



Regional Transportation Authority

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Board Agenda

Finance Committee

Thursday, December 19, 2019

LOCATION CHANGE - CMAP Board Room,
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

9:00 a.m.

1. Roll Call

2. Approval of Minutes

2.a. From the meeting held on November 21, 2019

3. Information Items

3.a. Report on Monthly Financial Results - October 2019

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

3.b. Presentation of the Semi-Annual PMO Report

Description: RTA has been performing PMO for Service Board capital projects since 1992, when the program was originally established. PMO is designed to accomplish the goals established by the RTA Act and implemented through the standard grant agreement with the Service Boards.

4. Action Items

4.a. Ordinances authorizing the quarterly amendment to the 2019-2023 Capital Program and amending ICE funded projects

Description: Staff is requesting Board approval of two ordinances, one approving the amendment to the 2019-2023 Capital Program and the other amending the ICE funded projects.

4.b. Ordinance adopting the 2020 Regional and Service Board Budgets

Description: The proposed ordinance adopts the 2020 Operating Budgets, 2021-2022 Financial Plans, and 2020-2024 Capital Programs of the Service Boards and the Authority, including the RTA Agency.

ADJOURNMENT

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

The Finance Committee of the Board of Directors of the Regional Transportation Authority met in public session on **Thursday, November 21, 2019** at 9:00 a.m., in Suite 1650, 175 W. Jackson Blvd., Chicago, Illinois, pursuant to notice.

Committee Chairman Melvin presided.

ROLL CALL

Committee members present (8): Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager

Committee members absent (1): Troiani

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

Approval of minutes from the meeting held on October 17, 2019

Director Kotel moved, and Director Groven seconded that the minutes from the meeting held on October 17, 2019 be approved as submitted. The motion carried on the following roll call vote:

8 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager

1 Absent: Troiani

Presentations and discussion of 2020 agency budgets with the CTA, Metra, Pace and RTA

RTA CFO Bea Reyna-Hickey explained that Metra, Pace, the CTA, and the RTA will present an overview of their proposed 2020 budgets. She thanked the RTA budget and capital staff and the CFOs of the Service Boards. Ms. Reyna-Hickey explained that these items are for discussion purposes only. No action is needed until the December 19th Board meeting when the Board will consider adoption the individual transit agency budgets as part of the proposed 2020 RTA consolidated regional budget.

Metra

Mr. Bruce Marcheschi, Metra Chief Operating Officer, presented the Metra 2020 budget and five-year capital program. Mr. Marcheschi stated that Metra's proposed operating budget contains no fare increase or service cuts. Balance was achieved for 2020 through cost efficiencies of \$6 million and vacancy, fringe, and overtime savings of \$12 million. Fuel efficient locomotives and the locking in of a favorable price produced a savings of \$7 million in fuel expense in 2020. Metra ridership is expected to decrease by 0.9% in 2020 to \$73.8 million. Operating revenues are projected at \$407.1 million, a decrease of 1.1% from the 2019 budget, and operating expenses are projected at \$827.4 million, an increase of 0.6% versus the 2019 budget. After the transfer of ICE funding to the capital program, Metra is left with \$429.2 million in total public funding bringing the combined operating revenue to \$836.3 million in 2020.

Metra's 2020 capital program totals \$480.5 million and is comprised of federal funding, ICE funding, and the new State bonds and PAYGO funds. Major 2020 capital projects include the purchase and rehabilitation of locomotives and railcars, infrastructure improvements to bridges and stations, and the 75th street corridor improvement project. Improving the customer experience by adding heated shelters, upgrading signage, and replacing elevators is also a high priority for Metra in 2020. The five-year capital program totals \$2.584 billion with rolling stock, bridges, and track and structure representing the largest areas of investment. ICE funded projects include train tracking and passenger counting systems, and alternative fuel vehicles. Direct service to O'Hare is one of Metra's future visions for expansion in the Chicagoland area. Bruce updated the Board on the status of Positive Train Control with the BNSF, Southwest Service, Rock Island, and UP lines currently in revenue service. The remaining lines are planned to be implemented throughout 2020, and Bruce feels strongly that Metra will meet the 12/31/2020 deadline. Metra's DBE participation over the last 15 months totals \$21.9 million and Metra has met or exceeded its DBE goals in 2018 and 2019.

Director Melvin asked what kind of cost savings PTC might produce as we move forward. Mr. Marcheschi responded that "PTC 2.0" could create cost savings by allowing trains to operate in signal blocks, and by monitoring the health of locomotives for preventive maintenance. PTC may also become linked to crossing gates for enhanced safety.

Director Lewis asked a two-part question. The first one regarded the 95th street station and if Metra is working in conjunction with Chicago State University on the project. Secondly, is the Metra Electric line included in the purchase of new locomotives? Mr. Marcheschi confirmed that Metra has been working closely with Chicago State. Once a design contract is issued, Metra will bring in consultants from CSU to help design a blueprint for the future. Regarding the locomotives, Bruce explained that the Metra Electric cars are only about 7-8 years old and service is extremely reliable on that line. The purchase and rehabilitation will be focused on the diesel locomotives.

Director Carey asked why Administration expense was increasing by 9% in 2020 compared to the 2019 estimate if Metra is focused on running as lean as possible. Mr. Tom Farmer, Metra CFO, explained the increase can be attributed to changes in pay and benefits, filling vacancies, and IT licensing items.

Director Ross asked a follow-up question regarding any open labor contracts that Metra currently has. Mr. Farmer explained that while railroad contracts never expire, there are wage negotiations in progress with all 14 of Metra's unions.

Director Ross also asked if the new, remanufactured locomotives will come equipped with PTC electronics and mechanics. Mr. Marcheschi confirmed that all onboard equipment necessary for PTC will come with the new locomotives.

Director Groven asked what the plan is to address Metra's declining ridership. Mr. Marcheschi said the reverse commute service to Lake County and additional weekend service is planned to continue. Also, enhancing the customer service experience will hopefully encourage more people to ride Metra.

Director Sager asked Metra to prioritize their capital needs in terms of rolling stock, bridges, and stations. Mr. Marcheschi stated that making sure the equipment is operating safely and properly is the number one priority. Additional yard space is needed to house existing and new equipment for locomotive and car maintenance. The acquisition of land is planned in years four and five of Metra's capital program.

Director Sager acknowledged that a small percentage of riders are coming from the farthest zones of the UP Northwest Line. However, given expected residential growth in that area, yard improvements and expansions along the line will help accommodate increased ridership.

Director Holt asked what Metra's contingency plans are if the sales tax projection and restoration of the PTF do not materialize. Mr. Farmer said he feels confident about the projections, but if the sales tax increase does not happen Metra would present a list of ideas to increase revenue and reduce expenses to its Board for action.

Director Holt asked for more information considering the unlikelihood of the PTF being restored. Mr. Farmer explained that Metra provided for a potential public funding shortfall in the 2020 budget by not programming 100% of the adopted funding.

Director Holt asked about the status of the fare pilot programs that Metra initiated to increase ridership. Ms. Lynnette Ciavarella, Senior Division Director, Strategic Capital Planning believes that Metra will see an uptick in ridership after experiencing an incremental decline on the lines in which the outer zone fares were capped. The Metra Board has approved the continuation of that pilot program. The second pilot focused on shifting certain stations to a lower fare zone based on proximity to other stations in that zone. Lynnette explained that due to the extremely low ridership at those stations it has been difficult to make an assessment. The Metra Board has decided to move this pilot forward as well. The third pilot that will be implemented is the Round Trip Plus ticket which allows transferability between lines across the Metra system. Additional weekend service and reverse commute service have been extremely successful, and both will continue into 2020.

Director Andalcio asked what Metra's plan is to unbundle contracts to allow DBEs to bid as the prime contractor on projects. Mr. Marcheschi explained that Metra has several DBE initiatives including workshops and fairs that bring in DBE firms to familiarize them with Metra's projects and what to expect in the bidding process. Ms. Janice Thomas, Metra's current OBDCR Senior Division Director and soon to be Chief of Staff, explained how Metra's DBE department works. Every procurement over the bidding threshold goes through the DBE department where they are committed to unbundling contracts as appropriate by working with the operating departments.

Director Andalcio thanked Metra for its DBE report and expressed that he would like to see the percentages in dollars. He also asked Metra what their current undertaking is for diversity and inclusion in the workforce to reflect the communities in which it serves. Ms. Thomas followed up by explaining that Metra hosts community outreach events where they have conversations with their prime contractors about Metra's expectations regarding the community in which the project is taking place.

Director Andalcio then asked what Metra's greatest challenge is in increasing its diversity objectives. Ms. Thomas expressed that the awareness for small businesses to understand the competitive bidding process is Metra's biggest challenge in increasing its diversity objectives.

Director Melvin inquired about the decision to hire a project management consultant rather than keep that function in house. Mr. Marcheschi noted that the influx of capital funds has encouraged Metra to seek additional project management oversight to aid Metra's current staff and to ensure best practices are met in spending down the money.

Director Melvin then asked for more detail on the O'Hare service project. Mr. Marcheschi said the goal is to provide a dedicated service to O'Hare from downtown. Right now, Metra has a transfer service that runs on a local schedule. The vision is to provide a dedicated track that runs back and forth from downtown to O'Hare. Bruce explained that there is a lot of work and planning that still needs to be done and the project is in the early stages.

Director Lewis asked for a status update on the Cook County project to provide transportation from south Cook County to jobs near O'Hare. Mr. Marcheschi expressed that Metra is engaged and committed to the project and to working with Cook County. Ms. Thomas added that the MOU is underway, and the next step will be an Intergovernmental Agreement (IGA). Metra is looking at a potential reduced fare for the stations on the Metra Electric and Rock Island lines that are covered under the study.

Director Melvin inquired about Metra's stance on debt issuance. Mr. Farmer responded that Metra does not see a need to issue debt at this time due to the well-funded capital program. However, if a large project were to arise, Metra would look at using the PAYGO funds to guarantee debt payments on potential issuances.

Pace

Mr. Dominick Cuomo, Pace CFO, gave a brief summary, stating that both the Suburban Service and ADA Paratransit budgets were balanced to the RTA marks and met the required recovery ratios. Mr. Cuomo clarified that when the budget was released for public hearing, that Pace had also proposed the reduction of eight routes, but they were not part of the budget. He said that based on public feedback, Pace staff would reevaluate those reductions and bring some recommendations to the Pace Board in 2020. Mr. Cuomo noted how grateful Pace was for the \$340 million increase in State funding for capital, and he said that Pace would invest that money in bus garages, ADA Paratransit service improvements, and express bus routes. He then introduced Renaldo Dixon, budget director, who presented the budget and capital program.

Pace Suburban Service 2020 ridership is expected to decrease by 1.7% to 28.0 million. No fare increase is proposed. Operating revenues are projected at \$56.6 million, an increase of \$1 million from the 2019 estimate due to increased local government contributions for Dial-a-Ride projects. Operating expenses are projected at \$239.9 million, an increase of 2.8% over the 2019 estimate, but a lesser increase of 1.7% versus the 2019 budget. Total public funding for Pace Suburban Service is \$183.4 million, adhering to the operating funding amounts approved by the RTA Board and resulting in a balanced budget which meets the required recovery ratio of 30.3%. Service improvements include the first full year of operation for the Pulse Milwaukee Ave Arterial Rapid Transit (ART) line, adjustments to some North Cook County and South Cook County routes, and increased service on I-55 Bus-on-Shoulder routes.

Pace ADA Paratransit ridership is expected to increase by 0.8% to 4.3 million in 2020, due to increased utilization of the Taxi Access Program. Operating revenues are projected at \$14.1 million and operating expenses are projected at \$195.3 million, an increase of 7.4% over the 2019 estimate, but a lesser increase of 4.3% versus the 2019 budget. Renaldo stressed that Pace's City provider contracts are up for re-bidding in 2020 and thus there is some uncertainty in final expense levels. Total public funding for Pace ADA Paratransit is \$181.3 million, in accordance with the operating funding amounts approved by the RTA Board and resulting in a balanced budget with the required recovery ratio of 10.0%.

Pace's Suburban Service 2020-2024 Capital Program totals \$548 million with the largest expenditures going toward investment in support facilities and rolling stock. Renaldo showed a list of specific projects funded by Rebuild Illinois including the construction of two garages and improvements to the Harvey and Joliet Transportation Centers. For the first time, Pace has dedicated capital funding of \$20 million for the ADA Paratransit program, which will be used for customer software improvements and improved transfer locations.

Chairman Dillard asked for clarification of Pace's programming of Medicaid reimbursement funding. Mr. Dixon replied that Pace is no longer participating in the Medicaid program due to changes that the State made two years ago which would have negatively impacted Pace's service providers.

Chairman Dillard asked how many new riders were anticipated on the Pulse Milwaukee Avenue service, which he said was the type of innovative service the region needs to boost ridership. Mr. Dixon said that while he did not have exact figures available, an incremental increase in weekday ridership for the Milwaukee Avenue corridor was expected, along with a 7% - 8% increase in weekend ridership. He also noted that the next Pulse line on Dempster Avenue was under development.

Director Lewis asked for the status of under-performing routes which may be discontinued since ridership has been declining. Mr. Dixon replied that the Pace Board has decided to reevaluate the proposed eliminations based on public feedback.

Director Lewis asked about any initiatives to get South Cook County residents up to O'Hare employment centers. Mr. Dixon responded that Pace has current routes from South Cook to Rosemont, Schaumburg, and Oak Brook and will continue to promote those routes in conjunction with RTA, CTA, and Metra.

Director Carey asked why Pace is assuming a 1.7% ridership decline in 2020 after experiencing a 5.7% decline in 2019. Mr. Dixon said that Pace expects losses in the vanpool program to level off, and that new services on I-55 and I-90 should help offset an assumed base ridership decline of 2.8%.

Director Andalcio asked if Pace has goals in its 2020-2024 capital program for veterans and persons with disabilities, if Pace is considering target market contracts, and if Pace has a mentor-protégé program. Mr. Dixon said that all Pace RFPs are reviewed by Pace's DBE department before issuance and they will look at veteran and disabled considerations. Pace is not considering target market contracts, and the DBE office has an outreach program.

Director Andalcio asked about Pace's current undertaking for ensuring diversity and inclusion in its workforce in the communities it serves. Mr. Dixon replied that Pace utilizes all of the major platforms to advertise employment vacancies.

Director Andalcio asked how Pace manages unbundling of State-dollar contracts to allow smaller firms to bid as primes rather than sub-contractors. Mr. Chris Skogsbakken from the Pace staff said that Pace is establishing a Board infrastructure committee and staff project management office which will decide on the structure of the bids and take into account DBE participation.

Director Andalcio and Chairman Melvin asked if they could see a report on the number of contracts awarded with DBEs as primes, and in percentage of dollars also. Mr. Dixon replied that he can get that information, and that Pace has exceeded its DBE goal over the past years. In 2018 DBE participation was around 20%, and Pace has increased its DBE goals for the new FTA triennial period.

Director Holt asked how Pace would respond to a potential shortfall in sales tax revenue. Mr. Dixon replied that the impact on Pace would be smaller than the impact on CTA and Metra, and that there are areas of the budget which could be adjusted in response to any shortfall.

Director Holt asked how the increasing demand for the Taxi Access Program was impacting the demand for traditional ADA Paratransit service, and how that may impact the need for ADA Paratransit vehicles in the capital program. Mr. Dixon said that while there has been a migration from traditional service to TAP, the vehicles in the capital program are for the suburban service area and thus are not affected by the TAP ridership increase.

