



**To: Board of Directors**

**From: Leanne P. Redden, Executive Director**

**Date: October 8, 2020**

**Re: Ordinance establishing estimates of funding amounts available to the Service Boards for the 2021-2023 Operating Budgets, the required Recovery Ratios for 2021, and the preliminary 2021-2025 Capital Program funding amounts**

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This ordinance sets the 2021-2023 operations funding amounts and required 2021 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 proposed Service Board budgets and two-year financial plans shall neither project nor assume receipt of revenues from the RTA in amounts greater than those approved herein. This ordinance also provides each Service Board with preliminary estimates of funds available for the development of the 2021-2025 Capital Program. These preliminary capital estimates include federal formula funds, other federal funds, State bond proceeds, PAYGO funding, RTA bond proceeds, RTA ICE funding, and Service Board funding. The capital funding amounts are subject to change prior to adoption of the 2021-2025 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 2021 budgets and 2022-2023 financial plans.

### **Previous Actions**

<b><u>Date</u></b>	<b><u>Ordinance</u></b>	<b><u>Purpose</u></b>
5/21/20	2020-21	Approval and release of the 2021 Budget and Capital Program Call

The RTA Board approved and released the 2021 Budget and Capital Program Call on May 21<sup>st</sup>, 2020. This document provided guidelines to the Service Boards for the development of their 2021 budget submissions, which include the 2021 Budget, Two-Year (2022-2023) Financial Plan, and Five-Year (2021-2025) 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 2021 Budget Kickoff meeting with the Service Board CFOs, Budget Directors, and Capital teams was held on June 25<sup>th</sup> to present and discuss preliminary assumptions for the development of the 2021 operating and capital funding levels. On July 31<sup>st</sup>, the RTA staff provided preparatory funding amounts to the Service Boards containing proposed operating funding amounts and capital funding estimates. The preparatory operating funding amounts were developed using the framework of the 2015 funding amounts agreement. Subsequent conference calls were held on August 21<sup>st</sup>, August 28<sup>th</sup> and September 1<sup>st</sup> to advance the funding levels in the preparatory marks toward agreement. Subsequent feedback provided by the Service Boards was incorporated into the final funding amounts and recovery ratios contained in the schedules of this ordinance.

As required in the Budget Call, by October 16<sup>th</sup> 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 sound financial and budgetary practices, 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, ADA Paratransit, and RTA) 2021 budget documents and summaries by mid-November for public review and comment. The Service Boards and the RTA will hold public budget hearings and present their proposed budgets 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 15<sup>th</sup>, in accordance with the submission date required by the RTA Act. The RTA Finance Committee will hold a special meeting in conjunction with the November 19<sup>th</sup> Board meeting to review the adopted budgets of the Service Boards. Each Service Board will present its final 2021 budget and 2021-2025 capital program and answer questions that Board members may have regarding the assumptions that were utilized. On December 17<sup>th</sup>, the RTA Finance Committee and Board will meet to consider adoption of the consolidated 2021 budget.

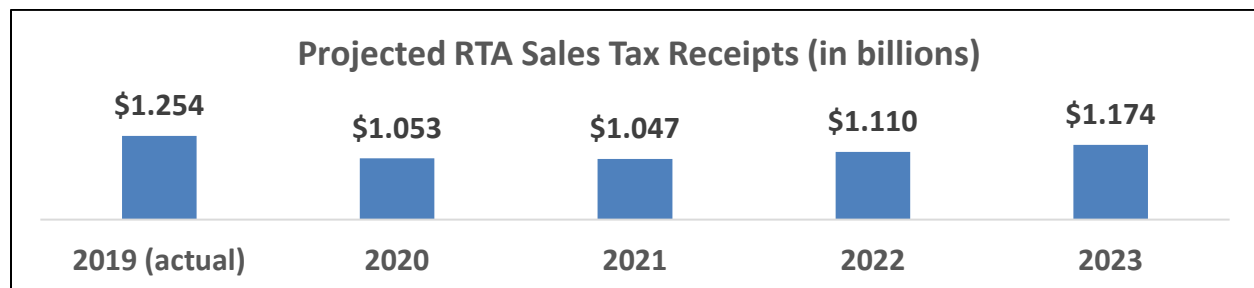
### **COVID-19 Impact and New Direct RTA Tax on Online Purchases**

In response to the COVID-19 pandemic, the Governor of Illinois ordered a Stay-at-Home period which began on March 21<sup>st</sup>, 2020 and lasted until late May. Due to reduced travel and consumption, RTA sales tax receipts declined from prior year by 15% in March, 28% in April, and 22% in May. Poor sales tax performance is assumed to continue for the rest of this year through 2021 as COVID-19 cases and mitigation efforts are expected to persist, and, in the absence of a second federal stimulus package, job losses and higher unemployment take a toll on consumer spending within the RTA region and nationwide.

A refreshed custom sales tax forecast, provided to the RTA by Moody’s Analytics in late August, was utilized to update the critical assumption of a 16% annual sales tax decline for the 2020 base year, improved from the 28% decline forecast by the RTA and Service Boards early in the COVID-19 crisis. A further decline of 5.6% is assumed for 2021, mostly focused in the first quarter of the year as sales tax receipts are expected to decline by more than 15% during that period versus the relatively strong pre-COVID first quarter of 2020.

A significant and welcome change to State sales tax rules approved in December 2019 will bring a measure of timely relief to beaten-down RTA sales tax levels. Beginning in January 2021, local sales taxes, including the RTA sales tax, will be collected on more online transactions with a delivery address within the RTA region. Previously, only the state-wide Use Tax, of which the RTA receives only a small fractional, was collected, and only on some online purchases. The collection of the RTA sales tax on online purchases is expected to produce additional sales tax in excess of \$50 million per year in 2021 and beyond.

