, is projected to increase by 0.5% to \$1.173 billion in 2020, representing about 38% of system revenue.
- Public funding, consisting of sales tax, State funding, and other sources, is projected to increase to \$1.938 billion in 2020, representing about 62% of system revenue.
- Total 2020 RTA revenue for operations, the sum of operating revenue and public funding, is projected at \$3.112 billion.

## Regional Operating Expenses

### 2020 BUDGETED EXPENSES: \$3.097 BILLION



- Total 2020 expenses for the RTA system are projected to increase by 1.3% from the 2019 budget, to \$3.097 billion.
- Service Board operating expenses represent over 90% of total expenses. The remainder is comprised of RTA agency expense, RTA debt service, and other regional expenses.

## Regional Revenue Recovery Ratio

The region's system-generated revenue recovery ratio, equal to total operating revenues divided by total operating expenditures, with approved adjustments, is projected at 50.2% for 2020, exceeding the statutorily required level of 50%.

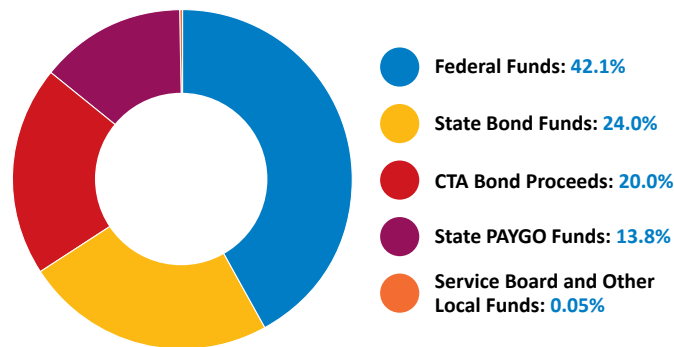
# CHICAGO TRANSIT AUTHORITY

## Capital Program

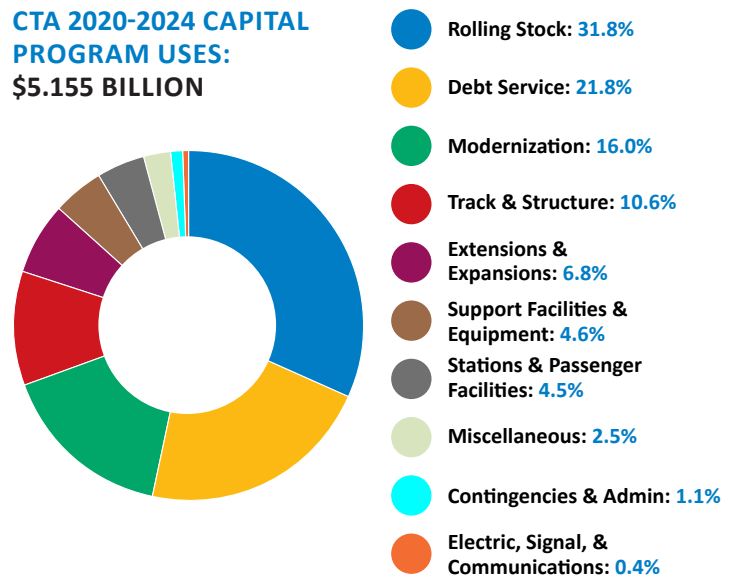
CTA's portion of the proposed 2020-2024 capital program is \$5.155 billion, of which Rebuild Illinois provides \$1.948 billion. CTA will focus on state of good repair projects that improve service reliability and customers' transit experience.

- CTA plans to invest \$1.639 billion in rolling stock. This includes purchasing new rail cars, overhauling 5000 series rail cars, and replacing older buses while updating newer ones.
- Rail line modernizations, renewals, and expansions and bus modernizations total \$1.174 billion. The focus includes work on the Red-Purple Modernization, the Your New Blue modernization project, design for the Red Line extension to 130th Street, and the Ashland Avenue transit signal priority project.
- CTA will program \$353 million for additional station improvements and upgrades to power and signal systems, as well as safety and infrastructure improvements. Key projects include making stations accessible, rehabilitating the Cottage Grove Green Line Station, and improving the power system for the Blue Line to allow additional train service.