Director Melvin asked if Pace was worried about pricing power as they renew the vendor contracts, since TAP ridership is increasing, and regular ADA Paratransit ridership is decreasing. Mr. Dixon said that Pace was expecting vendor price increases due to both wage increases and potential pass-thru of new vendor vehicle costs.

Director Melvin asked about Pace's impediments to adding frequency on I-55 Bus-on-Shoulder routes. Mr. Dixon said that Pace was limited by both the number of available coach buses and nearby garage capacity. He said that the new I-55 garage is Pace's third highest capital priority behind the new Northwest Garage and ADA service improvements.

Director Ross asked about the status of Pace's labor contracts. Mr. Dixon said that Pace has a total of nine labor contracts, with one currently open. Three more of the contracts will be opened by the end of 2020.

Director Ross said that he had attended a hearing on the proposed route eliminations and understands how difficult it can be to make such a decision because many riders are transit-dependent, rather than riders of convenience, especially in rural areas. He commended the Pace staff and Board for their sensitivity while conducting the hearing.

Director Groven echoed Director Ross' comments with respect to the Kane County Pace hearings.

Director Carey also echoed Director Ross' comments for Lake County, and she asked if the eight fixed routes which had been proposed for elimination could be serviced differently with something like a Dial-a-Ride project. Mr. Dixon said that after Pace's Vision Plan update is complete, Pace will be hiring a consultant to look at their overall service by mode throughout the six-county region, and that Pace staff has also been meeting with Pace Director Soto and the Lake County Board to discuss alternatives to traditional fixed-route service.

Director Sager stated that Pace provides important service to many individuals in McHenry County, and that the RTA needs to do what we can to provide economical and efficient service.

CTA

Mr. Jeremy Fine, CTA CFO, and Ms. Michele Curran, Vice President Budget and Capital Finance, presented the CTA's operating budget and capital program. The proposed 2020 budget of \$1.57 billion is balanced and meets the recovery ratio requirement without a fare increase or service cuts. Mr. Fine noted that CTA faces \$30 million in State cuts in 2020 due to the 1.5% sales tax surcharge, 5% reduction to PTF, and 50% reduction in Reduced Fare Subsidy. CTA ridership is expected to decrease by 1.8% to 448.7 million in 2020 but the good news is that the rate of decline is slowing, particularly on bus. CTA initiatives to increase ridership and revenue include bus priority zones, designated bus lanes, prepaid bus boarding, and traffic signal prioritization. CTA is also accepting Apple Pay, providing free Wi-Fi in subway stations, and issuing updates to the Ventra app. The 2020 budget is \$18.4 million or 1.2% higher than the 2019 budget. Labor expenses are increasing by \$49.2 million due to pension, healthcare, and wage increases. Other expenses are decreasing by \$39.7 million as the CTA is covering existing debt service with State capital funding in 2020. The CTA has locked in 85% of fuel needs for 2020 and 100% of electricity. Operating revenues are projected to decrease by \$12.1 million from the 2019 budget. Total public funding is expected to increase by \$30.4 million, in accordance with the operating funding amounts approved by the RTA Board.

The CTA's 2020-2024 capital program totals \$5.1 billion and is supported by federal funding, State funding, and CTA bond issuances. The CTA plans to issue new bonds to produce \$1 billion in funding for the five-year capital program. The capital program will invest in transformative projects such as Red Purple Modernization (RPM), south Red Line Extension (RLE), and Your New Blue (YNB). Bond funding will also be used for new buses and rail cars. ICE funding of \$6.4 million for 2020 is proposed to be used for bus and rail service improvements—additional Green Line service during AM/PM rush and expanded service on the #4, #26, #34, #71, #95, 119, X9, and X49 bus routes.

Director Coulson asked about the rationale for spending \$350 million on the Red Line Extension when it is more of a wish list project with no actual funding at this point. Mr. Fine replied that it is more than a wish list. \$75 million was already committed as part of the prior CIP for design and preliminary engineering. This planning will now put the CTA in position to compete for and receive federal grant funding.

Director Coulson also asked Jeremy to explain the \$381 million bond issuance with principal payments deferred until 2043. Mr. Fine responded that the CTA has constrained revenues and continues to require level debt service in its entire portfolio. Therefore, the CTA has to structure payments until after current obligations are paid down.

Director Coulson noted that a quarter of the CTA's CIP is debt service. Did the CTA give any consideration to using the new pay go funds for projects instead? Mr. Fine noted that the CTA could not ignore all of the years without State capital funding which were addressed by CTA's own issuances.

Director Coulson finished by asking the reason for poor investment returns when the market is reaching record highs. Mr. Fine said it is due to poor returns in the latter part of 2018.

Director Melvin said that the Red Line Extension seems very expensive but it very important to the community. He learned recently that only 25% of people who board at 95th Street are going to the Loop – people are getting out and going to the neighborhoods as they live their lives.

Director Andalcio asked if the CTA has a plan to break up bundled projects to allow smaller companies and DBE/MBEs to bid as primes. Mr. Tom McKone, Chief Administration Officer, replied that the CTA is looking to unbundle contract opportunities. With the RPM project, for example, CTA broke up the communications and outreach contracts (including printing and translation services) into nine distinct contracts. CTA also broke up General Engineering Consulting (GEC) contracts to create opportunities.

Director Andalcio also asked if there are opportunities for a mentor-protege program? Mr. McKone answered that the CTA launched this program in 2016 and makes it a requirement as part of the bid scoring. RPM has 7 mentor-protege contracts.

Director Andalcio asked for the CTA's greatest gap in increasing its DBE participation. Mr. McKone said that the greatest gap was late State reimbursements. On RPM, the CTA started a "building small businesses" program to provide technical support to DBEs and help them think about financing.

Director Andalcio asked if there are plans to address the homeless problem on the system. Mr. McKone replied that the CTA has worked with the Department of Family & Support Services (DFSS) to provide encampment resources to the Red Line.

Director Holt asked for the CTA's contingency plan if sales tax or RETT funds do not come through. Mr. McKone responded that the CTA would review labor costs and the rate at which they are filling vacancies and would also make tweaks to materials costs. On the revenue side, The CTA revenue projections do not account for any congestion pricing mechanism as proposed by the mayor. The CTA also did not include any increases due to ATU negotiations into the budget because that would show their hand/set the floor.

Director Holt asked for a status update on RPM Phase 2. Mr. Mike Connelly, Chief Planning Officer, said his staff is already working on RPM Phase 2 needs, infrastructure pieces, and lessons learned from the current project. It will be 9-12 months until the project plan is rolled out for review.

Director Lewis asked about the CTA's position on the Cook County proposal (convert Metra Electric to a CTA-like system). Mr. Connelly replied that the CTA feels it is not fully fleshed out, but the CTA is engaged in dialogue with Cook County.

Director Carey asked where the other revenue increases in 2020, 2021, and 2022 are coming from? Ms. Michele Curran said it is due to growth in advertising, parking revenue, and other miscellaneous initiatives like naming rights.

Chairman Dillard noted that many lawmakers do not realize they are cutting transit operating revenue by supporting the sales tax and PTF surcharges and reduced fare subsidy cut. The RTA and Service Boards need to visit Springfield together to discuss the impact.

Chairman Dillard commented on the Mayor's congestion pricing plan and said some of that revenue needs to go to the CTA and Metra, for the potential increased ridership during peak periods.

RTA Agency

Ms. Reyna-Hickey thanked the CFOs and staff of CTA, Metra, and Pace for their presentations. She began the RTA Agency Budget presentation by explaining that again this year the RTA followed a priority-based budgeting approach. The budget was developed consistent with the goals and objectives of the five-year Regional Strategic Plan, Invest in Transit, adopted by the RTA Board in January 2018. This approach aligns the Agency's budget with the RTA's mission within the region.

In 2020, budgeted funding and revenue total \$40.7 million. Of that amount, 86.5% or \$35.2 million represents regional public funding from the RTA sales tax. The remaining 13.5% or \$5.5 million includes grants and other revenue. The 2020 budget includes Federal Section 5310 Transportation Grant funds in the amount of \$4.6 million, approximately half of the \$9.1 million awarded every other year.

Budgeted Agency expenses also total \$40.7 million. The proposed RTA Agency budget is developed in two parts: Administration and Regional Programs.

Administrative costs account for 42.7% or \$17.4 million. This amount is 37.0% below the 2020 statutory administrative cap of \$27.6 million allowed by the RTA Act. The administrative budget includes expenses for personnel, professional services, information technology, facilities, and office services that support the funding, planning, and oversight mission of the RTA.

The proposed Regional Programs budget accounts for the remaining 57.3% or \$23.3 million of 2020 Agency expenses. Regional Programs include Regional Services and Grant- and RTA-funded projects.

Regional services account for 42.4% or \$17.2 million. The proposed 2020 Regional Services budget supports services provided to the public, including ADA Paratransit certification, mobility management and travel training, the RTA customer service centers, free and reduced fare programs, and the RTA transit benefit program.

RTA's grant-funded projects and RTA-funded regional studies and initiatives include transit-oriented development, access to transit improvement, customer satisfaction survey, and community planning assistance. These projects account for the remaining 14.9% or \$6.1 million. For many of these projects, the RTA acts as an advocate and granting agency, receiving funds for the region and then administering grants to the Service Boards, municipalities, and counties for planning projects.

The portion of the Agency budget supported by regional funding from the RTA sales tax is referred to as the net operating budget because it reflects expenses less associated revenue and outside funding. The 2020 Administrative net operating budget is essentially unchanged from the 2019 budget. The 2020 Regional Programs net operating budget increases by 6.2% or \$1 million due to the increased Purchased Services expenses of the mostly outsourced Mobility Services Programs and some RTA-funded regional programs. Thus, the total proposed 2020 RTA Agency net operating budget of \$35.2 million is expected to increase by 3.0% or \$1 million from the 2019 budget. Total Agency headcount is budgeted at 107, six fewer positions than 2019. As part of the 2020-2024 five-year capital program, the RTA will continue to issue bonds to help finance Service Board capital projects. Due to the increase in state capital funding through Rebuild Illinois, however, the RTA will not issue bonds that were previously planned as part of the 2020 capital program.

To fund Service Board and RTA operations, the RTA issues short-term debt because of State funding delays for PTF, ASA, and AFA. The RTA's \$150 million working cash notes mature in May 2020. The RTA will continue to issue short-term debt to the extent required by state funding delinquencies. The amount and form of new short-term debt will be determined as existing short-term debt matures.

In Federal Fiscal Year 2018 (ending 9/30/2018), the RTA exceeded by 1% its DBE participation goal for federally funded contracts of 11%. For the next three Federal Fiscal Years (2020, 2021, and 2022), the Agency has increased its overall goal on federally funded contractors to 16%. In 2018, the RTA met its DBE participation goal of 12% on non-federally funded contracts.

2020 Budget and Capital Program Public Comment

Ms. MarySue Barrett, President of the Metropolitan Planning Council (MPC), noted that she has worked with the RTA and Service Boards on advocacy for many years, and that the success of the Spring Session capital bill should be celebrated. She recognized some things that were not included in the final legislation, such as performance-based planning. She believes this is a historic moment for RTA leadership to show improved stewardship and transparency of the increased resources. She noted that the FTA has established requirements for Transit Asset Management (TAM), as noted in the Service Board presentations. She asked the Board to incorporate a performance-based metrics framework in the final budget to be considered at the December Board meeting. She said that models exist, and her organization is willing to work with the RTA to figure out the mechanics of making it work.

Chairman Dillard thanked Ms. Barrett for her advocacy and leadership with the Chicago business community and public. While he likes performance-based funding, he stressed that the RTA already operates in a very transparent way, as evidenced by the Strategic Plan and professionalism of the RTA and Service Board staffs. He committed to continue to work with MPC and the other two organizations as partners.

Mr. Garland Armstrong expressed safety concerns about people trespassing on the tracks. He feels that they don't understand the dangers involved and need to be educated with a public service announcement from CTA and Metra. He is waiting on data from CTA and Metra.

Mr. Jack Lavin, President and CEO of the Chicagoland Chamber of Commerce echoed Chairman Dillard's comments on the great partnership which led to the State capital bill with sustainable funding. He noted that he did not know about the operating cuts so he will work on that as well. Mr. Lavin stressed the importance of mass transit to his members' businesses. He requested that the RTA Board include in the budget ordinance a requirement for performance-based planning and programming with an emphasis on prioritizing access to jobs, and also a more formal process for input from the business community, since they are the ones that will create jobs and grow the population.

Mr. Tom Kotarac, Vice President of the Civic Committee of the Commercial Club of Chicago, said that with any new revenues must also come reforms. He noted that the current method for allocating capital funding uses static formulas, some of which are unchanged since 1983. Tom pointed out that many things have changed since 1983, including travel patterns and much more robust data sources. He wants to see the RTA use performance measures to allocate capital in a more sophisticated way and serve as a model for the rest of the country. Mr. Kotarac feels that putting a new allocation method in the December Board memo and ordinance would hold the RTA Board accountable to a process which recognizes the new principles RTA has established. He thinks that the time to act is now because the Service Boards have the best leadership he has ever seen in place to make some hard choices.

Presentation of Quarterly Performance Report- Third Quarter 2019

Ms. Jill Leary presented the Quarterly Performance Report that details performance through third quarter 2019. As with prior reports, she reported on a consistent set of measures relating to each strategic goal and highlighted an activity or event of interest related to that goal. This quarter's spotlights highlighted RTA Agency activities.

For the first strategic goal, Deliver Value on Our Investment, Jill reported on capital funding and expenditures. Funding has been lower compared to 2018, because new funding relating to pay-go have not yet appeared on our books. Expenditures, however, have increased 22% as CTA and Metra have been improving spending. Other measures shown included: operating cost per passenger trip, which was up 3.7% after being adjusted for inflation, and fare revenue per passenger trip, which was up 1.2% to \$1.79.

The Performance Spotlight focused on the downward change in state funding delays, which was approximately **HALF** the \$457 million that the State owed the RTA as of this time last year. More prompt payments from the State have allowed the RTA to pay off its \$250 million 2017B Direct Placement Working Cash Notes and to reduce delinquencies in PTF-based funding to the Service Boards. Paying off and terminating the Direct Placement will lower RTA's cost of short-term borrowing to an estimated \$5.2 million in 2019 from \$7.1 million in 2018.

Goal 2 is Build on the Strengths of Our Network, for which Jill showed a 10-year trend chart showing a 6% increase in vehicle revenue miles. This indicates that we are offering more service to our customers. The Performance Spotlight for Goal 2 focused on the work done by the RTA Mobility Services Team, which on a year-to-date basis has processed over 13,000 ADA Paratransit applications, made presentations to just under 21,000 people at numerous outreach events, fielded 67,000 helpline calls, and serviced 48,000 walk-in customers. To date, over 63,000 Chicago-area residents are eligible to utilize ADA Paratransit services.