The addition of the RTA sales tax on online purchases mitigates the otherwise projected 5.6% decline in current sales tax receipts to an overall decline of only 0.5% in 2021. Sales tax receipts are then assumed to rebound by about 6% in both 2022 and 2023 as the region begins to emerge from the COVID-induced recession. Still, total RTA sales tax of \$1.174 billion is projected for 2023, a level equivalent to sales tax receipts in 2015.



### 2021 State Budget Actions

The State FY 2021 budget contains the following items which impact Service Board and RTA operating funding. First, the sales tax administrative surcharge remains at 1.5%, or approximately \$17 million per year, to be retained by the State prior to distribution of sales tax funds to the RTA. Second, a 5% PTF cut, which also equates to approximately \$17 million per year, will continue through at least June 2021, when the State fiscal year ends. The proposed RTA funding levels assume no PTF reduction thereafter. Third, Reduced Fare Reimbursement funding was again appropriated at \$17.570 million for State FY 2021, 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

RTA sales tax receipts are expected to finish 2020 at \$1.053 billion, a 16.1% decline versus 2019. This estimate is used as the basis for calculating the sales tax and PTF levels for 2021-2023. In the absence of a more specific forecast, Real Estate Transfer Tax (RETT) growth was kept largely in line with the sales tax growth rates, with the exception of 2021 where the sales tax is positively impacted by the initiation of online RTA sales tax. The following sales tax and RETT growth rates underlie the proposed funding amounts:

### Assumed Public Funding Growth versus Prior Year

	2020 Estimate	2021 Budget	2022 Plan	2023 Plan
Sales Tax	-16.1%	-0.5%	+6.0%	+5.7%
RETT	-20.8%	-5.4%	+6.0%	+5.7%

Regional funds from sales tax, state PTF and ADA funding, RTA reserves, and RETT are projected to total \$1.428 billion for 2021. 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, RTA 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 in the proposed operating funding amounts in Schedule I-A, which 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 2021. No reduction is assumed for the second half of 2021 and beyond.
2. RTA non-statutory funding from PTF I of \$191.4 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 2021 is distributed on this basis.
3. Non-statutory funding of \$116.8 million for 2021 from the RTA’s 15% share of Sales Tax I will partially cover South Suburban Job Access (SSJA) funding for Pace and RTA expenses including debt service. The remainder of RTA’s requirements will need to be covered by

federal CARES Act funding carried over from 2020. Due to reduced sales tax levels, no residual non-statutory Sales Tax I funding is expected to be available for the Service Boards until 2023.

4. Metra will be provided with an additional \$2.5 million of 2021 operating funding from the RTA, by sourcing \$2.5 million of premium payments from the Joint Self-Insurance Fund (JSIF) reserve, subject to approval of the Loss Finance Committee.
5. ICE funding of \$10.7 million for 2021 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 must 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 from the level contained in the previous 2021 Plan at the time of the original 2020 budget adoption. Service Board funding decreases from previous 2021 expectation range from 22.6% for Pace Suburban Service to 25.6% for CTA. Total funding for Pace Regional ADA Paratransit, which includes \$8.4 million of State funding, has decreased by 14.3% to \$165.7 million, a level which Pace has indicated should be sufficient to balance the 2021 ADA Paratransit budget, although significant uncertainty regarding COVID-19 impacts continues to complicate the ADA funding forecast.

#### RTA Public Funding for Operations (in millions)

	Previous 2021 Plan	2021 Proposed	Change	% Change
CTA	\$902.0	\$671.3	-\$230.7	-25.6%
Metra	\$444.9	\$340.5	-\$104.4	-23.5%
Pace	\$182.4	\$141.1	-\$41.3	-22.6%
ADA	\$193.3	\$165.7	-\$27.6	-14.3%
RTA Net Debt Service and JSIF*	\$84.0	\$90.3	+\$6.3	+7.5%
RTA Agency	\$36.3	\$19.0	-\$17.3	-47.7%
<b>Total</b>	<b>\$1,842.9</b>	<b>\$1,427.9</b>	<b>-\$415.0</b>	<b>-22.5%</b>

\*Higher allocation due to assumed increases in short-term debt service and JSIF premiums

Funding is projected to be distributed to the Service Boards by month as shown in Schedule I-B, the cash flow projection, which assumes a three-month delay in PTF payments to the Service

Boards. Delays are subject to lengthen if the State’s financial condition worsens and the flow of PTF payments from the State to the RTA slows.

Recovery Ratios

As shown in the following table, the proposed 2021 system-generated revenue recovery ratios for CTA, Metra, and Pace are set at 54.75%, 52.5%, and 30.3%, respectively, unchanged from the 2020 requirement and combining to a regional recovery ratio of 50%. The ADA Paratransit recovery ratio is set at the statutory requirement of 10%, with approved expense exclusions. Each Service Board is charged with achieving its individual recovery ratio utilizing approved revenue and expense adjustments. As authorized by RTA Ordinance 2020-20, the May funding amendment, CARES Act funding requisitioned to replace lost fare revenue should continue to be properly included as operating revenue by the Service Boards for purposes of meeting required recovery ratios.