### CTA 2020-2024 PROGRAM FUNDING SOURCES: \$5.155 BILLION

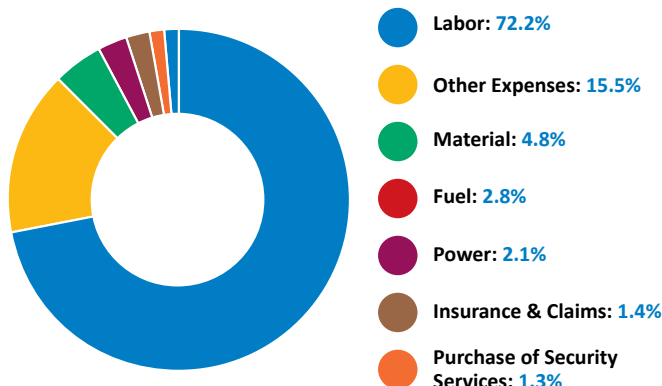


### CTA 2020-2024 CAPITAL PROGRAM USES: \$5.155 BILLION



## Operating Budget

### 2020 BUDGETED EXPENSES: \$1.570 BILLION



- Total 2020 operating revenues from fares and other system-generated sources are expected to increase to \$695.7 million due to higher fare revenue and ancillary revenue from advertising and investments.
- Public funding from RTA sales tax, State Public Transportation Funds, and the Real Estate Transfer Tax (RETT) is projected at \$874.8 million for 2020.
- Total 2020 operating expenses are projected to increase by 1.2% from the 2019 budget, to \$1.570 billion, driven by increases in labor, fuel, security, and insurance and claims.
- CTA's system-generated revenue recovery ratio is projected at 55.3%, exceeding the RTA-set level of 54.75%.

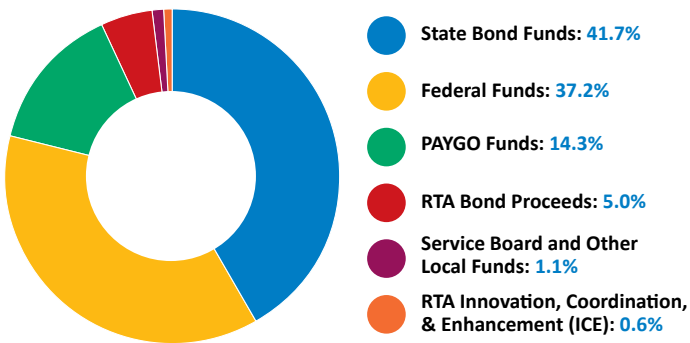
# METRA

## Capital Program

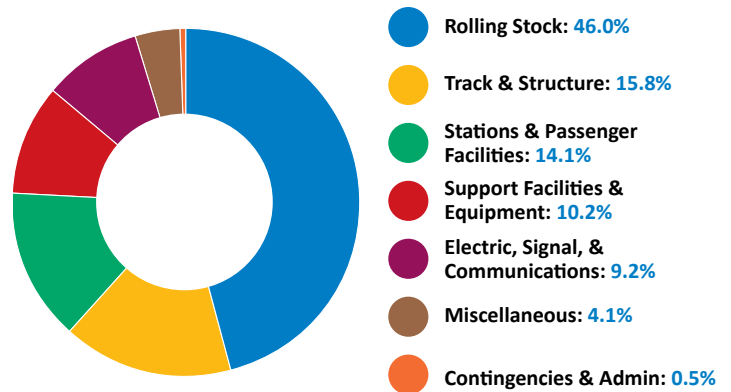
Metra's portion of the proposed 2020-2024 capital program totals \$2.584 billion, of which \$1.446 billion is provided by Rebuild Illinois. With many older rail cars and locomotives, Metra continues to concentrate its capital budget on working toward a state of good repair to provide riders with a positive, reliable transit experience.

- Metra plans to invest \$1.190 billion in its fleet, including purchasing new rail cars and locomotives and overhauling newer existing rail cars and locomotives, bringing them to a state of good repair.
- Metra will program \$365 million for stations and parking lots. More than 30 stations are slated for rehabilitation during the five-year program. Further, two new stations (in Chicago's Auburn Park and Peterson Ridge communities) will be built.
- Devoting \$409 million for track and structure renewal, Metra will focus on bridges, many of which are long overdue for improvement or replacement.