Goal 3 is Stay Competitive, and Jill spoke to the Service Boards' on-time performance metrics, which were largely unchanged from the prior year. The Performance Spotlight focused on regional customer satisfaction surveys. The RTA is starting to leverage online panels in order to get more regular feedback from regional customers. Results were shown for the most recent RTA on-line panelist survey, conducted this past summer. About 500 respondents provided ratings for infrastructure condition, their likelihood to recommend the service to others, value of service for fare paid, and overall satisfaction scores. The majority of panelists reported that they are satisfied or very satisfied with the services, though infrastructure had a lower approval rating. Next year, RTA will be administering a comprehensive regional Customer Satisfaction Survey in partnership with the Service Boards, which will help us to understand our ridership base in more detail; we will also be conducting a non-Rider/Lapsed-Rider survey, which will help us understand how to make transit more appealing to those who do not ride regularly.

Chairman Dillard requested what peer transit agencies customer satisfaction surveys have shown, examples in New Jersey, New York, Boston, LA and DC. Ms. Leary responded that she would be able to provide that information to the Board.

Resolutions certifying financial results - Third Quarter 2019

Ms. Reyna-Hickey stated that the third quarter results were satisfactory, with good expense performance more than offsetting an operating revenue and public funding shortfall. RTA system ridership through September was 2.0% unfavorable to budget, and almost 3% lower than prior year due in part to the severe cold in January. Operating revenue was \$16.9 million, or 1.9%, unfavorable to budget, primarily due to the lower level of reduced fare reimbursement (RFR) funding from the State. Pace had the largest operating revenue shortfall due to unfavorable fare revenue combined with the RFR reduction, while ADA Paratransit had a favorable variance of 7.1% due to increased ancillary revenue.

Public funding was \$23.3 million unfavorable to budget due to lagging sales tax and RETT results, and the extension of the State 5% PTF cut. RETT performance did improve with August's \$8.3 million result. Following a strong July result, August sales tax had 1% year-over-year growth. Bea discussed the second quarter chart of sales tax performance by merchant category, which showed that food and drink categories had the highest growth. System-wide operating expenses were \$59.5 million or 2.8% favorable to budget, with each Service Board reporting favorable results. Service Board fuel expenses were a combined \$5.7 million favorable to budget.

The good expense performance and public funding more than offset the unfavorable operating revenue, and the year-to-date system net result was \$19.3 million favorable to budget, an improvement of \$4.6 million from the previous month's result. The regional recovery ratio of 51.2% was 0.7 points favorable to budget, and the fare recovery ratio and all revenue recovery ratio were both lower than prior year due to lower ridership and normal Service Board expense growth. Ms. Reyna-Hickey reviewed the operating deficit variances of the Service Boards, with CTA, Metra, Pace, and ADA Paratransit each favorable to budget. She closed by recommending that each Service Board and the region as a whole be found in substantial accordance with budget through the third quarter.

Director Melvin asked about the expected effects from the Chicago teacher's strike. Ms. Reyna-Hickey said that ridership was certainly impacted during the 11-day strike due to the loss of student and employee rides, and parents needing to stay home from work to take care of their children. Because of the lag in reporting, the impact will not be seen until the October results are reported at the December Board meeting. We would also like to note that there appeared to be an increase in CTA riders with many teachers riding downtown to attend rallies so that may offset the school closings.

Director Melvin asked about the ridership decline in January. Ms. Reyna-Hickey pointed out that many companies completely shut down during the cold outbreak, and also that employees have more flexible work options, and can now choose to telecommute when the weather makes traditional commuting difficult.

Director Ross moved, and Director Holt seconded that the proposed resolutions be approved as submitted. The motion carried on the following roll call vote:

8 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager

1 Absent: Troiani

ADJOURNMENT

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

8 Ayes: Coulson, Groven, Holt, Kotel, Lewis, Melvin, Ross, Sager

1 Absent: Troiani

The meeting ended at 12:10 p.m.

AUDREY MACLENNAN
Secretary of the Authority



**Regional
Transportation
Authority**

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: December 12, 2019

Re: Report on Monthly Financial Results – October 2019

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

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

Prepared by: Finance, Innovation, and Technology

LPR/BRH/WDL/DKA/EDL

To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: December 12, 2019

Re: Report on Project Management Oversight



**Regional
Transportation
Authority**

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

Staff will present the current Report on Project Management Oversight (PMO). No action is requested at this time; the report is presented for information only.

Background

RTA has been performing PMO for Service Board capital projects since 1992, when the program was originally established. PMO is designed to accomplish the goals established by the RTA Act and implemented through the standard grant agreement with the Service Boards. These goals specifically include:

- Demonstrating to stakeholders and funding agencies, including the Federal Transit Administration and the Illinois Department of Transportation, that the Service Boards' capital programs and individual projects are well managed;
- Increasing the transparency and accountability of Service Board capital expenditures;
- Minimizing schedule delays and cost overruns without reducing project scope through proactive advisory measures;
- Documenting Service Board efforts to maintain a state of good repair;
- Highlighting RTA and Service Board accomplishments as well as documenting a high level of project management ability through periodic reporting.

In 2010, the RTA PMO program developed a more stringent level of oversight for projects funded by the State of Illinois. This funding is appropriated for Service Board projects through RTA grants. RTA PMO is heavily involved in the implementation of all state-funded projects and will continue this involvement as projects are ongoing.

The current PMO program also involves oversight for all systemwide projects with budgets of \$10 million or more. Some of these projects are also in the state bond program and subject to a high level of oversight. Taken together, RTA PMO is currently reporting on over \$5.5 billion in construction, maintenance, rehabilitation, and procurement projects.

The semi-annual PMO Report is based on information obtained primarily through collaboration with Service Board project managers and attendance by the PMO team at periodic project progress meetings. PMO consultants also serve as an extension of RTA staff and provide technical expertise and assistance in ongoing project monitoring, periodic reporting, and risk assessment.

Performance

Service Board project management efforts in this reporting period have seen considerable progress. Many of the current projects underway will improve the region's state of good repair, while others are directed to improvements in customer convenience, safety and security, or compliance with federal requirements.

Budget

None of the reported state funded projects are currently over budget. RTA PMO, together with the Service Boards' project management teams, monitors project risks to manage budgets and ensure continued positive budget and cost management.

Schedule

Five out of the fourteen state funded projects are behind schedule. The delays are outside of the project management team's control, such as increased scope of work and additional review time required for Union Pacific to review and approve drawings for Metra projects on the UP North Line, and a long term Pace project that is on hold until an Intergovernmental Agreement with the city of Joliet is finalized. Just as with project budgets, RTA PMO monitors and advises on potential schedule risks to maintain performance in accordance with established baselines.

Scope

Most of the added cost to transit projects within our region has been opportunistic addition of value to the project by Service Board upper management. There were 7 change orders executed during the current reporting period. Executed change orders were for ongoing projects, mostly to add value and address unforeseen conditions. The total cost of change orders executed to date represents about 2% of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

Conclusion

The Service Boards are investing funds in a wide variety of projects, including infrastructure, rolling stock, systems and technology, geared toward maintaining, enhancing, and expanding the region's transit capital assets. These efforts are detailed in the PMO Report.

Prepared by: Finance, Innovation and Technology

LPR/BRH/VUG/AJN
Attachment



Regional
Transportation
Authority



PROJECT MANAGEMENT OVERSIGHT

December 2019

Prepared by the Department of Finance, Innovation & Technology



Executive Summary

This semi-annual Report on Project Management Oversight details Service Board efforts in implementing their capital programs. Included are details on all state-funded projects, regardless of budget, and all systemwide projects with budgets of \$10 million or more, regardless of funding source. Information in this report was collected by direct interviews, project meetings, and documented submissions from Service Board project management teams.

The RTA's 2018-2023 Regional Transit Strategic Plan, *Invest in Transit*, highlights \$30 billion of projects that are needed to maintain and modernize the region's transit network. To maintain and preserve the current system in a State of Good Repair (SGR), as well as address the backlog of deferred SGR projects, requires a capital investment of \$2 to \$3 billion per year.

After nearly a decade without a State of Illinois capital program, transit in the RTA region will get a much-needed infusion from the Rebuild Illinois bill passed by the General Assembly and signed by the Governor in June 2019. The funding will expedite overdue repair and replacement projects, reduce the backlog of deferred improvements, and move the system toward a state of good repair. The new State funding nearly doubles the previous five-year regional capital program of \$4.3 billion. Even at \$8.3 billion for 2020-2024, this falls well short of the region's projected \$30 billion in transit capital needs over the next decade. The new funds enable real progress on the state of good repair, by allowing improvements and in some cases replace aging system assets. And yet, without a permanent solution to replace the Rebuild Illinois bonding when it expires in five years, asset condition will begin to deteriorate again in 2024. For that reason, we must work to ensure that the current level of State funding continues well into the future, while also pursuing other sources of capital funding to meet our system's projected needs.

The 49 projects detailed in this report together represent \$5.5 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward compliance with federal requirements or enhancing customer experience, safety, and security.

All of the state funded projects are within budget. Three state funded projects were completed during this reporting period. There were seven change orders executed during the current reporting period. All executed change orders were for ongoing projects, mostly to add value, address unforeseen conditions and provide credit for unused allowance and deleted work.

RTA recognizes the commitment, collaboration, cooperation, and level of effort each Service Board provided for this report. RTA is appreciative and pleased to note the exemplary and ongoing commitment of transit agency personnel during this process. RTA will continue to work with the CTA, Metra, and Pace to advocate for more capital funding at both the state and federal level to ensure our transit system continues to prioritize and work towards a State of Good Repair.

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Section I

State-Funded Projects



Systemwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	95 th Street Terminal Improvements	\$90,000,000
CTA	Belmont & Jefferson Park Stations Improvements	\$15,236,957
CTA	Dearborn Subway Improvements	\$11,028,240
CTA	Rail Shop Roofs and Washer Replacements Design	\$3,073,202
Metra	Positive Train Control – System Integrator	\$85,000,000
Metra	Rehabilitation of Rolling Stock	\$56,428,075
Metra	Union Pacific West Line Expansion	\$44,500,000
Metra	Reconstruction of Deering Bridge	\$19,800,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$12,668,903
Metra	Hazel Crest Station	\$4,868,483
Pace	Purchase 40' Compressed Natural Gas Buses	\$49,000,000
Pace	Pace South Campus Project - Markham	\$27,100,000
Pace	Purchase of 15-Passenger Paratransit Buses	\$7,290,500
Pace	Bus Stop Improvements – Joliet Gateway Center	\$1,709,500

Note: Amounts shown represent only the IDOT/RTA-funded portions of overall project budgets.

95th Street Terminal Improvements (Final)

Description:

This project will expand and greatly improve the 95th/Dan Ryan Red Line station as well as its bus terminal with a new stationhouse comprising north and south bus terminal facilities for the 14 CTA and 5 Pace bus routes that serve the station, in addition to improved pedestrian access.



Status:

The main design-build contract is ongoing, with the majority of the construction completed. The contractor requested substantial completion in July 2019, which has not been accepted by the CTA. For Milestone 1, which covered the South Terminal, punch-list work continues. For Milestone 2, which covered all the remaining work related to the station and the North Terminal, punch-list activities continue.

Budget:

The project is within budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$90,000,000	\$90,000,000	\$90,000,000	100%
Overall Project Total	\$280,000,000	\$278,167,531	\$266,780,721	95%

Schedule:

Project is behind schedule due to delays in the work package bidding process for the South Terminal and Value Engineering on the design for the North Terminal.

Milestone	Baseline Schedule	Actual (A) / Forecast
Prime Contract Award	March 2015	December 2015 (A)
Complete Construction Phase 1	January 2018	January 2019 (A)
Substantial Completion	December 2018	July 2019*

*Contractor submitted for substantial completion in July, yet to be approved by CTA.

Highlights:

The terminal design features improvements in safety and amenities for CTA and Pace customers:

- Pedestrian overpass bridge between terminals to avoid the need for street level crossings.
- Wider bus lanes and increased spacing between bus bays for upgraded traffic flow.
- Expanded platforms and wider sidewalks to ease passenger congestion.
- Bright, airy and glass enclosed station for clear sightlines in a comfortable space.
- Additional escalators, elevators and pay area space for reduced wait times.
- Sound panels at platform level to provide noise mitigation.

*Obligated and Expended amounts as of October 2019.

Belmont and Jefferson Park Stations Improvements (Final)

Description:

The proposed scope of work includes upgrades on Blue Line Stations. Belmont Station improvements include a new station canopy, site improvements, enlarged bus prepaid boarding area, renovated station electrical and finishes as well as refurbished platform furniture. Jefferson Park Station improvements include reconstructed bus turnaround pavement and canopies, renovated entrance and customer waiting areas, enhanced lighting, improved signage, new public art, updated communication elements, lead abatement and repaired roofing, platform edge and curtain wall.



Status:

This is a design-build project that is in the close-out phase. Belmont Station and Canopy work is complete, landscaping and punch-list work is complete. Jefferson Park Station and both bus turnaround work is complete, landscaping and punch-list work is complete. The project management team continues to work on closing out the project.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$15,236,957	\$15,000,011	\$13,756,113	90%
Overall Project Total	\$42,226,054	\$38,320,913	\$32,499,949	77%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design-Build Notice to Proceed	October 2017	October 2017 (A)
Design Complete	April 2018	July 2018 (A)
Complete Station Work	December 2018	March 2019 (A)
Substantial Completion	July 2019	July 2019 (A)

Highlights:

This project is part of a larger capital improvement program known as “Your New Blue” for the O’Hare Blue Line, which includes additional track and station renewal projects. The estimated overall budget for the entire program is \$492 million. Jefferson Park is a multi-modal station that provides a vital link between CTA rail, CTA bus, Metra, and Pace.

*Obligated and Expended amounts as of October 2019.

Dearborn Subway Improvements

Description:

This project includes improvements to the Chicago, Grand and Division Blue Line stations at the street, mezzanine and platform levels. The proposed scope of work includes new entry canopies, new glazed tile walls, repainted ceilings, new lighting, new finishes, new exit roto-gates and repairs to the stairs and escalators between platform and mezzanine levels.



Status:

This project is in the construction phase. The contractor has started the refurbishment of the Chicago station, with a new platform topping slab being poured and structurally glazed facing tiles being installed on the walls. Simultaneous construction of the Grand and Division stations also begun. The design is ongoing for the Grand Station auxiliary entrance.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$11,028,240	\$10,314,473	\$4,243,117	38%
Overall Project Total	\$39,000,000	\$26,966,081	\$4,936,799	13%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Final Design Completion	March 2019	March 2019 (A)
Substantial Completion	March 2020	March 2020
Final Acceptance	July 2020	July 2020

Highlights:

This project is part of a larger capital improvement program known as “Your New Blue” for the O’Hare Blue Line, which includes additional track and station renewal projects. The estimated overall budget for the entire program is \$492 million. Dearborn Subway is a heavily used section of the Blue Line.

*Obligated and Expended amounts as of October 2019.

Rail Shop Roofs and Washer Replacements Design

Description:

This project will provide for improvements at the Green Line Harlem Rail Shop and Blue Line Des Plaines Rail Shop. The roofing component replaced existing roofs at Harlem and Des Plaines Shops. A new exterior rail car washer is to be installed at the Harlem Shop.



Status:

Construction work on rail shop roofs at both Harlem and Des Plaines Shops is complete. Design is ongoing for the rail car washer replacement at Harlem shop. The 90% milestone was completed on 10/11/19. The next design milestone is 100% which will be issued for bid. Interagency coordination is underway for design documents to be advanced and construction phase permit applications submitted. Construction will be completed with other funding sources.