**System-Generated Revenue Recovery Ratios**

	2019 Actual	2020 Requirement	2021 Proposed
CTA	56.3%	54.75%	54.75%
Metra	54.9%	52.5%	52.5%
Pace	30.8%	30.3%	30.3%
<b>Regional</b>	<b>51.7%</b>	<b>50.0%</b>	<b>50.0%</b>
ADA	10.4%	10.0%	10.0%

Reduced Fare Reimbursement (RFR) grants from the State are not included in the ordinance schedules since they are not RTA-controlled funding. The recently approved State FY 2021 budget maintained the level of RFR funding at \$17.570 million. The RTA will continue to advocate for the restoration of this funding to the traditional level of \$34.070 million, modifications to the State free ride programs, and/or statutory allowance of recovery ratio revenue credits for the full impact of mandated free and reduced fare rides. The Service Boards have been instructed to budget at the \$17.570 million RFR level in 2021-2023: CTA \$14.606 million, Metra \$1.618 million, and Pace Suburban Service \$1.346 million.

## Capital Program

In 2019, shortly after the passage of Rebuild Illinois, the RTA began establishing a new process to address both the goals of existing regional plans and the need for a long-term regional consensus about allocating the new funds to CTA, Metra, and Pace.

The RTA and the Service Boards established five principles to allocate the new funds in the 2020-2024 Regional Five-Year Capital Program:

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

Focusing on these principles, the RTA, CTA, Metra, and Pace reached agreement on programming the Rebuild Illinois funds based on asset conditions as defined in the 2016 RTA Capital Asset Condition report. Serving as the baseline of our region's highest-priority needs, this extensive asset inventory was reflected in the PAYGO percentage allocation used in the 2020-2024 capital program for the first five years of Rebuild Illinois funding.

As the RTA was quickly implementing these initial process changes during the 2020 budget development process, several local civic and advocacy groups communicated their desire for a stronger performance-based approach to capital programming, particularly for greater transparency around Rebuild Illinois expenditures.

In response, the RTA Board in its December 2019 budget ordinance commissioned a new Performance-Based Capital Allocation Process Committee to develop more rigorous communications and reporting around the capital program. The ordinance promised that "the RTA will work towards a regional agreement to program PAYGO, other state, federal, and RTA funding in a collaborative and transparent process. The goal of programming the funding will be based on a performance-based process that will adhere to the stated principles to ensure accountability."

## Framework Overview

The *Draft Framework for Transit Capital Investments* was prepared by staff of the RTA in collaboration with counterparts at the CTA, Metra, and Pace in order to fulfill the requirements

established by the RTA Board. Its purpose is to build cohesion between numerous processes for planning and programming capital investments in public transportation and to implement several new enhancements for clarifying the linkages between these activities, making them more transparent to those who do not typically follow the process.

This framework was not developed in a vacuum. Instead, it is a natural step in metropolitan Chicago's increasing emphasis on "performance-based programming." The foundation had been laid previously through *Invest in Transit* and other regional plans, as well as existing processes carried out annually by the RTA and the Service Boards. These existing processes already provide an opportunity for the public to engage, but all interested parties — including elected officials, civic and advocacy groups, riders, and the public — can benefit from greater transparency about how funding is allocated and projects selected.

The document describes how existing processes will be leveraged, along with major new activities that will focus on:

- Improved clarity in the requirements and goals for the Five-Year Regional Capital Program.
- Enhancements to the data being collected and reported externally by the RTA.
- Additional information products and updates to regularly describe project activities and results.

These changes will feature frequent communication about the investment framework and greater promotion of opportunities for stakeholder engagement in regional capital program development. By unifying and illuminating current regional programming processes and establishing new complementary activities, the framework will shed light on and build consensus for the RTA capital programming process.

At its September Board meeting, the RTA Board deferred consideration on adopting the *Framework for Transit Capital Investments*. This work will continue as part of the recovery planning efforts that the RTA is leading next year.

## **2021-2025 Capital Program Funding Sources**

The preliminary 2021-2025 capital funding amounts are detailed in Schedule II-A of the proposed ordinance. The total amount of available funding is \$5.389 billion, including \$1.088 billion in 2021.

### State Funding

In 2019, the State of Illinois passed the Rebuild Illinois capital program. The law provides both bond funding and a sustainable revenue source for capital investments in public transportation referred to as PAYGO funding.



In 2020, more than half of the bond funded projects moved into grant applications and the capital projects are moving forward in implementation. As shown in Schedule II-A, the overall net funding for the state bond funding in the five-year capital program is \$1.073 billion for years 2021-2025.

The PAYGO funding allocations for 2021-2024 are based on the last Capital Asset Condition report, and are allocated 62.5% to CTA; 32.5% to Metra; and 5.0% to Pace. This allocation was defined in the 2020 budget process through the year 2024 with the understanding that allocations could be divvied differently in future years. As a result, the 2025 PAYGO and federal formula capital funds will be programmed in a regional set-aside allocated to RTA until such time as a new process for allocating these funds can be established. In this recommendation, 2025 funds will not be programmed to the individual Service Boards but instead will be allocated as a regional set-aside. The funds will be allocated in the future when more holistic plans for recovery have been developed in collaboration with the Service Boards, discussed, and endorsed by the RTA Board. This recommendation will allow the Service Boards to continue their current robust capital construction programs with certainty in the near-term, while also acknowledging the need for change that is being called for by the advocacy community.

#### 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, including federal formula program and discretionary funding, for the 2021-2025 Capital Program is estimated at \$3.354 billion.

As referenced above, the 2025 federal formula funds will not be programmed to the individual Service Boards but instead will be allocated as a regional set-aside. The funds will be allocated in the future when more holistic plans for recovery have been evaluated, discussed, and endorsed by the RTA Board.

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

The focus of the five-year capital program will be on effectively implementing the state funding for the regional transit system. Should RTA issue capital bonds on behalf of the Service Boards after 2022, the RTA will have a goal of providing at least \$130 million to Metra as its share of that issuance that was agreed upon in the 2019 capital funding process.

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, RTA Ordinance 2019-49 relaxed

the 50% constraint established by Ordinance 2008-82 to 60% for RTA fiscal years 2020-2024. The year 2025 reverts back to the 50% constraint.