**METRA 2020-2024 CAPITAL FUNDING SOURCES: \$2.584 BILLION**

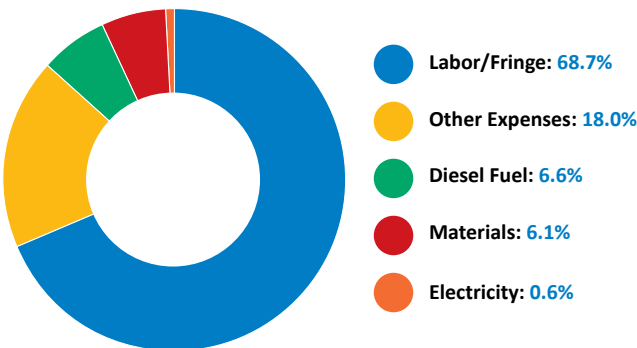


**METRA 2020-2024 CAPITAL PROGRAM USES: \$2.584 BILLION**



## Operating Budget

**2020 BUDGETED EXPENSES: \$827.4 MILLION**



- Total 2020 operating revenues from fares and other system-generated revenues are expected to decrease to \$407.1 million due to lower passenger revenue.
- Public funding from RTA sales tax, State Public Transportation Funds, and federal sources is projected at \$434.4 million for 2020.
- Total 2020 operating expenses are projected to increase by 0.6% from the 2019 budget, to \$827.4 million, driven by increases in labor and other expenses.
- Metra's system-generated revenue recovery ratio is projected at 52.5%, matching the RTA-set level.

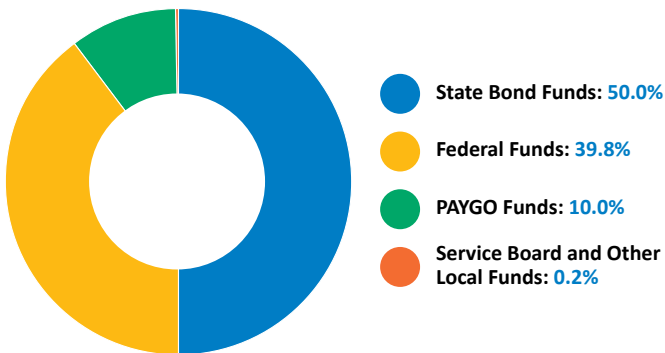
# PACE SUBURBAN SERVICE

## Capital Program

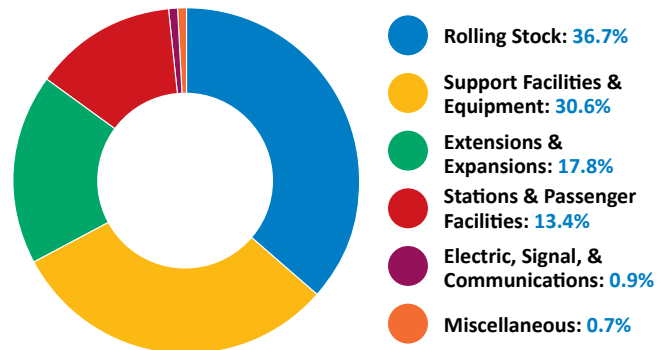
Pace's 2020-2024 program, including Pace ADA, totals \$568 million, of which \$341 million is provided by Rebuild Illinois. Pace ADA will get all \$20 million of its capital funding from Rebuild Illinois. Pace plans to focus on replacing its rolling stock as well as maintaining and expanding some services, which will provide a more robust and reliable system for Pace riders.

- Pace has budgeted \$142 million for work on new and existing garages. Projects include a pair of new garages in Wheeling and along I-55 (both to support Bus on Shoulder routes), as well as renovations and expansions at the River, North Shore, and Southwest Division garages.
- The \$208 million that Pace will invest in its rolling stock will include \$103 million for the purchase of new buses; \$47 million for the purchase of paratransit, on-demand, and vanpool vans; and \$58 million for rehab of current rolling stock.
- Pace will direct \$76 million to stations and passenger facilities. Major projects include I-55 and I-294 stations and Park-n-Rides, improvements at Harvey Transportation Center, and a new Joliet Transit Center.
- Pace plans improved ADA-related technology, including upgrades of its Trapeze software to enhance TripCheck features, add notifications, and integrate Ventra. In addition, Pace plans to build transfer facilities for ADA riders.