Budget:

The project is on budget taking into account the expanded scope of work.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$3,073,202	\$3,073,202	\$2,249,473	73%
Overall Project Total	\$25,523,142	\$7,261,696	\$5,922,553	23%

Schedule:

The project is on schedule. The project has phases for the 2 shop elements being replaced: roofs and rail washers. The roof phase is complete. The washer phase schedule was modified for added construction phase scope.

Milestone	Baseline Schedule	Actual (A) / Forecast
Roof Replacement Start	June 2015	June 2015 (A)
Roof Replacement Complete	June 2016	June 2016 (A)
Rail Washer Design Complete	November 2018	December 2019

Highlights:

The existing roofs at the Harlem and Des Plaines Shops were approaching the end of their useful lives, both having been installed when the rail shops were first opened. Harlem Shop was constructed in 1965 and Des Plaines Shop was constructed in 1960. Rail car washers at Harlem Shop are located exterior to the rail shop and are in poor condition, with much of their structures coated in rust. The Harlem Shop is to be expanded for the addition of a new rail car washer. The yard will be reconfigured with track that leads into the new, interior rail car washer.

*Obligated and Expended amounts as of October 2019.

Positive Train Control (PTC) – System Integrator

Description:

The Positive Train Control (PTC) system is comprised of wayside, onboard, and central equipment, including signals, GPS, computer hardware and software, and various other communications components. The system integrator functions to combine these components through design, testing, and implementation.



Status:

System integrator planning and work activities support PTC implementation. Various testing is on-going and interagency project status reports are being submitted. Technical meetings for project schedule, communication architecture, mechanical and configuration management are being held. Training continues and recently included mechanical and CAD (Computer-Aided Dispatching) training for dispatchers. Work continues on the development of the Clear Path operating interface to other rail partners in the Chicago area. System Integrator is providing maintenance services for Metra’s configuration management system to collect, monitor, and resolve anomalies, changes and defects.

Budget:

The project is on budget. The state-funded budget amount is dedicated to the System Integrator. The overall project total includes additional federal and local funding.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$85,000,000	\$85,000,000	\$63,366,994	75%
Overall Project Total	\$415,879,609	\$336,240,894	\$277,719,896	67%

Schedule:

The project is on schedule. The federally-mandated revised implementation plan allowed for substantial completion time extension to December 2020.

Milestone	Baseline Schedule	Actual (A) /Forecast
Contract Award	August 2015	August 2015 (A)
Begin Implementation	August 2015	August 2015 (A)
Subdivision Service Initiated	---	October 2018 (A)
Substantial Completion	December 2020	November 2020

Metra is responsible for PTC implementation on the five corridors on which it owns/leases. Activities include on-board vehicle, wayside, communications and Back Office Segment (BOS) hardware and software design, construction/installation, testing, Revenue Service Demonstration (RSD) and implementation of the PTC system in compliance with regulatory requirements.

*Obligated and Expended amounts as of September 2019.

Positive Train Control (PTC) – System Integrator (continued)

Metra operates as a tenant on three lines on which PTC will be implemented by the other host railroads. Activities include on-board vehicle hardware and software installations, testing, RSD, and interoperability with the host railroad PTC system in compliance with regulatory requirements.

Finally, Union Pacific Railroad (UP) hosts Metra rail operations on three corridors. PTC implementation is the responsibility of the UP, in which UP will host Metra’s BOS for PTC operations.

Line Name	Owner	Party Responsible to Lead PTC Installation
BNSF Railway (BNSF)	BNSF	BNSF
Heritage Corridor (HC)	Canadian National	Canadian National
Milwaukee District North (MD-N)	Metra	Metra
Milwaukee District West (MD-W)	Metra	Metra
Metra Electric District (MED)	Metra	Metra
North Central Service (NCS)	Canadian National	Canadian National
Rock Island District (RID)	Metra	Metra
SouthWest Service (SWS)	Norfolk Southern	Metra
Union Pacific North (UP-N)	Union Pacific	Union Pacific
Union Pacific Northwest (UP-NW)	Union Pacific	Union Pacific
Union Pacific West (UP-W)	Union Pacific	Union Pacific

The table below shows the progress on the Revenue Service Demonstration for the five corridors that Metra owns/leases and is responsible for PTC implementation.

Line Name	Revenue Service Demonstration Date Actual (A) / Forecast:
Milwaukee District North (MD-N)	May 2020
Milwaukee District West (MD-W)	April 2020
Metra Electric District (MED)	January 2020
Rock Island District (RID)	October 2018 (A)
SouthWest Service (SWS)	May 2019 (A)

Highlights:

There are 4 core elements of the PTC system:

- Prevent train-to-train collisions.
- Stop over speed derailments
- Inhibit movement of a train through a switch left in the “wrong” position.
- Block unauthorized incursion into roadway work zones.

*Obligated and Expended amounts as of September 2019.

Rehabilitation of Rolling Stock

Description:

Metra is rehabilitating locomotives and bi-level commuter rail cars. The locomotives are being rebuilt with overhaul of the diesel engine, traction alternator, head end power alternator and gear box, replacement of the control system, coupler and draft gears, revamping of the trucks, installation of secondary engine room door and painting. The rail cars are being renovated with replacement of couplers, yokes, draft gears, weather stripping, seats, floors, walls, window and door mechanisms, application of tube style diaphragms, renewal of the 480-volt and control train lines and repair of heating and lighting systems.



Status:

Project locomotive and rail car units are being rebuilt as part of an ongoing rolling stock rehabilitation program. 33 of the 42 F40PH-2 locomotives are complete. 22 of the 27 MP36 locomotives are complete. 89 of the 302 Nippon Sharyo rail cars are complete. 20 of the 20 Budd rail cars are complete. 24 of the 57 BNSF Budd rail cars are complete.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
Locomotives	\$30,000,000	\$30,000,000	\$29,699,968	99%
Rail Cars	\$26,428,075	\$26,428,075	\$25,158,206	95%
Overall Project Total	\$56,428,075	\$56,428,075	\$54,858,174	97%

Schedule:

The project is on schedule. Progress is being measured with production rates. The F40PH-2 and MP36 baseline production rates have been revised to accommodate scope revisions.

Vehicle	Baseline Production	Actual Production
F40PH-2 Locomotive	30 weeks	30-31 weeks
MP36 Locomotive	103 days	103 days
Nippon Sharyo Rail	28 days	28 days
Budd Rail Car	100 days	Program Complete
BNSF Budd Car	15 days	15 days

Highlights:

This project will lower maintenance costs. For locomotive rehabs, fuel costs will, also, be lowered and air pollution and the regional economy health will be improved. For rail car rehabs, the reliability and quality of service for commuters will be improved.

*Obligated and Expended amounts as of October 2019.

Union Pacific West Line Expansion

Description:

This project is part of a public-private partnership between Metra and the Union Pacific Railroad to construct a new third main line track. The segments funded under this project are located between mileposts 10.0 and 11.8 in Maywood and Melrose Park (eastern section) and between mileposts 32.1 and 38.4 in West Chicago and Geneva (western section).



Status:

Construction continues for the eastern section. UP performed the third track cutover and placed the other tracks in service. The permanent fence continues construction east of the Des Plaines River as well as the retaining wall east of the Maywood Station. Work will continue along the East Abutment of the Des Plaines river, west bank of the river landscaping, and permanent fence installation. The construction portion of the western section will go out for bid in 2019-Q4 or 2020-Q1 timeframe.

Budget:

The project is on budget. RTA/IDOT funding below provides for portions of the project design, environmental study, land acquisition, and construction. Metra and the Union Pacific Railroad are sharing these costs.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$44,500,000	\$15,102,256	\$14,962,520	34%
Metra Portion	\$47,647,184	\$18,249,270	\$18,109,535	38%
Overall Project Total **	\$124,939,627			

Schedule:

The project is behind schedule and will require a time extension due to the track cutover executed by UP forces later than originally anticipated. Milestones for the Western Section will be established once the project goes out for bid.

	Milestone	Baseline Schedule	Actual (A) /Forecast
	Design Completion	March 2016	March 2016 (A)
Eastern Section Construction	Notice to Proceed	November 2017	November 2017 (A)
Eastern Section Construction	Substantial Completion	September 2019	July 2020

Highlights:

The addition of a third main line track will eliminate key bottlenecks and allow Metra to add more service, including more express trains, on the line. The potential for freight interference will also be mitigated. The NEPA review, land acquisitions, expanded parking deck in Geneva, and the new pedestrian underpass in Lombard were completed through separate projects. These projects are part of the overall Union Pacific West Line program and not tracked in this specific project.

*Obligated and Expended amounts as of October 2019.

** Obligations and Expenditures are tracked for the Metra portion of the project cost

Reconstruction of Deering Bridge (Final)

Description:

The project scope consists of the rehabilitation of the Deering Bridge over the North Branch of the Chicago River. It also includes the rehabilitation of the Webster Avenue Bridge just south of the Deering Bridge and the fill of the bridge over the former Milwaukee Road just north of Deering Bridge.

Status:

The Contractor reached substantial completion of the project in August 2019. The punch list items are considered complete and project closeout continues, final invoices remain outstanding.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$19,800,000	\$19,573,393	\$17,383,965	88%
Overall Project Total	\$20,187,639	\$19,924,862	\$17,383,965	86%

Schedule:

This project is on schedule. A revised schedule with change of workflow has been approved.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice of Award	July 2017	July 2017 (A)
Notice to Proceed	August 2017	August 2017 (A)
Substantial Completion	July 2019	August 2019 (A)

Highlights:

The Deering Bridge and Webster bridge represent a major investment of the Union Pacific North Line. The rehabilitation of the bridges includes replacement of various bridge components with similar materials in an effort to maintain the original design intent. Rehabilitating outdated infrastructure will reduce operating maintenance costs.

*Obligated and Expended amounts as of October 2019.

Union Pacific North Line Bridges and Ravenswood Station

Description:

The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line.

The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.

Status:

The stop work order previously reported on was still in place for Ravenswood Station. No work on this project may continue until UP performs a track shift.

Construction continues with the bridge project. The demolition of superstructures for the eleven bridges were completed during this reporting period. The General Contractor continues to install drilled shafts, abutments, and erect new structural steel and bridge bearings along the bridges.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$12,668,903	\$12,668,903	\$7,455,298	59%
Overall Project Total	\$47,594,726	\$46,311,991	\$15,132,225	33%

*Obligated and Expended amounts as of October 2019.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

The Ravenswood station project is behind schedule due to additional time needed by Union Pacific to review and approve the project drawings as well as perform track shift. In addition to UP related delays, the Station contractor schedule pushed out further due to the Bridge contractor unable to perform the required concurrent workflow. The contractor was issued a Stop Work Order. The Station contractor will provide an updated schedule once work may begin. The bridge project is behind schedule due to Union Pacific review time as well as issues obtaining permits for the project.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	February 2013	December 2013 (A)
Notice of Award – Station	July 2017	July 2017 (A)
Notice to Proceed – Station	August 2017	August 2017 (A)
Substantial Completion – Station	January 2020	March 2021
Notice of Award – Bridges	September 2017	September 2017 (A)
Notice to Proceed – Bridges	November 2017	November 2017 (A)
Substantial Completion – Bridges	May 2020	December 2020

Highlights:

The existing bridges are over 100 years old and can no longer be economically repaired and maintained. Thus, they have reached the end of their useful life. The construction completed in 2015 for the outbound tracks over the same 11 streets. The new bridges will last for more than 100 years. At Ravenswood station, the current structure for the inbound side is just a bare platform. The design and construction will deliver riders a new station to provide convenience, safety, and security. This station will also be ADA accessible.

Hazel Crest Station

Description:

The project scope includes the rehabilitation of the station and north and south entrances. It will also include the addition of an elevator to make the station ADA accessible. The project will remove the old brick house and ground level garage adjacent to the station. The empty space will be used to allow for vendor space, a ticket booth, and restrooms at street level.

Status:

Construction on the station is ongoing. The elevator shaft was completed with installation of the elevator ongoing. Work also continues on the main building with mechanical, electrical, and plumbing.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$4,868,483	\$4,868,481	\$3,542,910	73%
Overall Project Total	\$5,472,607	\$5,472,605	\$4,014,870	73%

Schedule:

This project is currently behind schedule due to delays of initial kick-off, initial existing conditions that differed from drawings, utility related, and procurement issues. The contractor is working on a revised schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	February 2013	December 2013 (A)
Notice to Proceed	April 2015	August 2017 (A)
Substantial Completion	October 2019	December 2019

Highlights:

Design for this station was completed under budget. The rehabilitation of the station will provide full ADA accessibility to the platforms.

*Obligated and Expended amounts as of October 2019.

Purchase 40' Compressed Natural Gas Buses

Description:

Purchase new 40' Compressed Natural Gas (CNG) buses for fixed route service. The current grant will provide for a minimum of 91 CNG buses. Fueling for these buses will be provided through a retrofit at Pace South Division in Markham, funded through other sources and completed in March 2016.



Status:

Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace executed a change order to procure an additional 6 CNG buses using federal funds, those buses are expected to be delivered by July 2020. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure six 40' diesel buses as part of another contract; which covers a one-time purchase of (75) 40' diesel New Flyer buses, 6 of those diesel buses would be procured with the state funds.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$49,000,000	\$48,600,296	\$45,425,836	93%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Contract Award	February 2015	February 2015 (A)
CNG Retrofit Complete	June 2015	March 2016 (A)
91 Bus Delivery	June 2016	October 2017 (A)
11 Bus Delivery	June 2018	July 2018 (A)
6 Bus Delivery	July 2020	July 2020
6 Diesel Bus Delivery	July 2020	July 2020

Highlights:

Pace has initiated service out of the South Division for these buses, and long-term operational cost savings are expected. Pace's research has shown that despite CNG buses being initially more expensive to procure than diesel buses, they have been shown to make up the cost difference prior to the end of their useful lives thru operational savings.

*Obligated and Expended amounts as of October 2019.

Pace South Campus Project - Markham

Description:

This project is for the design and engineering, construction, project management, and any associated equipment and services for three facilities for the Pace South Campus in Markham. The three facilities are the Active Transit Management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.



Status:

Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The project team continues to advance the plans of the Acceptance Facility incorporating the review comments, advance the programming of the new office building per Pace's input and continues the work on the Civil Site plans incorporating the review comments as well as the bus driving facility. The design is 32% complete.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$27,100,000	\$1,797,668	\$431,793	2%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	June 2020	June 2020
Construction Notice to Proceed	December 2020	December 2020
Substantial Completion	February 2022	February 2022

Highlights:

Pace made a decision to move the Acceptance Facility originally planned for South Holland to Markham as part of the South Campus development. The original design for the South Holland Acceptance Facility will be modified to include additional facilities planned for the Pace South Campus project.

*Obligated and Expended amounts as of October 2019.

Purchase of 15-Passenger Paratransit Buses

Description:

State funding under this project will provide for the purchase of new 15-passenger paratransit vehicles under an indefinite delivery/indefinite quantity contract, with orders placed as funding becomes available.



Status:

A contract was executed with Midwest Transit for the purchase of 84 paratransit vehicles in August 2017. All 84 vehicles have been delivered and accepted. The final vehicle was delivered on June 18, 2018. A grant amendment was executed to increase the scope quantity to allow for purchase of additional vehicles. Pace expects to award a contract for (159) 15-passenger Paratransit buses to be utilized in ADA Paratransit Services by the end of fourth quarter of 2019. 22 of the paratransit vehicles in this order will be funded with the state funds remaining in this grant, the other vehicles will be purchased with other funding sources.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$7,290,500	\$5,260,240	\$5,247,976	72%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) /Forecast
First Vehicle Delivery	November 2015	March 2018 (A)
Last Vehicle Delivery	May 2016	June 2018 (A)
22 Bus Order	December 2019	December 2019

Highlights:

Cost savings from previous paratransit vehicle purchases have been reallocated to this project, allowing Pace to purchase more vehicles under the executed indefinite delivery/indefinite quantity contract once the funding becomes available.