#### 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 2021-2025 Capital Program, the Service Boards must provide justification to the RTA Board for the transfer and use of such funds.

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

LPR/BRH/JL/WDL/TJ/DKA

Attachments

## PROPOSED ORDINANCE NO.

AN ORDINANCE ESTABLISHING THE ESTIMATES OF THE AMOUNTS OF FUNDS AVAILABLE TO THE SERVICE BOARDS FOR THEIR FISCAL YEAR 2021-2023 OPERATING BUDGETS, ESTABLISHING THE REQUIRED RECOVERY RATIOS FOR THE SERVICE BOARDS FOR FISCAL YEAR 2021, AND ESTABLISHING THE PRELIMINARY 2021-2025 CAPITAL PROGRAM AMOUNTS

**WHEREAS**, on May 21<sup>st</sup>, 2020, the RTA Board adopted Ordinance 2020-21, that approved and released the 2021 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 15<sup>th</sup> 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 15<sup>th</sup> 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**, COVID-19 mitigation efforts that began in March 2020 are currently anticipated to reduce RTA sales tax, Public Transportation Fund, and Real Estate Transfer Tax receipts by more than \$300 million for the 2020 budget year, with ongoing impacts to regional transit operating funding expected to persist through the 2021 budget year;

**WHEREAS**, federal CARES Act funding for transit allows FTA grants for reimbursement of lost revenue due to the coronavirus public health emergency, providing a mechanism to replace both RTA public funding shortfalls from budget and Service Board fare revenue shortfalls from budget;

**WHEREAS**, RTA Ordinance 2020-20 authorized the inclusion of CARES Act funding requisitioned for fare revenue replacement for the purpose of calculating Service Board and Regional recovery ratios;

**WHEREAS**, the RTA has considered current and projected economic conditions resulting from the ongoing COVID-19 pandemic 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 2021, 2022, and 2023, 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**, 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, and RTA Ordinance 2019-49 increased the limit on all projects to 60% through 2024;

**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**, 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 15<sup>th</sup> 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 2021-2025 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 2021 operating budgets and 2021-2025 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 2021-2023 Public Funding Estimates for Service Board Operations and Required 2021 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 2021, 2022, and 2023, provided that the RTA Board determines that the Service Boards’ respective budgets and financial plans for 2021, 2022, and 2023 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’ 2021 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 2021 is distributed on this basis. In the event that actual sales tax receipts exceed budgeted levels for 2021, the unanticipated amount of RTA's 15% share of Sales Tax I shall be retained by the RTA.
4. The required 2021 System-Generated Revenue Recovery Ratios for the CTA, Metra, Pace, and ADA Paratransit service are set forth in Schedule I-A, "RTA 2021-2023 Public Funding Estimates for Service Board Operations and Required 2021 Service Board Recovery Ratios."
5. 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 2021 are estimated to be available to the Service Boards are set forth in Schedule I-B, "Cash Flow Estimates for FY 2021 Distribution of RTA Funds to the Service Boards."
6. The amounts estimated to be available for capital projects for RTA fiscal years 2021-2025 are set forth in Schedule II-A, "2021-2025 Capital Program Revenues." Federal formula funding and state PAYGO funding are allocated to the Service Boards in Schedule II-A only for the period of 2021-2024, with such funding temporarily allocated to the RTA in Schedule II-A for fiscal year 2025. All regional state PAYGO and federal formula funding for fiscal years 2025 and beyond shall be regionally set-aside until such time as the new process for allocating these funds is established.
7. 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 2020-21 and the 2021 Budget and Capital Program Call. The Service Boards are to develop and submit to the RTA by November 15th, 2020, their proposed budgets for 2021 and proposed financial plans for 2022 and 2023 which (a) shall not project or assume a receipt of revenues from the RTA for operations in 2021, 2022, and 2023 in amounts greater than those set forth in Schedule I-A, "RTA 2021-2023 Public Funding Estimates for Service Board Operations and Required 2021 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 2021 Distribution of RTA Funds to the Service Boards," and (c) shall comply with the required Recovery Ratios set forth in Schedule I-A, "RTA 2021-2023 Public Funding Estimates for Service Board Operations and Required 2021 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 2021-2025 from all sources including federal, state, RTA, and Service Board funds, all as set forth in Schedule II-A, "2021-2025 Capital Program Revenues." Service Boards are required to submit a financing plan associated with any proposed bond issuances included in the five-year Capital Program, as outlined in the 2021 Budget and Capital Program Call.

8. The previous 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, and modified again by RTA Ordinance 2019-49 is hereby limited to 60% for RTA fiscal years 2020-2024.
9. 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.
10. 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 2021-2023 Public Funding Estimates for Service Board Operations  
and Required 2021 Service Board Recovery Ratios**  
(dollars in thousands)