**PACE AND PACE ADA 2020-2024 CAPITAL FUNDING SOURCES: \$568.1 MILLION**

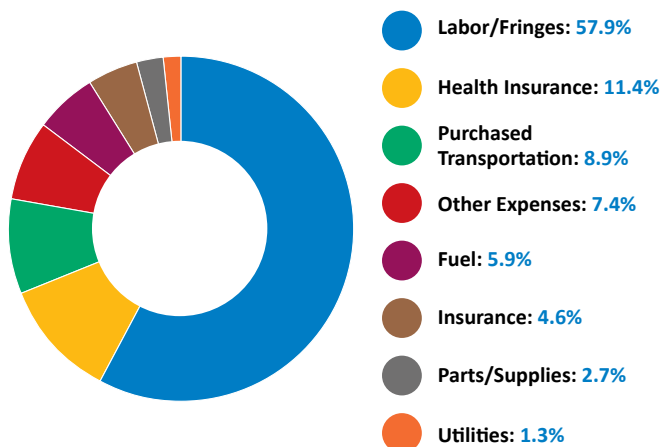


**PACE AND PACE ADA 2020-2024 CAPITAL PROGRAM USES: \$568.1 MILLION**



## Operating Budget

**2020 BUDGETED EXPENSES: \$239.9 MILLION**

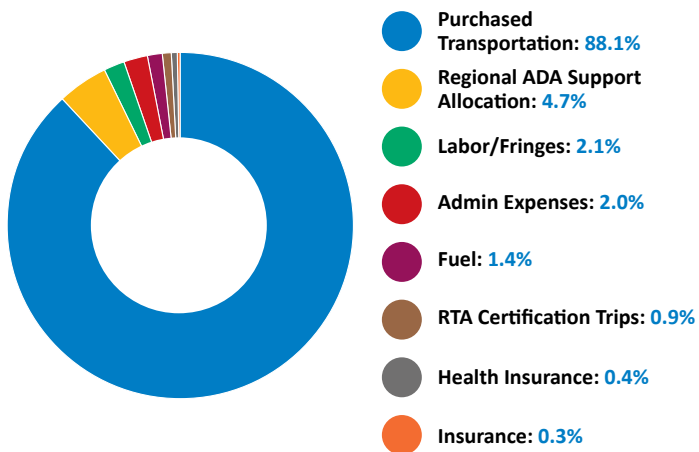


- Total 2020 operating revenues from fares and other system-generated revenues are projected to grow by 1.9% to \$56.6 million due to an increase in local government contributions.
- Public funding from RTA sales tax, State Public Transportation Funds, and federal sources is projected at \$183.4 million for 2020.
- Total 2020 operating expenses are projected to increase by 1.7% from the 2019 budget, to \$239.9 million, driven by service additions and increases in labor, fuel, and other expenses.
- Pace's system-generated revenue recovery ratio is projected at 30.3%, matching the RTA-set level.

# PACE ADA PARATRANSIT

## Operating Budget

**2020 BUDGETED EXPENSES: \$195.3 MILLION**



- Total 2020 operating revenues from fares and other system-generated revenues are projected to decrease to \$14.1 million due to lower ancillary revenue.
- Public funding from RTA sales tax and other State funding is projected at \$181.3 million for 2020.
- Total 2020 operating expenses are projected to increase by 4.3% from the 2019 budget, to \$195.3 million, driven by ridership growth and contractor price increases. Most of the ADA growth is in the lower cost Taxi Access Program.
- The ADA Paratransit system-generated revenue recovery ratio is projected at 10.0%, meeting the statutory requirement.

## REGIONAL TRANSPORTATION AUTHORITY (RTA)

The Regional Transportation Authority is the oversight, funding, and planning agency for the three Service Boards: CTA, Metra, and Pace. The total RTA 2020 budget of \$40.7 million is supported by \$35.2 million of regional public funding and \$5.5 million of federal grants and other revenues.

The Agency budget is comprised of two parts: administrative and regional. The \$17.4 million administrative budget fulfills the mandates required by state law including performance audits, financial oversight, and regional planning functions. This portion of the budget is 37.0% below the cap on RTA administrative expenses imposed by state law. The \$23.3 million regional programs budget includes \$17.2 million for regional services provided to the public such as ADA Paratransit certification, travel training, the RTA customer service center, and the travel information center (TIC). The remaining \$6.1 million covers RTA and grant funded regional programs and projects.

## Ridership (in millions)

	2019 ESTIMATE	2020 BUDGET	2020 GROWTH
CTA	456.9	448.7	-1.8%
METRA	74.4	73.8	-0.9%
PACE	28.5	28.0	-1.7%
ADA PARATRANSIT	4.2	4.3	+0.8%
<b>REGION</b>	<b>564.0</b>	<b>554.8</b>	<b>-1.6%</b>

- 2019 system ridership is expected to finish the year 2.5% lower than 2018.
- Regional transit ridership in 2020 is forecast at 554.8 million rides, a decrease of 1.6% from 2019.
- Low gas prices, the growth of transportation network companies (TNCs), and changing consumer habits, such as telecommuting and online shopping, continue to impact transit ridership both locally and nationwide.