*Obligated and Expended amounts as of October 2019.

Bus Stop Improvements – Joliet Gateway Center

Description:

Construct a new bus turnaround facility to serve the nine Pace routes that will connect with the upgraded transportation center in downtown Joliet on the Metra Rock Island District and Heritage Corridor lines, as well as Amtrak routes.



Status:

Pace has funding sources in the 2019 budget and continues to meet with the city of Joliet officials regarding advancing the project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and is ready to bid the larger Intermodal Transportation Project, of which the Bus Turnaround Component is a part of. Currently, the City of Joliet and Pace continue negotiations over the Intergovernmental Grant Agreement. Project Scope of Work, roles, responsibilities, and other provisions need to be finalized in order for the project to proceed.

Budget:

The project is currently on budget with zero expenditures.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$1,709,500	\$0	\$0	0%

Schedule:

Milestone dates will be established once the project becomes active.

Highlights:

The overall Multi-Modal Transportation Center project is being managed by the City of Joliet. Pace has committed to funding the improvements to the bus turnaround facility.

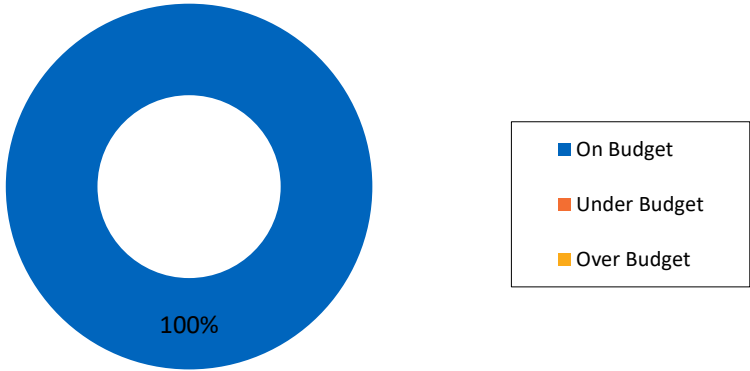
*Obligated and Expended amounts as of October 2019.

Systemwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	14
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS

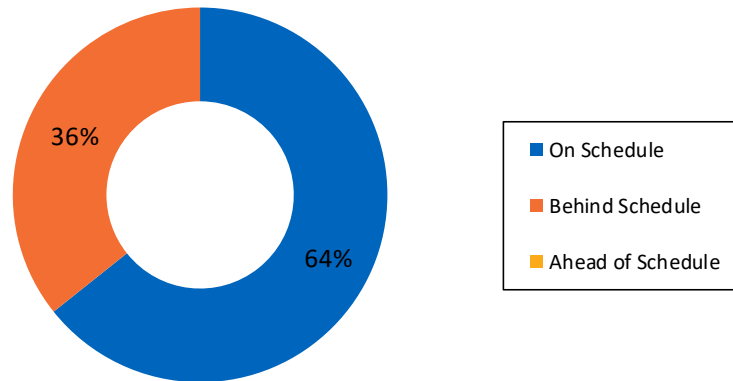


Systemwide

STATE FUNDED PROJECTS – SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	9
Behind Schedule	5
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



Projects Behind Schedule

SB	PROJECT	REASON
CTA	95 th Street Terminal Improvements	Delays due to work package bidding process for the South Terminal and Value Engineering on the design for the North Terminal
Metra	Hazel Crest Station	Delay in scheduling kick-off meetings, initial conditions that differed from drawings, utility issues, and weather delays
Metra	Union Pacific North Line Bridges and Ravenswood Station	Additional time needed for Union Pacific approval as well as obtaining permits
Metra	Union Pacific West Line Expansion	Delays due to Union Pacific performed track shift later than originally anticipated.
Pace	Bus Stop Improvements – Joliet Gateway Center	Project is on hold – Intergovernmental agreement between Joliet and Pace is under development

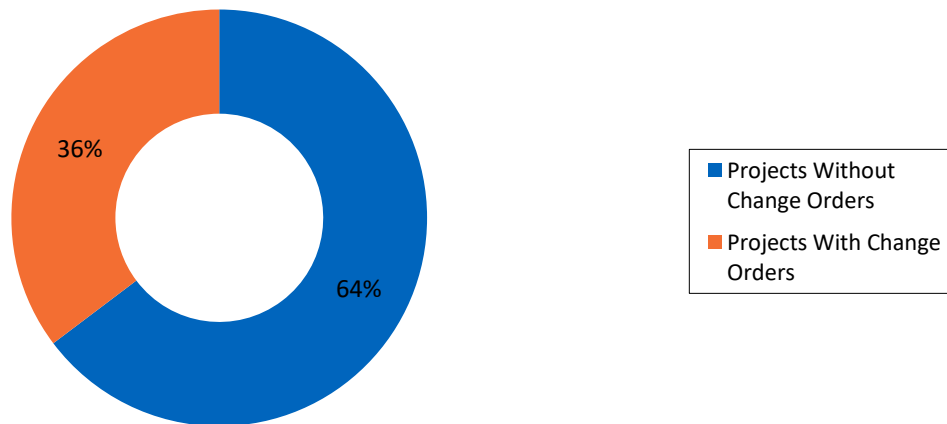
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	5
Projects Without Change Orders	9

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
CTA	95 th Street Terminal Improvements	8
CTA	Rail Shop Roofs and Washer Replacements Design	3
Metra	Hazel Crest Station	2
Metra	Positive Train Control (PTC)	12
Metra	Union Pacific North Line Bridges and Ravenswood Station	4

Systemwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	17	\$23,027,146
Unforeseen Conditions	10	\$5,470,673
Credits	1	-\$53,828
Time Extensions	1	\$0
TOTAL	29	\$28,443,991

The change order quantities and cost amounts represent the cumulative total for the **14** currently ongoing state-funded projects. The total cost of change orders represents about **2%** of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

Below is a summary of change orders executed during this reporting period:

CTA executed a change order for the Rail Car Washer Replacement Design project. The change order provides for additional scope of work.

For Metra, one change order was executed for the Systems Integrator contract on the Positive Train Control project. It was for a time extension through the completion of project implementation and for technical support during that time. A change order was executed for the Hazel Crest station project for unforeseen subsurface conditions as well as reconfiguration of underground utilities due to conflicts with drawings. Metra also executed change orders on the Union Pacific North Line Bridges project due to various unforeseen conditions and for additional scope to demolish a temporary platform at Lawrence.

Section II

Systemwide Projects over \$10,000,000



Systemwide

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase 1	\$2,203,408,226
CTA	Purchase Rail Cars - Series 7000	\$719,817,768
Metra	Positive Train Control (PTC)	\$415,879,609
CTA	95th Street Terminal Improvements	\$280,000,000
CTA	O'Hare Line - Signal Upgrades & Special Trackwork	\$207,100,000
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,278,509
Pace	Purchase 40' Compressed Natural Gas Buses	\$119,913,100
Metra	New Bi-Level Cars	\$84,967,513
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
CTA	Lake Line & South Main Line Track Improvements - Green line	\$70,000,000
CTA	East Lake, Milwaukee, and Illinois Substation Construction	\$68,987,861
Metra	Locomotive Purchase	\$68,048,581
Pace	Purchase 15-Passenger Paratransit Buses	\$67,677,050
Metra	Locomotive Rehabilitation - F40 (Option 1)	\$67,226,124
Metra	Rehabilitation of Rolling Stock	\$56,428,075
CTA	Ravenswood-Loop Connector Signal Renewal	\$50,000,000
Metra	Financial System Replacement	\$44,369,931
CTA	Belmont and Jefferson Park Stations Improvements	\$42,226,054
CTA	Dearborn Subway Improvements	\$39,000,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$38,095,843
Pace	Purchase 40' Low-Floor Diesel Buses	\$36,878,581
CTA	Purchase Electric Buses	\$35,475,352
Metra	Bridge Z-100 Replacement	\$34,000,000
Metra	Yard Improvements	\$33,175,786
Metra	Traction Power System Augmentation - Metra Electric District	\$32,276,552
Metra	Locomotive Rehabilitation - MP36	\$30,859,842
Metra	Commuter Car Rehabilitation - Budd	\$28,533,967
Pace	Pace South Campus Project - Markham	\$27,100,000
CTA	Rail Shops Roofs and Bus Washer Replacements	\$25,523,142
CTA	Rail Car Overhaul - Series 2600	\$25,314,552
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$25,184,700
Pace	Purchase Vanpool Vehicles	\$20,011,499
Metra	Reconstruction of Deering Bridge	\$19,800,000
Metra	GPS Train Tracking	\$18,264,181
Metra	Revenue Accounting System	\$17,770,000
Metra	Car Rehabilitation - Nippon Sharyo - Phase 2	\$17,550,000
CTA	Ravenswood Ballasted Track Project	\$16,434,873

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Metra	IT Components and Services	\$13,728,059
Metra	Car and Locomotive Cameras	\$12,500,000
CTA	Lake Line Stations Rehabilitation - 51st, Halsted, Cottage Grove, and Kedzie	\$11,932,128
Pace	Purchase Vanpool Minivans	\$11,076,439
Metra	Locomotive Rehabilitation - F40 (Option 2)	\$11,000,000
Metra	Head-End Power Modification	\$10,720,453
Metra	Van Buren St Station	\$10,000,000
Metra	Locomotive Rehabilitation - F59*	\$9,250,000

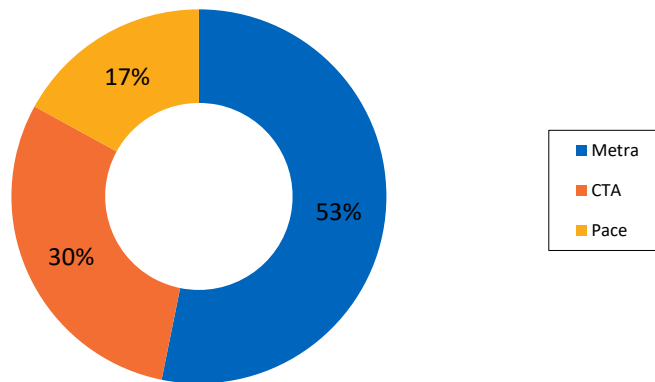
*Locomotive rehabilitation – F59 project had its budget changed from the previous report. This will be the last report on this project due to the budget falling below the \$10,000,000 threshold.

Systemwide

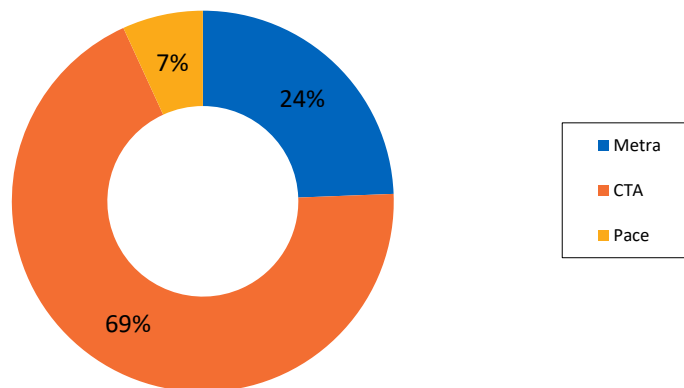
PROJECTS OVER \$10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	14	\$3,795,219,956
Metra	25	\$1,344,847,352
Pace	8	\$376,818,377
TOTAL	47	\$5,516,885,685

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Systemwide

PROJECTS OVER \$10,000,000 BY TYPE OF PROJECT

TYPE OF PROJECT	QUANTITY	COMBINED BUDGET
Construction	17	\$3,160,743,728
Maintenance / Rehabilitation	15	\$606,366,767
Procurement	15	\$1,749,775,190

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	\$2,721,077,411
Maintenance / Rehabilitation	4	\$318,849,425
Procurement	2	\$755,293,120
TOTAL	14	\$3,795,219,956

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	\$412,566,317
Maintenance / Rehabilitation	11	\$287,517,342
Procurement	6	\$644,763,693
TOTAL	25	\$1,344,847,352

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	1	\$27,100,000
Maintenance / Rehabilitation	0	\$0
Procurement	7	\$349,718,377
TOTAL	8	\$376,818,377

CTA

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase 1	\$2,203,408,226
CTA	Purchase Rail Cars – Series 7000	\$719,817,768
CTA	95th Street Terminal Improvements	\$280,000,000
CTA	O'Hare Line – Signal Upgrades & Special Trackwork	\$207,100,000
CTA	Lake Line & South Main Line Track Improvements – Green line	\$70,000,000
CTA	East Lake, Milwaukee, and Illinois Substation Construction	\$68,987,861
CTA	Ravenswood-Loop Connector Signal Renewal	\$50,000,000
CTA	Belmont and Jefferson Park Stations Improvements	\$42,226,054
CTA	Dearborn Subway Improvements	\$39,000,000
CTA	Purchase Electric Buses	\$35,475,352
CTA	Rail Shops Roofs and Bus Washer Replacements	\$25,523,142
CTA	Rail Car Overhaul – Series 2600	\$25,314,552
CTA	Ravenswood Ballasted Track Project	\$16,434,873
CTA	Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie	\$11,932,128

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Red Purple Modernization (RPM) – Phase 1
SCOPE:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.
BUDGET:	\$2,203,408,226; on budget.
SCHEDULE:	On schedule; estimated completion January 2025.
HIGHLIGHTS:	The Broadway Substation Upgrade project reached substantial completion and close-out activities continued on the Advance Construction Contracts. Real estate acquisitions were also completed during this reporting period. Coordination continued for utilities on the Advance Utility Relocation work portion. The baseline schedule was approved and Design-Build team established a field office and mobilized equipment and material to the site.

PROJECT:	Purchase Rail Cars – Series 7000
SCOPE:	Purchase up to 846 rail cars to replace the 2600 and 3200 series fleet. The current project budget is for the base order of 400 cars. CTA may exercise options to increase the budget and purchase additional cars if funding is available. A design consultant will assist with quality control.
BUDGET:	\$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Notice to Proceed was given to the manufacturer in April 2016. The Chicago Assembly Facility completed construction. CTA accepted the milestone for completion of the Final Design Phase. Car body manufacturing activities completed in China and the last five cars arrived in Chicago in September. The final assembly activities continue for the prototype cars with CTA inspectors performing inspections full-time at the CRRC Facility. The first prototype car delivery is expected to be on schedule for December 2019.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	95th Street Terminal Improvements (Final)
SCOPE:	This project will rehabilitate the 95th/Dan Ryan station on the CTA Red Line and its bus terminal, which currently serves 11 CTA and Pace routes. The new design will feature an improved layout for bus and rail customers as well as improved and updated amenities.
BUDGET:	\$280,000,000; on budget.
SCHEDULE:	Behind schedule; substantial completion July 2019.
HIGHLIGHTS:	The main design-build contract is ongoing, with the majority of the construction completed. The contractor requested substantial completion in July 2019, which has not been accepted by the CTA. For Milestone 1, which covered the South Terminal, punch-list work continues. For Milestone 2, which covered all the remaining work related to the station and the North Terminal, punch-list activities continue.