	<b>2021 Budget</b>	<b>2022 Plan</b>	<b>2023 Plan</b>
<b>CTA</b>			
Sales Tax I	324,778	344,265	363,888
Sales Tax II	38,088	42,196	44,214
PTF II	57,556	62,931	66,518
25% PTF on RETT	11,446	12,386	13,092
Non-Statutory Funding - PTF I <sup>1</sup>	187,545	205,351	217,056
Non-Statutory Funding - Sales Tax I <sup>1</sup>	0	0	988
Innovation, Coordination, and Enhancement (ICE) Funding <sup>2</sup>	5,117	5,424	5,733
<b>Total RTA Funding</b>	<b>624,529</b>	<b>672,553</b>	<b>711,489</b>
Real Estate Transfer Tax (RETT)	46,740	49,544	52,368
<b>Total Funding for Operations</b>	<b>671,269</b>	<b>722,097</b>	<b>763,857</b>
<b>System-Generated Revenue Recovery Ratio</b>	<b>54.75%</b>		
<b>Metra</b>			
Sales Tax I	256,105	271,472	286,946
Sales Tax II	30,947	34,284	35,924
PTF II	46,764	51,132	54,046
Non-Statutory Funding - PTF I <sup>1</sup>	0	0	0
Non-Statutory Funding - Sales Tax I <sup>1</sup>	0	0	803
Innovation, Coordination, and Enhancement (ICE) Funding <sup>2</sup>	4,158	4,407	4,658
Joint Self-Insurance Fund Reserve	2,500	0	0
<b>Total RTA Funding</b>	<b>340,473</b>	<b>361,295</b>	<b>382,376</b>
<b>System-Generated Revenue Recovery Ratio</b>	<b>52.5%</b>		
<b>Pace Suburban Service</b>			
Sales Tax I	81,150	86,020	90,923
Sales Tax II	10,316	11,428	11,975
PTF II	15,588	17,044	18,015
Suburban Community Mobility Fund (SCMF)	21,321	22,601	23,889
South Suburban Job Access Fund (SSJA)	7,500	7,500	7,500
Non-Statutory Funding - PTF I <sup>1</sup>	3,827	4,191	4,430
Non-Statutory Funding - Sales Tax I <sup>1</sup>	0	0	268
Innovation, Coordination, and Enhancement (ICE) Funding <sup>2</sup>	1,386	1,469	1,553
<b>Total RTA Funding</b>	<b>141,089</b>	<b>150,252</b>	<b>158,552</b>
<b>System-Generated Revenue Recovery Ratio</b>	<b>30.3%</b>		
<b>Pace ADA Paratransit Service</b>			
Sales Tax II	157,285	162,925	173,019
State Funding for ADA Paratransit	8,395	8,395	8,395
<b>Total RTA Funding for Operations</b>	<b>165,680</b>	<b>171,320</b>	<b>181,414</b>
<b>System-Generated Revenue Recovery Ratio</b>	<b>10.0%</b>		

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

<sup>2</sup> ICE funding may alternatively be budgeted by the Service Boards for capital programming. 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 2021 Distribution of RTA Funds to the Service Boards**  
(dollars in thousands)

	<b>CTA</b>	<b>Metra</b>	<b>Pace</b>	<b>Pace ADA</b>
Jan-21	-	-	-	13,107
Feb-21	-	-	-	13,107
Mar-21	-	-	-	13,107
Apr-21	50,038	24,713	9,893	13,107
May-21	47,870	23,187	9,308	13,107
Jun-21	51,546	24,160	9,698	21,502
Jul-21	48,922	23,911	9,582	13,107
Aug-21	53,478	27,634	10,997	13,107
Sep-21	55,121	29,245	11,614	13,107
Oct-21	53,202	26,561	10,597	13,107
Nov-21	58,757	27,198	10,858	13,107
Dec-21	56,195	28,758	18,004	13,107
Jan-22	65,091	34,302	13,234	-
Feb-22	62,746	33,321	12,859	-
Mar-22	68,303	37,484	14,444	-
<b>Total</b> <sup>1,2,3</sup>	<b>671,269</b>	<b>340,473</b>	<b>141,089</b>	<b>165,680</b>

<sup>1</sup> Estimated cash disbursements from 2021 RTA funds total \$1.319 billion. Of these funds, \$341.7 million or 25.9% are not expected to be available until the first half of 2022.

<sup>2</sup> Includes ICE funding, distributed at same time as monthly sales tax.

<sup>3</sup> Assumes 3-month delay of RTA PTF payments to Service Boards.

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	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<b>CTA</b>						
<b>FTA</b>						
\$5307/\$5340 Urbanized Area Formula	\$ 132,235,501	\$ 134,219,034	\$ 136,232,319	\$ 138,275,804	\$ 0	\$ 540,962,658
\$5337 State of Good Repair Formula	176,594,379	179,243,295	181,931,944	184,660,924	0	722,430,542
\$5339 Bus and Bus Facilities	14,377,763	14,593,430	14,812,331	15,034,516	0	58,818,040
<b>Subtotal FTA</b>	<b>\$ 323,207,643</b>	<b>\$ 328,055,759</b>	<b>\$ 332,976,594</b>	<b>\$ 337,971,244</b>	<b>\$ 0</b>	<b>\$ 1,322,211,240</b>
<b>Federal-Flexible/Discretionary</b>						
Federal Surface Transportation Program (STP)	0	13,930,000	0	0	0	13,930,000
CMAQ	17,270,230	0	38,693,631	0	0	55,963,861
Sec. 5303 UWP Planning	420,000	420,000	420,000	420,000	420,000	2,100,000
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	65,476,130	0	365,476,130
<b>Subtotal Fed Flexible</b>	<b>123,690,230</b>	<b>120,350,000</b>	<b>145,113,631</b>	<b>71,896,130</b>	<b>6,420,000</b>	<b>467,469,991</b>
<b>Subtotal All Federal</b>	<b>\$ 446,897,873</b>	<b>\$ 448,405,759</b>	<b>\$ 478,090,225</b>	<b>\$ 409,867,374</b>	<b>\$ 6,420,000</b>	<b>\$ 1,789,681,231</b>
<b>State</b>						
State Bond Funds	20,000,000	142,031,547	90,446,213	160,994,052	0	413,471,812
State PAYGO Funds	141,875,000	141,875,000	141,875,000	141,875,000	0	567,500,000
<b>Subtotal State</b>	<b>\$ 161,875,000</b>	<b>\$ 283,906,547</b>	<b>\$ 232,321,213</b>	<b>\$ 302,869,052</b>	<b>\$ 0</b>	<b>\$ 980,971,812</b>
<b>RTA</b>						
RTA ICE Funds	0	0	0	0	0	0
RTA Bonds	0	0	0	0	0	0
<b>Subtotal RTA</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Service Board/Local</b>						
Illinois Long Range Transportation Funds	220,000	0	0	0	0	220,000
Other Service Board Funds	160,000	105,000	105,000	105,000	105,000	580,000
Service Board Bond Proceeds	216,603,485	77,500,000	77,500,000	0	77,500,000	449,103,485
Ground Transportation Tax Bond Proceeds	0	0	0	0	0	0
RPM Bond Proceeds	0	0	0	0	0	0
<b>Subtotal SB/Local</b>	<b>\$ 216,983,485</b>	<b>\$ 77,605,000</b>	<b>\$ 77,605,000</b>	<b>\$ 105,000</b>	<b>\$ 77,605,000</b>	<b>449,903,485</b>
<b>Subtotal State/RTA/Local</b>	<b>\$ 378,858,485</b>	<b>\$ 361,511,547</b>	<b>\$ 309,926,213</b>	<b>\$ 302,974,052</b>	<b>\$ 77,605,000</b>	<b>1,430,875,297</b>
<b>TOTAL CTA FUNDING</b>	<b>\$ 825,756,358</b>	<b>\$ 809,917,306</b>	<b>\$ 788,016,438</b>	<b>\$ 712,841,426</b>	<b>\$ 84,025,000</b>	<b>\$ 3,220,556,528</b>
<b>Debt Repayment</b>						
CTA Ground Transportation Tax Repayment (Short Term)	0	0	0	0	0	0
<b>Subtotal Ground Transportation Tax Repayment</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
CTA Red-Purple Modernization Repayment	0	0	0	0	0	0
<b>Subtotal Red-Purple Modernization Repayment</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
CTA Debt Repayment Principal (\$5307/\$5340 )	(22,980,000)	(24,125,000)	(7,285,000)	(26,635,000)	0	(81,025,000)
CTA Debt Repayment Principal (\$5309)	(47,940,000)	(50,365,000)	(70,995,000)	(55,630,000)	0	(224,930,000)
<b>Subtotal Debt Repayment Principal</b>	<b>(70,920,000)</b>	<b>(74,490,000)</b>	<b>(78,280,000)</b>	<b>(82,265,000)</b>	<b>0</b>	<b>(305,955,000)</b>
CTA Debt Repayment Interest (\$5307/\$5340)	(24,151,496)	(23,760,909)	(36,241,225)	(45,567,931)	0	(129,721,561)
CTA Debt Repayment Interest (\$5309)	(92,663,302)	(92,396,090)	(78,615,257)	(65,202,394)	0	(328,877,043)
<b>Subtotal Debt Repayment Interest</b>	<b>(116,814,798)</b>	<b>(116,156,999)</b>	<b>(114,856,482)</b>	<b>(110,770,325)</b>	<b>0</b>	<b>(458,598,604)</b>
<b>Subtotal Debt Repayment</b>	<b>\$ (187,734,798)</b>	<b>\$ (190,646,999)</b>	<b>\$ (193,136,482)</b>	<b>\$ (193,035,325)</b>	<b>\$ 0</b>	<b>\$ (764,553,604)</b>
<b>TOTAL CTA AVAILABLE</b>	<b>\$ 638,021,560</b>	<b>\$ 619,270,307</b>	<b>\$ 594,879,956</b>	<b>\$ 519,806,101</b>	<b>\$ 84,025,000</b>	<b>\$ 2,456,002,924</b>

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	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<b>METRA</b>						
<b>FTA</b>						
§5307/§5340 Urbanized Area Formula	\$ 85,945,707	\$ 87,234,892	\$ 88,543,416	\$ 89,871,567	\$ 0	\$ 351,595,582
§5337 State of Good Repair Formula	103,520,842	105,073,655	106,649,760	108,249,506	0	423,493,763
<b>Subtotal FTA</b>	<b>\$ 189,466,549</b>	<b>\$ 192,308,547</b>	<b>\$ 195,193,176</b>	<b>\$ 198,121,073</b>	<b>\$ 0</b>	<b>\$ 775,089,345</b>
<b>Federal-Flexible/Discretionary</b>						
Federal Surface Transportation Program (STP)	0	0	0	0	0	0
CMAQ	306,000	0	28,800,000	0	0	29,106,000
<b>Subtotal Fed Flexible</b>	<b>\$ 306,000</b>	<b>\$ 0</b>	<b>\$ 28,800,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 29,106,000</b>
<b>Subtotal Federal</b>	<b>\$ 189,772,549</b>	<b>\$ 192,308,547</b>	<b>\$ 223,993,176</b>	<b>\$ 198,121,073</b>	<b>\$ 0</b>	<b>\$ 804,195,345</b>
<b>State</b>						
State Bond Funds	119,141,600	144,926,300	138,100,000	102,631,300	0	504,799,200
State PAYGO Funds	73,775,000	73,775,000	73,775,000	73,775,000	0	295,100,000
<b>Subtotal State</b>	<b>\$ 192,916,600</b>	<b>\$ 218,701,300</b>	<b>\$ 211,875,000</b>	<b>\$ 176,406,300</b>	<b>\$ 0</b>	<b>\$ 799,899,200</b>
<b>RTA</b>						
RTA ICE Funds	3,715,000	4,038,000	4,349,000	0	0	12,102,000
RTA Funds	0	0	0	0	0	0
RTA Bonds	0	0	130,000,000	0	0	130,000,000
<b>Subtotal RTA</b>	<b>\$ 3,715,000</b>	<b>\$ 4,038,000</b>	<b>\$ 134,349,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 142,102,000</b>
<b>Service Board/Local</b>						
Other Service Board Funds	0	0	0	0	0	0
Other Local Funds	0	0	0	0	0	0
<b>Subtotal SB/Local</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Subtotal State/RTA/Local</b>	<b>\$ 196,631,600</b>	<b>\$ 222,739,300</b>	<b>\$ 346,224,000</b>	<b>\$ 176,406,300</b>	<b>\$ 0</b>	<b>\$ 942,001,200</b>
<b>TOTAL METRA AVAILABLE</b>	<b>\$ 386,404,149</b>	<b>\$ 415,047,847</b>	<b>\$ 570,217,176</b>	<b>\$ 374,527,373</b>	<b>\$ 0</b>	<b>\$ 1,746,196,545</b>