PROJECT:	O'Hare Line – Signal Upgrades & Special Trackwork
SCOPE:	This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented with the O'Hare Extension in 1984, and has become obsolete. Following the WMATA incident in 2009, NTSB analyzed systems across the country, including CTA's signal systems. NTSB uncovered a similar design flaw with this generation system, and recommended that a slow zone be added. Phase five work will address these issues, allowing the slow zone to be lifted, and improving safety and reliability on the branch overall. Replacement of two special track-work elements to facilitate train movements and allow for increased operational flexibility and reduced maintenance.
BUDGET:	\$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion May 2021.
HIGHLIGHTS:	Work during this reporting period included the completion of line cuts #1 through #6, installation of conduit, temporary wiring, and duct bank installation. Activities continued with the development of the Book of Plans and Shop Drawings. The first relay house shell was successfully delivered for population.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Lake Line & South Main Line Track Improvements – Green Line
SCOPE:	This project will provide for the replacement of ties, track fasteners, footwalk, and incidental signal and traction power in addition to track improvements. This will be on the Green Lines Lake Line, between Clinton and Ashland, and the South Main Line, between Tower 17 and 35 th Street.
BUDGET:	\$70,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	The project continued with the final design completed in July 2019. Work along the Lake Line portion is ongoing and expected to reach substantial completion by November 2019. Subsequently, the South Main Line is expected to reach substantial completion afterwards in December 2019.

PROJECT:	East Lake, Milwaukee, and Illinois Substation Construction
SCOPE:	This project will provide for upgrades to the building envelopes as well as upgrades to interior finishes, AC power, lighting, alarms, heating, ventilation and plumbing systems at all three substations. At East Lake substation the routing of cables from the substation to the elevated structure will be coordinated around a very congested area underground. The East Lake building will be purchased from ComEd. At Milwaukee substation the project will provide for new traction power equipment with greater capacity.
BUDGET:	\$68,987,861; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	Work continued on the East Lake Substation with delivery, installation, and pre-testing of lineup #2. The factory testing is ongoing for the traction power equipment. Concurrently, the traction power ductbank installation is ongoing in the courtyard area. Coordination with the Office of Underground Coordination continues for this work as the traction power ductbank goes through the sidewalk and street.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Ravenswood-Loop Connector Signal Renewal
SCOPE:	Replace obsolete signal equipment beyond its useful life with new state-of-the-art equipment, which will increase safety and livability in the Chicago metropolitan area and surrounding region.
BUDGET:	\$50,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	CTA is implementing this project through a design-build contract. Troubleshooting is ongoing. Demolition of old signal equipment was completed during this reporting period.

PROJECT:	Belmont and Jefferson Park Stations Improvements (Final)
SCOPE:	The work scope is for station upgrades. Belmont station work includes a new station canopy, site improvements, enlarged bus prepaid boarding area, renovated station electrical and finishes, and refurbished platform furniture. Jefferson station improvements include reconstructed bus turnaround pavement and canopies, renovated entrance and customer waiting areas, enhanced lighting, improved signage, new public art, updated communication elements, and repaired roofing, platform edge, and curtain wall.
BUDGET:	\$42,226,054; on budget.
SCHEDULE:	On schedule; Substantial completion was reached in July 2019.
HIGHLIGHTS:	This is a design-build project that is in the close-out phase. Belmont Station and Canopy work is complete, landscaping and punch-list work is complete. Jefferson Park Station and both bus turnaround work is complete, landscaping and punch-list work is complete. The project management team continues to work on closing out the project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Dearborn Subway Station Improvements
SCOPE:	The proposed scope of work includes improvements at the street, mezzanine, and platform levels. New entry canopies will be installed at each stair opening with new glazed tile walls, lighting, and repainted ceilings. Mezzanine and platform improvements will include new finishes, lighting, furniture, and exit roto-gates. Elevators and stairs will also be replaced.
BUDGET:	\$39,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	This project is in the construction phase. The contractor has started the refurbishment of the Chicago station, with a new platform topping slab being poured and structurally glazed facing tiles being installed on the walls. Simultaneous construction of the Grand and Division stations also begun. The design is ongoing for the Grand Station auxiliary entrance.

PROJECT:	Purchase Electric Buses
SCOPE:	Provide for the purchase of up to forty-five 40-Foot battery-powered, zero-emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.
BUDGET:	\$35,475,352; on budget.
SCHEDULE:	On schedule; estimated completion April 2020.
HIGHLIGHTS:	Proterra have manufactured six pilot buses with CTA inspectors on-site to conduct pre-ship acceptance inspections. The six pilot buses are expected to be delivered to CTA in Q4-2019. CTA Bus Engineering staff will begin working with Proterra on the production of e-buses and the construction of the charging stations.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Rail Shop Roofs and Washer Replacement Design
SCOPE:	This project will provide for improvements at the Green Line Harlem Rail Shop and Blue Line Des Plaines Rail Shop. The roofing component replaced existing roofs at Harlem and Des Plaines Shops. A new exterior rail car washer is to be installed at the Harlem Shop.
BUDGET:	\$25,523,142; on budget.
SCHEDULE:	On schedule; estimated completion November 2019.
HIGHLIGHTS:	Construction work on rail shop roofs at both Harlem and Des Plaines Shops is complete. Design is on-going for the rail car washer replacement at Harlem shop. The 90% milestone was completed on 10/11/19. The next design milestone is 100% which will be issued for bid. Interagency coordination is underway for design documents to be advanced and construction phase permit applications submitted. Construction will be completed with other funding sources.

PROJECT:	Rail Car Overhaul – 2600 Series
SCOPE:	This project is for an overhaul of ninety 2600 Series rail cars in order to extend their useful life.
BUDGET:	\$25,314,552; on budget.
SCHEDULE:	On schedule; estimated completion March 2021.
HIGHLIGHTS:	This project consists of three phases. Phase A is for rail car motor replacement. This Phase was completed in October 2019. Phase B is for procurement and installation of the propulsion kits. The parts contract was executed and kits are currently being received. Work related to this phase is to begin in November 2019 and scheduled to be completed in July 2020. Phase C is for the procurement and installation of the car doors. The material procurement began in October 2019 and entire phase is scheduled to be completed in March 2021.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

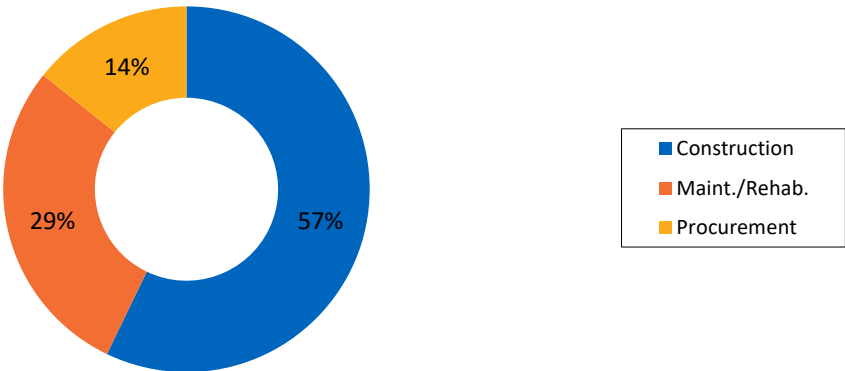
PROJECT:	Ravenswood Ballasted Track Project
SCOPE:	This project provides for an outside contractor to replace ties, track fasteners, footwalks, and incidental signal and traction power. This project will also improve deteriorated ballasted track and grade crossing conditions with tie renewal, grade crossing improvements, selective ballast replacement, and rail grinding on the Ravenswood Line (Brown Line) between Western and Kimball. Finally, the project will include the replacement of contact rails and chairs.
BUDGET:	\$16,434,873; on budget.
SCHEDULE:	On schedule; estimated completion June 2020.
HIGHLIGHTS:	The contractor was selected and Notice-To-Proceed was issued in July 2019. The contractor began to provide initial submittals and process plans. Preparations began for the 1 st weekend line cut. Completion of the track work at Rockwell is anticipated in 2019-Q4.

PROJECT:	Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie (Final)
SCOPE:	The purpose of this project is to rehabilitate the station’s customer-facing elements with enhancements that include, but are not limited to: CTA sign replacement, stair repairs/replacement, stainless steel handrails, ADA compliant stainless steel station doors, station flooring, platform furniture refurbishment, LED lighting, painting, polishing of stainless steel surfaces, and power washing.
BUDGET:	\$11,932,128; on budget.
SCHEDULE:	On schedule; estimated completion November 2019.
HIGHLIGHTS:	All work is complete as well as punch list work. The contract is in closeout. This will be the final report on this project.

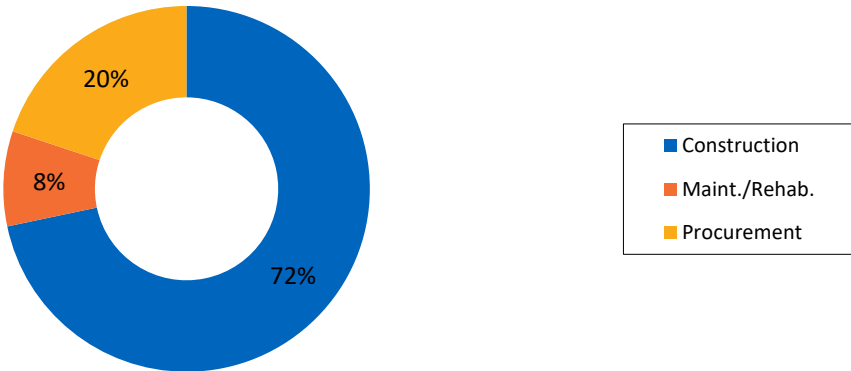
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	\$2,721,077,411
Maintenance / Rehabilitation	4	\$318,849,425
Procurement	2	\$755,293,120

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	Positive Train Control (PTC)	\$415,879,609
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,278,509
Metra	New Bi-Level Cars	\$84,967,513
Metra	Locomotive Purchase	\$68,048,581
Metra	Locomotive Rehabilitation - F40 (Option 1)	\$67,226,124
Metra	Rehabilitation of Rolling Stock	\$56,428,075
Metra	Financial System Replacement	\$44,369,931
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$38,095,843
Metra	Bridge Z-100 Replacement	\$34,000,000
Metra	Yard Improvements	\$33,175,786
Metra	Traction Power System Augmentation - Metra Electric District	\$32,276,552
Metra	Locomotive Rehabilitation - MP36	\$30,859,842
Metra	Commuter Car Rehabilitation - Budd	\$28,533,967
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$25,184,700
Metra	Reconstruction of Deering Bridge	\$19,800,000
Metra	GPS Train Tracking	\$18,264,181
Metra	Revenue Accounting System	\$17,770,000
Metra	Car Rehabilitation - Nippon Sharyo - Phase 2	\$17,550,000
Metra	IT Components and Services	\$13,728,059
Metra	Car and Locomotive Cameras	\$12,500,000
Metra	Locomotive Rehabilitation - F40 (Option 2)	\$11,000,000
Metra	Head-End Power Modification	\$10,720,453
Metra	Van Buren St Station	\$10,000,000
Metra	Locomotive Rehabilitation - F59	\$9,250,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Positive Train Control (PTC)
SCOPE:	Pursuant to the US Rail Safety Improvement Act of 2008, the United States railroad network, which includes all Metra lines, is required to implement PTC. In addition to this legislative mandate, justification for PTC also involves several safety improvements.
BUDGET:	\$415,879,609; on budget.
SCHEDULE:	On schedule; estimated completion November 2020.
HIGHLIGHTS:	System integrator planning and work activities support PTC implementation. Various testing is on-going and interagency project status reports are being submitted. Training continues and recently included mechanical and CAD (Computer-Aided Dispatching) training for dispatchers. Work continues on the development of the Clear Path operating interface to other rail partners in the Chicago area. System Integrator is providing maintenance services for Metra’s configuration management system to collect, monitor, and resolve anomalies, changes and defects.

PROJECT:	Union Pacific West Line Expansion
SCOPE:	This project, a Public-Private Partnership funded 50% by Metra and 50% by the Union Pacific Railroad, involves the expansion and extension of the UP West Line, including the addition of a third main line track.
BUDGET:	\$124,939,627; on budget.
SCHEDULE:	On schedule; estimated completion December 2020 for Eastern Section.
HIGHLIGHTS:	Construction continues for the eastern section. UP performed the third track cutover and placed the other tracks in service. The permanent fence continues construction east of the Des Plaines River as well as the retaining wall east of the Maywood Station. Work will continue along the East Abutment of the Des Plaines river, west bank of the river landscaping, and permanent fence installation. The construction portion of the western section will go out for bid in 2019-Q4 or 2020-Q1 timeframe.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Replace Bridges, 18th to 55th Streets – Rock Island District
SCOPE:	Project funding provides for the replacement of bridges between 18th Street and 60th Street on the Rock Island District. It will also include new tracks, signal systems, flagging, and management and inspection work for the project.
BUDGET:	\$120,278,509; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Phase 1 and 2 design and construction are complete. The Phase 3 design task was issued an NTP in August 2018. The Phase 3 design was completed in July 2019. Currently, the project is waiting on a hazardous material investigative report to be completed which is estimated to be completed in 2019. The construction phase will go out for bid once the results of the report are obtained, with estimated completion of construction in 2020.

PROJECT:	New Bi-Level Cars
SCOPE:	The long-term proposed rail car program will purchase 367 new diesel cars to replace 318 cars with an average age of 43 years and increase the number of spare cars by 49.
BUDGET:	\$84,967,513; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra has completed final specification in early 2017 and issued an RFP in mid-2017. Metra decided to reject all bids and to rebid due to low number of bidders. Currently, Metra’s Mechanical department is drafting a revised specification and expected to submit to procurement. Bids are due by 4 th quarter of CY 2019. This project will extend over multiple years.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Locomotive Purchase
SCOPE:	This project involves the purchase of at least 12 and up to 42 new and/or remanufactured diesel locomotives.
BUDGET:	\$68,048,581; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Metra has recently given a Notice-to-Proceed for the purchase of 20 F-59H1 locomotives from Amtrak. Metra concurrently prepared a requisition for additional new or remanufactured diesel locomotives. The bid is currently under review. Metra has received and conditionally accepted 15 locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and more fuel efficiency than the locomotives in the current fleet.

PROJECT:	Locomotive Rehabilitation – F40 (Option 1)
SCOPE:	This project funds a total of 42 locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the first batch of their fleet to undergo the rehabilitation process.
BUDGET:	\$67,226,124; on budget.
SCHEDULE:	On schedule, estimated completion has been extended to December 2020.
HIGHLIGHTS:	Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Thirty-one locomotives have completed the rehab process. One locomotive is currently in process. Some of the locomotives will be rehabilitated under a different project number to use state funds.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Rehabilitation of Rolling Stock
SCOPE:	Metra is rehabilitating locomotives and bi-level commuter rail cars. The locomotives are being rebuilt with complete renovation of the diesel engine, overhaul of the traction alternator, head end power alternator and gear box, replacement of the control system, coupler and draft gears, revamping of the trucks, including traction motors, body repair and modifications, installation of secondary engine room door and painting. The rail cars are being renovated with replacement of couplers, yokes, draft gears, weather stripping, seats, floors, walls, window and door mechanisms, application of tube style diaphragms, renewal of the 480-volt and control train lines and repair of heating and lighting systems.
BUDGET:	\$56,428,075; on budget.
SCHEDULE:	Project on schedule. Progress is being measured with production rates.
HIGHLIGHTS:	This project will lower maintenance costs. For locomotive rehabs, fuel costs will be lowered and air pollution and the regional economy health will be improved. The rail car rehab will improve the reliability and quality of service for commuters.