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	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<b>PACE</b>						
§5307/§5340 Urbanized Area Formula	\$ 42,597,225	\$ 43,236,183	\$ 43,884,726	\$ 44,542,997	\$ 0	\$ 174,261,131
§5339 Bus and Bus Facilities	1,983,140	2,012,887	2,043,080	2,073,726	0	8,112,833
<b>Subtotal FTA</b>	<b>\$ 44,580,365</b>	<b>\$ 45,249,070</b>	<b>\$ 45,927,806</b>	<b>\$ 46,616,723</b>	<b>\$ 0</b>	<b>\$ 182,373,964</b>
<b>Federal-Flexible/Discretionary</b>						
CMAQ	0	0	0	0	0	0
<b>Subtotal Fed Flexible</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Subtotal Federal</b>	<b>\$ 44,580,365</b>	<b>\$ 45,249,070</b>	<b>\$ 45,927,806</b>	<b>\$ 46,616,723</b>	<b>\$ 0</b>	<b>\$ 182,373,964</b>
<b>State</b>						
State Bond Funds	4,000,000	34,752,500	52,752,500	47,269,620	0	138,774,620
State PAYGO Funds	11,350,000	11,350,000	11,350,000	11,350,000	0	45,400,000
<b>Subtotal State</b>	<b>\$ 15,350,000</b>	<b>\$ 46,102,500</b>	<b>\$ 64,102,500</b>	<b>\$ 58,619,620</b>	<b>\$ 0</b>	<b>\$ 184,174,620</b>
<b>RTA</b>						
RTA ICE Funds	0	0	0	0	0	0
RTA Bonds	0	0	0	0	0	0
<b>Subtotal RTA</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Service Board/Local</b>						
Positive Budget Variance	0	0	0	0	0	0
Service Board Bond Proceeds	0	0	0	0	0	0
<b>Subtotal SB/Local</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Subtotal State/RTA/Local</b>	<b>\$ 15,350,000</b>	<b>\$ 46,102,500</b>	<b>\$ 64,102,500</b>	<b>\$ 58,619,620</b>	<b>\$ 0</b>	<b>\$ 184,174,620</b>
<b>TOTAL PACE AVAILABLE</b>	<b>\$ 59,930,365</b>	<b>\$ 91,351,570</b>	<b>\$ 110,030,306</b>	<b>\$ 105,236,343</b>	<b>\$ 0</b>	<b>\$ 366,548,584</b>

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	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<b>PACE ADA</b>						
<b>State</b>						
State Bond Funds	4,000,000	4,000,000	4,000,000	3,800,000	0	15,800,000
<b>Subtotal State</b>	<b>\$ 4,000,000</b>	<b>\$ 4,000,000</b>	<b>\$ 4,000,000</b>	<b>\$ 3,800,000</b>	<b>\$ 0</b>	<b>\$ 15,800,000</b>
<b>TOTAL PACE ADA AVAILABLE</b>	<b>\$ 4,000,000</b>	<b>\$ 4,000,000</b>	<b>\$ 4,000,000</b>	<b>\$ 3,800,000</b>	<b>\$ 0</b>	<b>\$ 15,800,000</b>

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	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<b>RTA</b>						
<b>FTA</b>						
\$5307/\$5340 Urbanized Area Formula	\$ 0	\$ 0	\$ 0	\$ 0	\$ 276,780,724	\$ 276,780,724
\$5337 State of Good Repair Formula	0	0	0	0	297,304,086	\$ 297,304,086
\$5339 Bus and Bus Facilities	0	0	0	0	17,364,866	\$ 17,364,866
<b>Subtotal FTA</b>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 591,449,676</u>	<u>\$ 591,449,676</u>
<b>State</b>						
State PAYGO Funds	0	0	0	0	227,000,000	227,000,000
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 227,000,000</u>	<u>\$ 227,000,000</u>
<b>RTA</b>						
RTA Funds	0	0	0	0	0	0
<b>Subtotal RTA</b>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
<b>TOTAL RTA AVAILABLE</b>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 818,449,676</u>	<u>\$ 818,449,676</u>

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	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<b>REGIONAL TOTAL</b>						
<b>FTA</b>						
\$5307/\$5340 Urbanized Area Formula	\$ 260,778,433	\$ 264,690,109	\$ 268,660,461	\$ 272,690,368	\$ 276,780,724	\$ 1,343,600,095
\$5337 State of Good Repair Formula	280,115,221	284,316,950	288,581,704	292,910,430	297,304,086	1,443,228,391
\$5339 Bus and Bus Facilities	16,360,903	16,606,317	16,855,411	17,108,242	17,364,866	84,295,739
<b>Subtotal FTA</b>	<b>\$ 557,254,557</b>	<b>\$ 565,613,376</b>	<b>\$ 574,097,576</b>	<b>\$ 582,709,040</b>	<b>\$ 591,449,676</b>	<b>\$ 2,871,124,225</b>
<b>Federal-Flexible/Discretionary</b>						
Federal Surface Transportation Program (STP)	0	13,930,000	0	0	0	13,930,000
CMAQ	17,576,230	0	67,493,631	0	0	85,069,861
Sec. 5303 UWP Planning	420,000	420,000	420,000	420,000	420,000	2,100,000
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	65,476,130	0	365,476,130
<b>Subtotal Fed Flexible</b>	<b>\$ 123,996,230</b>	<b>\$ 106,420,000</b>	<b>\$ 173,913,631</b>	<b>\$ 71,896,130</b>	<b>\$ 6,420,000</b>	<b>\$ 482,645,991</b>
<b>SUBTOTAL FEDERAL</b>	<b>\$ 681,250,787</b>	<b>\$ 672,033,376</b>	<b>\$ 748,011,207</b>	<b>\$ 654,605,170</b>	<b>\$ 597,869,676</b>	<b>\$ 3,353,770,216</b>
<b>State</b>						
State Bond Funds	147,141,600	325,710,347	285,298,713	314,694,972	0	1,072,845,632
State PAYGO Funds	227,000,000	227,000,000	227,000,000	227,000,000	227,000,000	1,135,000,000
<b>Subtotal State</b>	<b>\$ 374,141,600</b>	<b>\$ 552,710,347</b>	<b>\$ 512,298,713</b>	<b>\$ 541,694,972</b>	<b>\$ 227,000,000</b>	<b>\$ 2,207,845,632</b>
<b>RTA</b>						
RTA ICE Funds	3,715,000	4,038,000	4,349,000	0	0	12,102,000
RTA Funds	0	0	0	0	0	0
RTA Bonds	0	0	130,000,000	0	0	130,000,000
<b>Subtotal RTA Funding</b>	<b>\$ 3,715,000</b>	<b>\$ 4,038,000</b>	<b>\$ 134,349,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 142,102,000</b>
<b>Service Board/Local</b>						
Positive Budget Variance	0	0	0	0	0	0
Other Service Board Funds	160,000	105,000	105,000	105,000	105,000	580,000
Other Local Funds	0	0	0	0	0	0
Illinois Long Range Transportation Funds	220,000	0	0	0	0	220,000
Service Board Bond Proceeds	216,603,485	77,500,000	77,500,000	0	77,500,000	449,103,485
Ground Transportation Tax Bond Proceeds	0	0	0	0	0	0
RPM Bond Proceeds	0	0	0	0	0	0
<b>Subtotal SB/Local</b>	<b>\$ 216,983,485</b>	<b>\$ 77,605,000</b>	<b>\$ 77,605,000</b>	<b>\$ 105,000</b>	<b>\$ 77,605,000</b>	<b>\$ 449,903,485</b>
<b>SUBTOTAL State/RTA/Local</b>	<b>\$ 594,840,085</b>	<b>\$ 634,353,347</b>	<b>\$ 724,252,713</b>	<b>\$ 541,799,972</b>	<b>\$ 304,605,000</b>	<b>\$ 2,799,851,117</b>
<b>TOTAL REGIONAL FUNDING</b>	<b>\$ 1,276,090,872</b>	<b>\$ 1,306,386,723</b>	<b>\$ 1,472,263,920</b>	<b>\$ 1,196,405,142</b>	<b>\$ 902,474,676</b>	<b>\$ 6,153,621,333</b>
<b>Debt Repayment</b>						
CTA Ground Transportation Tax Repayment (Short Term)	0	0	0	0	0	0
<b>Subtotal Ground Transportation Tax Repayment</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
CTA Red-Purple Modernization Repayment	0	0	0	0	0	0
<b>Subtotal Red-Purple Modernization Repayment</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
Illinois PAYGO Debt Repayment	0	0	0	0	0	0
<b>Subtotal Illinois PAYGO Debt Repayment</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
CTA Debt Repayment Principal (\$5307/\$5340 )	(22,980,000)	(24,125,000)	(7,285,000)	(26,635,000)	0	(81,025,000)
CTA Debt Repayment Principal (\$5309)	(47,940,000)	(50,365,000)	(70,995,000)	(55,630,000)	0	(224,930,000)
<b>Subtotal Debt Repayment Principal</b>	<b>(70,920,000)</b>	<b>(74,490,000)</b>	<b>(78,280,000)</b>	<b>(82,265,000)</b>	<b>0</b>	<b>(305,955,000)</b>
CTA Debt Repayment Interest (\$5307/\$5340)	(24,151,496)	(23,760,909)	(36,241,225)	(45,567,931)	0	(129,721,561)
CTA Debt Repayment Interest (\$5309)	(92,663,302)	(92,396,090)	(78,615,257)	(65,202,394)	0	(328,877,043)
<b>Subtotal Debt Repayment Interest</b>	<b>(116,814,798)</b>	<b>(116,156,999)</b>	<b>(114,856,482)</b>	<b>(110,770,325)</b>	<b>0</b>	<b>(458,598,604)</b>
<b>Subtotal Debt Service</b>	<b>\$ (187,734,798)</b>	<b>\$ (190,646,999)</b>	<b>\$ (193,136,482)</b>	<b>\$ (193,035,325)</b>	<b>\$ 0</b>	<b>(764,553,604)</b>
<b>TOTAL REGIONAL AVAILABLE</b>	<b>\$ 1,088,356,074</b>	<b>\$ 1,115,739,724</b>	<b>\$ 1,279,127,438</b>	<b>\$ 1,003,369,817</b>	<b>\$ 902,474,676</b>	<b>\$ 5,389,067,729</b>