PROJECT:	Financial System Replacement
SCOPE:	This project will provide funding for Metra to implement an Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices”. This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.
BUDGET:	\$44,369,931; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Phase 1 went live in January 2016 for Charts of Accounts and General Ledger modules. Phase 2, which includes Budget, Procurement, Inventory, Projects and Grants, Accounts Payable and Receivable Modules went live in June 2017. Phase 3, which is the Payroll Module, went live in March 2019. Activities are in progress for Phase 4, Revenue Accounting.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Union Pacific North Line Bridges and Ravenswood Station
SCOPE:	The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.
BUDGET:	\$38,095,843; on budget.
SCHEDULE:	Behind schedule; estimated completion June 2021.
HIGHLIGHTS:	<p>The stop work order previously reported on was still in place for Ravenswood Station. No work on this project may continue until UP performs a track shift.</p> <p>Construction continues with the bridge project. The demolition of superstructures for the eleven bridges were completed during this reporting period. The General Contractor continues to install drilled shafts, abutments, and erect new structural steel and bridge bearings along the bridges.</p>

PROJECT:	Bridge Z-100 Replacement
SCOPE:	This project is an infrastructure replacement and expansion project that will replace the Milwaukee District West Line’s Fox River Bridge with a new, double-track structure, which will also include a modern, PTC-compliant signal system. The project scope includes completing the design process, purchasing a permanent easement, and a two-phase construction process.
BUDGET:	\$34,000,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2020.
HIGHLIGHTS:	Phase 1 is complete and Phase 2 is underway. Construction work started in April 2018 and is 70% complete. This bridge is the only remaining single track segment between Elgin and downtown Chicago. This project will this the growing demand for both passenger and freight service by increasing reliability and operations on this line.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Yard Improvements
SCOPE:	This project includes, but not limited to, the rehabilitation of the 49th Street Car Shop on the Rock Island line to enable additional shift work for rail car and locomotive rehabilitation. Work could also include but not be limited to expanding office space, crew facilities, and locker rooms. A transfer table could also be added.
BUDGET:	\$33,175,786; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
HIGHLIGHTS:	Construction on this project started on April 1, 2018 and is currently 56% complete with work continuing.

PROJECT:	Traction Power System Augmentation – Metra Electric District
SCOPE:	Four existing tie stations (51st Street, 95th Street, Riverdale, and Homewood) will be converted into power substations with substantially greater power capacity and installing a new prefabricated substation at 31st Street.
BUDGET:	\$32,276,552; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Converting the tie stations into substations and installing a new substation will increase capacity and reliability on the Metra Electric District. Construction is moving from north to south. Construction at 31st Street and 51st Street are complete. Design for 95 th Street and Riverdale are 100% complete. Bids were received and contract was awarded for both 95 th St. and Riverdale substation construction. The contractor was issued an NTP in October 2018 and construction work continues during this period.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Locomotive Rehabilitation – MP36
SCOPE:	This project involves the mid-life rehabilitation of 26 locomotives that were delivered between 2003 and 2004.
BUDGET:	\$30,859,842; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Work is ongoing and being performed in-house. Locomotives are being strategically removed from service to undergo rehabilitation with minimal impact to revenue service. Requisition of materials is in process. Materials are released from Master Purchase Orders as needed. Twenty-three locomotives completed the rehabilitation and two are currently in Metra’s shop undergoing rehabilitation.

PROJECT:	Commuter Car Rehabilitation – Budd
SCOPE:	This project involves the life-extending rehabilitation of up to 41 commuter cars, originally built by the Budd Company between 1974 and 1978, last rehabilitated between 1990 and 1993. The rehab includes, but is not limited to, replacement and/or repair to electrical and control lines, heating and lighting systems, replacement of seats, floors, walls, AC units, overhaul of trucks, replacement of all windows, door mechanisms, and emergency lighting requirements, etc.
BUDGET:	\$28,533,967; on budget.
SCHEDULE:	On schedule; estimated completion November 2020.
HIGHLIGHTS:	This project will improve the overall state of good repair for Metra rolling stock. As with the locomotive rehabilitation projects, vehicles are being removed from service in such a manner as to not disrupt operations. Twenty-eight cars completed the rehabilitation with three currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars. Additional cars are being completed as a more precise and limited rehab program.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Car Rehabilitation – Nippon Sharyo - Phase 3
SCOPE:	The overall project involves the mid-life rehabilitation of multiple bi-Level electric commuter cars delivered between 2002 and 2008. This portion of the project involves the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. This is the first major rehabilitation of these cars, and is the third phase in a multi-year program to complete the rehabilitation of all 300 cars.
BUDGET:	\$25,184,700; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	This phase of program began in November 2018 and expected to be finish by December 2020. Twenty-four cars completed the rehab with four cars in progress.

PROJECT:	Deering Bridge (Final)
SCOPE:	This project consists of rehabilitating the Deering bridge over the North Branch of the Chicago River. It also includes the rehabilitation of the Webster Avenue bridge just south of the Deering bridge and the fill of the bridge over the former Milwaukee Road just north of Deering Bridge.
BUDGET:	\$19,800,000; on budget.
SCHEDULE:	On schedule; substantial completion reached in August 2019
HIGHLIGHTS:	The Contractor reached substantial completion of the project in August 2019. The punch list items are considered complete and project closeout continues as well as final bills remain.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	GPS Train Tracking
SCOPE:	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.
BUDGET:	\$18,264,181; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Contract has been awarded and project kick-off meeting was held. The project is in the conceptual design phase and is at 55% completion with the first milestone nearing completion. Project design report is at 50% completion.

PROJECT:	Revenue Accounting System
SCOPE:	Metra will implement a new and updated revenue accounting system and will also provide funding for Metra to scope and release an RFP to integrate its current financial system into an Enterprise Resource Planning (ERP) system that will be compliant with current best practices.
BUDGET:	\$17,770,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Consultants are continuing implementation and support services for Oracle Point-of-Sale Projects and Phase 4 of ERP, which is the Revenue Accounting Module. Requisition is in process for ticket vending machines.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Car Rehabilitation – Nippon Sharyo - Phase 2 (Final)
SCOPE:	The overall project involves the mid-life rehabilitation of 302 Bi-Level commuter cars delivered between 2002 and 2008. This portion of the project involves the mid-life rehabilitation of 11 cab cars and 19 trailer/coach cars built by Nippon Sharyo and delivered between 2002 and 2005. This is the first major rehabilitation of these cars, and is the second phase in a multi-year program to complete the rehabilitation of all 300 cars.
BUDGET:	\$17,550,000; on budget.
SCHEDULE:	On schedule; completed November 2019.
HIGHLIGHTS:	All cab cars and trailer/coach cars completed rehab. Phase II work is considered complete and final bills remain. This will be the final report on this project.

PROJECT:	IT Components and Services
SCOPE:	This project will provide for purchase of various types of computer hardware and software for utilization at Metra Headquarters and outlying areas. Purchases will include, but are not limited to, mainframe terminal and printer replacement, mainframe tape system, replacement of obsolete network switches, computers, printers, copiers and new servers.
BUDGET:	\$13,728,059; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Requisitions are being prepared for hardware and software.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Car and Locomotive Cameras
SCOPE:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes but not limited to an inward facing camera which includes facial recognition, outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.
BUDGET:	\$12,500,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	The new technology will allow recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. In addition, individual frames will not be grainy or distorted. Currently, the DVR system is in full scale installation by Metra Forces. A contractor has been selected for installation of passenger area cameras. Contractor selection still awaits Board approval.

PROJECT:	Locomotive Rehabilitation – F40 (Option 2) (Final)
SCOPE:	Ten locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the second batch of their fleet to undergo the rehabilitation process.
BUDGET:	\$11,000,000; on budget.
SCHEDULE:	On schedule, project completion was reached in July 2019.
HIGHLIGHTS:	Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Project funds were awarded in August 2016. These funds are for Option 2 execution for rehabilitation of 10 locomotives. All activities in the project were completed. Final bills and reconciliations are complete.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Head-End Power Modification
SCOPE:	This project will modify 12 locomotives by replacing the main engine-driven generator and inverter combination that provides power to the train. This consists with a separate engine/generator set on Metra’s Model MP36 passenger locomotives currently assigned to service on the RID and MWD lines.
BUDGET:	\$10,720,453; on budget.
SCHEDULE:	On schedule; estimated completion May 2020.
HIGHLIGHTS:	Seven of the twelve locomotives were completed. Two locomotives are in process. Improved fuel efficiency and reduced emissions are expected on locomotives upon completion of the project.

PROJECT:	Van Buren St Station
SCOPE:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but is not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
BUDGET:	\$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra awarded the consultant contract for station concept design. Currently, concept design is at 99% completion and funded out of an Infrastructure Engineering Project. The City of Chicago reviewed the conceptual design and submitted comments, which Metra reviewed. Additional changes to specifications are being made and scope is being finalized.

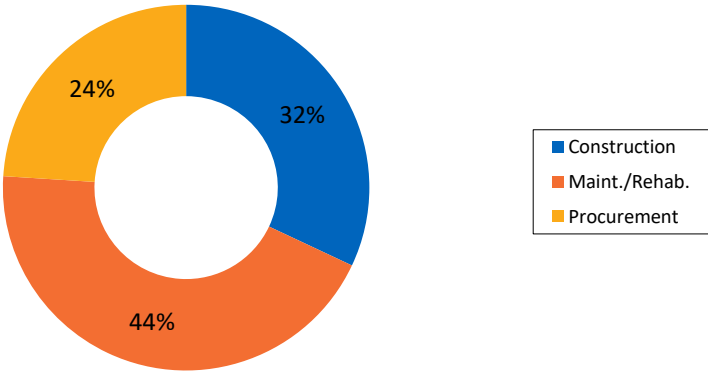
REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Locomotive Rehabilitation – F59 (Final)
SCOPE:	This project involves the purchase of used locomotives, as well as additional parts, for the life extension of the used locomotives. This project includes, but is not limited to, overhaul of the air compressor, main generator, traction motors, electrical control systems, replacement of couplers and gears, and body repairs/modifications.
BUDGET:	\$9,250,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2020.
HIGHLIGHTS:	The vendor selected for the rehab was issued an NTP. The Buy America audit process for materials to be used in the project was completed during this reporting period. Two locomotives are currently being rehabbed and one locomotive is being shipped to the vendor. The reallocated funding for this project removed it from the monetary threshold and this will be the final report on this project.

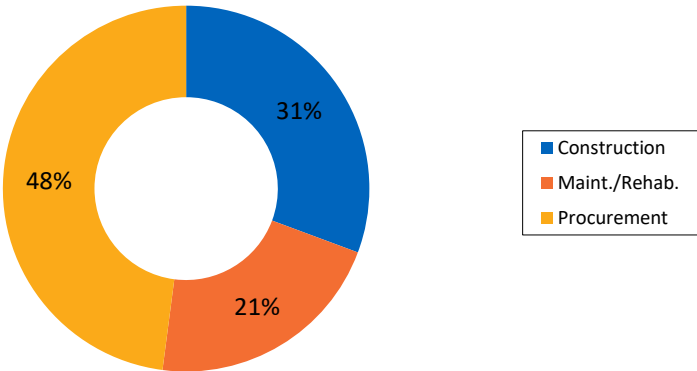
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	\$412,566,317
Maintenance / Rehabilitation	11	\$287,517,342
Procurement	6	\$644,763,693

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	Purchase 40' Compressed Natural Gas Buses	\$119,913,100
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Pace	Purchase 15-Passenger Paratransit Buses	\$67,677,050
Pace	Purchase 40' Low-Floor Diesel Buses	\$36,878,581
Pace	Pace South Campus Project – Markham	\$27,100,000
Pace	Purchase Vanpool Vehicles	\$20,011,499
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Pace	Purchase Vanpool Minivans	\$11,076,439

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Purchase 40' Compressed Natural Gas Buses
SCOPE:	This project involves a five-year indefinite delivery/indefinite quantity contract for 40' compressed natural gas buses. The minimum quantity to be purchased under this contract is 91 buses and the total number of buses procured will not exceed the maximum amount of 250.
BUDGET:	\$119,913,100; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to July 2020.
HIGHLIGHTS:	Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace executed a change order to procure an additional 6 CNG buses using federal funds, those buses are expected to be delivered by July 2020. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure six 40' diesel buses as part of another contract; which covers a one-time purchase of (75) 40' diesel New Flyer buses, 6 of those diesel buses would be procured with the state funds.

PROJECT:	Purchase 30' Low-Floor Diesel Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 30' low floor diesel buses. The minimum quantity to be purchased under this contract is 67 buses and the total number of buses procured will not exceed the maximum amount of 164.
BUDGET:	\$80,261,908; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 23 buses have been ordered to date. Pace is currently working with the vendor to determine a delivery schedule for the first order. The buses are expected to service the areas currently serviced by Fox Valley and MV Batavia.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Purchase 15-Passenger Paratransit Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. The minimum quantity to be purchased under this contract is 104 buses and the total number of buses procured will not exceed the maximum amount of 753.
BUDGET:	\$67,677,050; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 159 paratransit buses have been ordered to date. Pace is currently working with the vendor to determine a delivery schedule for the first order. The buses are expected to service the counties of DuPage, Kane, Lake, Will and Cook.

PROJECT:	Purchase 40' Low-Floor Diesel Buses
SCOPE:	This project is a new contract in June 2019 for the one-time purchase of (75) 40' low-floor diesel transit buses.
BUDGET:	\$36,878,581; on budget.
SCHEDULE:	On schedule; estimated completion June 2020.
HIGHLIGHTS:	Pace expects deliveries of the (75) buses to begin by June 2020. The buses are expected to service the routes currently serviced by West Division.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

PROJECT:	Pace South Campus Project - Markham
SCOPE:	This project is for the design and engineering, construction, project management, and any associated equipment and services for three facilities for the Pace South Campus in Markham. The three facilities are the Active Transit management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.
BUDGET:	\$27,100,000; on budget.
SCHEDULE:	On schedule; estimated completion February 2022.
HIGHLIGHTS:	Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The project team continues to advance the plans of the Acceptance Facility incorporating the review comments, advance the programming of the new office building per Pace's input and continues the work on the Civil Site plans incorporating the review comments as well as the bus driving facility. The design is 32% complete.

PROJECT:	Purchase Vanpool Vehicles
SCOPE:	The vanpool procurement for conversion vehicles allowed for multiple awards based on van types. Therefore, this procurement was awarded to two vendors, each with a five-year indefinite delivery/indefinite quantity contract. They have a combined minimum of 70 and maximum of 525 conversion vans. The contracts are for purchasing of 7, 10, and 14 passenger conversion vans.
BUDGET:	\$20,011,499; on budget.
SCHEDULE:	On schedule; estimated completion June 2020.
HIGHLIGHTS:	To date, 218 conversion vans have been ordered, including three additional new orders totaling 93 conversion vans. All conversion vans have been delivered and in service as of July 2019.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2019

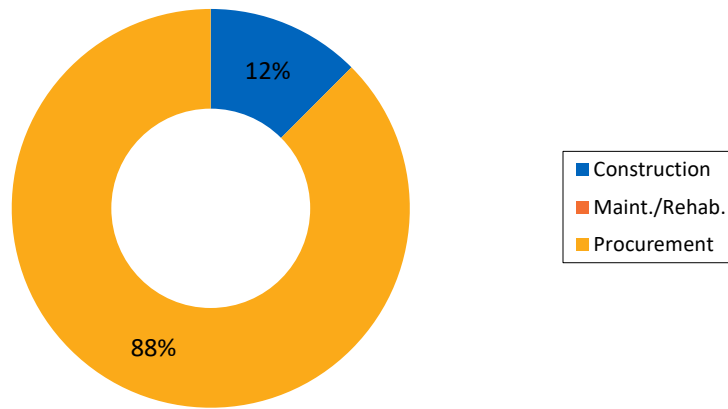
PROJECT:	Purchase 7-Passenger Vanpool Vehicles
SCOPE:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured will not exceed the maximum amount of 400.
BUDGET:	\$13,899,800; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of (25) vans have been ordered to date. The contract was able to be awarded due to bids received met the Buy America requirement. Pace is currently working with the vendor to determine the delivery schedule for the first order. The vans are will be utilized in the six county Pace service area.

PROJECT:	Purchase Vanpool Minivans (Final)
SCOPE:	A 5-year contract with a third vendor was awarded on October 9, 2016 for the vanpool procurement of minivans with a minimum quantity of 124 and maximum of 421. On October 26, 2016, FTA granted Pace a Buy America Waiver for domestic content and final assembly requirement for up to 188 Dodge Caravans.
BUDGET:	\$11,076,439; on budget.
SCHEDULE:	On schedule; estimated completion October 2020.
HIGHLIGHTS:	To date, 208 minivans were ordered and delivered under this contract. As previously stated, the new change order for an additional 122 vanpool vans was cancelled. Pace bid out a new vanpool procurement to ensure and confirm that no vendors can perform the final assembly of these vehicles in the United States. A bid came back and was awarded due as it met the Buy America requirements. The contract for this project is still active. However, Pace has no plans to procure additional vehicles under this contract in the foreseeable future.

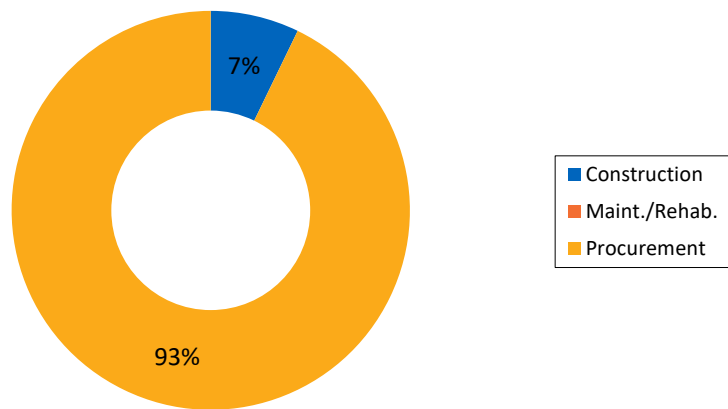
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	1	\$27,100,000
Maintenance / Rehabilitation	0	\$0
Procurement	7	\$349,718,377

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Conclusion

RTA implements the Project Management Oversight (PMO) program as part of the requirements under the RTA Act to oversee the Service Boards' capital programs and expenditures. This report provides details on progress, schedule and budget for capital projects with various funding sources in the RTA region. The Service Boards' project management and capital improvements efforts in this reporting period have seen considerable progress. Many of the current projects underway will improve the region's state of good repair, while others are directed to improvements in customer convenience, safety and security, or compliance with federal requirements. It continues to show the results of great efforts made by collaboration between the RTA, the Service Boards, various governmental entities and local municipalities.



175 West Jackson Boulevard, Suite 1650
Chicago, Illinois 60604

Phone: 312-913-3200

RTAChicago.org

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Chicago Transit Authority
567 W. Lake St.
Chicago, IL 60661
888-968-7282
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Metra
547 W. Jackson Blvd.
Chicago, IL 60661
312-322-6777
www.metrarail.com



Pace
550 W. Algonquin Rd.
Arlington Heights, IL 60005
847-364-7223
www.pacebus.com

To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: December 12, 2019

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



Regional Transportation Authority

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

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

Previous Actions

<u>Date</u>	<u>Ordinance No.</u>	<u>Purpose</u>
<u>09/12/2019</u>	<u>2019-47</u>	Amendment to the 2019-2023 Capital Program
<u>09/12/2019</u>	<u>2019-48</u>	Approving changes to projects in the ICE program

2019-2023 Capital Program Funding Changes

The funding change for the 2019-2023 Capital Program is an increase of \$148.73M as summarized in the table below and reflects funding increases for all three service boards. A mix of adjustments to federal, RTA, service board bond funds, service board and local funds and CTA debt repayment make up the changes as outlined by service board below.

2019-2023 Capital Funding Changes			
(in millions)			
	Current	Change	Proposed
CTA	\$2179.89	\$125.77	\$2305.66
Metra	1308.91	22.95	1331.86
Pace	265.57	0.02	265.59
RTA	0.25	-	0.25
2019 Capital Program Total:	\$3754.63	\$148.73	\$3903.36

The following tables reflect all changes to the 2019-2023 program.

2019 and 2020-2023 Capital Funding Changes (All Service Boards) (in millions)	2019	2019	2019	2020-23	2020-23	2020-23
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$549.79	\$0.02	\$549.8	\$2100.12	-	\$2100.12
Federal Discretionary/Federal Flexible State	221.94	89.02	310.96	519.92	(50.00)	469.92
State - DCEO Funds	15.00	-	15.00	-	-	-
RTA	58.54	0.74	59.28	298.29	-	298.29
SB and Local Funds	50.92	11.31	62.23	82.22	-	82.22
SB Bond Proceeds	25.52	(25.52)	-	134.60	121.38	255.98
Reprogrammed CTA Bonds (Includes GTT, RPM, and Planned)	126.74	(29.25)	97.49	270.62	107.05	377.68
Reprogrammed/Carryover State Bond Funds	29.96	-	29.96	-	-	-
Reprogrammed Other Funds	0.98	-	0.98	-	-	-
CTA Debt Repayment	(150.43)	(16.00)	(166.43)	(580.11)	(60.00)	(640.11)
Total:	\$928.97	\$30.30	\$959.27	\$2825.66	\$118.43	\$2944.09

2019 and 2020-2023 Capital Program Funding Changes (in millions)	2019	2019	2019	2020-23	2020-23	2020-23
	Current	Change	Proposed	Current	Change	Proposed
CTA	\$481.87	\$7.34	\$489.21	\$1698.02	\$118.43	\$1816.45
Metra	374.73	22.95	397.68	934.19	-	934.19
Pace	72.12	0.02	72.13	193.45	-	193.45
RTA	0.25	-	0.25	-	-	-
Total	\$928.97	\$30.30	\$959.27	\$2825.66	\$118.43	\$2944.09

2019-2023 CTA Proposed Capital Program Amendment (125.77M)

CTA's proposed amendment to the 2019-2023 capital program includes an addition of \$125.77M over the 5-years with \$7.34M added to the 2019 capital program. The 2019 program includes increased funds from a Department of Homeland Security (DHS) grant and increased CMAQ funding redistributed from future years to 2019. CTA's Bond issuances decrease in the 2019 capital program. In the outyears, 2020-2023, CTA's capital program includes a reduction in CMAQ funds shifted to 2019 and an increase in CTA bond issuances. CTA delayed some of the 2019 bond issuance to 2020-2023.

2019 and 2020-2023 CTA Capital Program Funding Changes (in millions)	2019	2019	2019	2020-23	2020-23	2020-23
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$322.25	\$ -	\$322.25	\$1218.11	\$ -	\$1218.11
Federal Discretionary/Federal Flexible	141.21	69.65	210.86	509.57	(50.00)	459.57
RTA	5.62	-	5.62	144.00	-	144.00
SB and Local Funds	1.11	8.46	9.57	1.22	-	1.22
SB Bond Proceeds	25.52	(25.52)	-	134.6	121.38	255.98
CTA Debt Repayment	(150.43)	(16.00)	(166.43)	(580.11)	(60.00)	(640.11)
Reprogrammed CTA Bonds (Includes GTT, RPM, and Planned)	126.74	(29.25)	97.49	270.62	107.05	377.68
Reprogrammed/Carryover State Bond Funds	8.87	-	8.87	-	-	-
Reprogrammed Other Funds	0.98	-	0.98	-	-	-
Total CTA Available:	\$481.87	\$7.34	\$489.21	\$1698.02	\$118.43	\$1816.45

CTA allocated the increased 2019 funds to the following projects:

- Red/Purple Modernization (\$50.0M)
- CTA Rail Car CCTV Security System (\$8.8M)
- CTA Open Fare Payment System (\$8.5M)

- CTA Rail Yard Intrusion Improvements (\$7.7M)
- Transit Anti-Terrorism O-Pack Teams Sustainment Project (\$6.9M)
- CTA Front Line Employee Antiterrorism (\$1.3M)
- Elevated Track & Structure (\$1.0M)
- South Shops Powerhouse (\$0.80M)
- SWAT Torch Team for Increased Transit Police (for increase ridership periods) (\$0.64M)

2019-2023 Metra Proposed Capital Program Amendment (\$22.95M)

The proposed amendment for Metra only affects the current year of the five-year capital program. It adds funds from the Federal Railroad Administration and matching funds from both Canadian Pacific Railroad and reprogrammed Metra Farebox Capital funds. Finally, the amendment also reprograms ICE funds from the completed projects approved in previous years.

2019 Metra Capital Program Funding Changes (in millions)	2019 Current	2019 Change	2019 Proposed
Federal Formula	\$183.91	\$ -	\$183.91
Federal Discretionary/Federal Flexible	60.86	\$19.37	80.22
RTA	48.54	0.74	49.27
SB and Local Funds	46.31	2.85	49.16
State - DCEO Funds	15.00	-	15.00
Reprogrammed/Carryover State Bond Funds	20.11	-	20.11
Total Metra Available:	\$374.73	\$22.95	\$397.68

The following projects are proposed in this amendment:

- Bridge A-32 Project (\$22.1M)
- Electronic Crew Calling Project (\$0.74M)

2019-2023 Pace Proposed Capital Program Amendment (\$0.02M)

The proposed amendment for Pace only affects the current year of the five-year capital program. It adds \$0.02M in Federal Formula lapsing funds from Round Lake Urbanized Area.

(in millions)	Current	Change	Proposed
Federal Formula	\$43.63	\$0.02	\$43.64
Federal Discretionary/Federal Flexible	19.87	-	19.87
RTA	4.14	-	4.14
SB and Local Funds	3.50	-	3.50
SB Bond Proceeds	-	-	-
Reprogrammed/Carryover State Bond Funds	0.99	-	0.99
Total Pace Available:	\$72.12	\$0.02	\$72.13

The following project is impacted:

- Purchase Paratransit Vehicles (\$0.02M)

2019 ICE New Operating Project, funding and Scope Adjustment Requests

The second ordinance is approving a new operating project, a scope adjustment and reprogramming of funds from previous years for Metra projects funded with ICE funds.

Metra has requested to reprogram \$1.5M of 2016 ICE funds from capital project 5091, Provide for Mobile Ticketing, and allocate this funding to a new operating project 5387, Ridership and Fare Enhancement Initiative. The scope of this new project is to enhance the quality of the on-board experience of customers through the additional personnel and increase the overall safety environment through the addition of police officers. Metra expects to reduce the occurrence of fare evasion through this initiative.

For Metra project 4951, Electronic Crew Calling, Metra has requested an adjustment to the project scope to include the purchase and implementation of train scheduling software. Adding this scope will allow Metra to monitor crew duty time and create crew assignments using the new systems being implemented under the Electronic Crew Calling project. To implement this scope Metra is removing \$0.74M of 2015 ICE funds from two completed projects.

Actions Requested

Staff requests adoption of the following ordinances:

1. Approval of the Amendment to the 2019-2023 Capital Program.
2. Approval of the new ICE project, scope and funding adjustments for Metra's ICE projects.

JL/LN/TJ/TPO/BL
Attachments.

ORDINANCE NO.

AMENDMENT TO THE 2019-2023 CAPITAL PROGRAM

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

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

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

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

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

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

1. The amounts estimated to be available for capital projects for calendar years 2019-2023 set forth in Schedules II-A and II-B to Ordinance 2019-47 adopted on September 12, 2019, are hereby amended and restated as set forth in the attached revised Schedules II-A and II-B. Such estimates assume the appropriations of federal and state funding and the availability of resources of the Authority.
2. Nothing in this Ordinance is intended to or shall have the effect of waiving any discretion the RTA may have under law to review the determinations made in this Ordinance, including, but not limited to, allocation of federal funds among the Service Boards, or determining the allowable uses of federal, state or local funds.
3. All provisions of previously adopted ordinances and resolutions, including but not limited to Ordinance 2019-47 not expressly amended or repealed by this amendatory ordinance remain in full force and effect.
4. The Executive Director is hereby authorized and directed to inform each of the Service Boards of the amounts and purposes of available funding sources, and to take such action as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and make conforming changes to the 2019-2023 Capital Program.

	2019	2020	2021	2022	2023	TOTAL
CTA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 128,355,943	\$ 131,406,873	\$ 132,868,941	\$ 134,347,223	\$ 135,841,951	\$ 662,820,931
\$5337 State of Good Repair Formula	171,413,409	155,787,013	157,368,286	158,965,610	160,579,147	804,113,464
\$5339 Bus and Bus Facilities	13,955,945	12,251,106	12,569,167	12,895,486	13,230,277	64,901,981
Reprogrammed Federal Formula Funds	8,529,516	0	0	0	0	8,529,516
Subtotal FTA	\$ 322,254,812	\$ 299,444,992	\$ 302,806,394	\$ 306,208,319	\$ 309,651,375	\$ 1,540,365,892
Federal-Flexible/Discretionary						
CMAQ	83,000,000	33,890,857	0	0	0	116,890,857
Sec. 5303 UWP Planning	746,800	420,000	420,000	420,000	420,000	2,426,800
Other - Transit Oriented Development Grant	1,480,000	0	0	0	0	1,480,000
Department of Homeland Security	25,637,097	6,000,000	6,000,000	6,000,000	6,000,000	49,637,097
New Starts/Core Capacity	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000
Subtotal Fed Flexible	210,863,897	140,310,857	106,420,000	106,420,000	106,420,000	670,434,754
Subtotal All Federal	\$ 533,118,709	\$ 439,755,849	\$ 409,226,394	\$ 412,628,319	\$ 416,071,375	\$ 2,210,800,646
State						
State Bond Funds	0	0	0	0	0	0
Reprogrammed/Carryover State Bond Funds	6,000,000	0	0	0	0	6,000,000
Reprogrammed SCIP Bond Funds	2,867,243	0	0	0	0	2,867,243
Subtotal State	\$ 8,867,243	\$ 0	\$ 0	\$ 0	\$ 0	8,867,243
RTA						
RTA Bonds	0	79,000,000	0	0	65,000,000	144,000,000
Reprogrammed ICE Funds	1,099,130	0	0	0	0	1,099,130
Reprogrammed RTA Bond Funds	3,680,784	0	0	0	0	3,680,784
Reprogrammed RTA Funds	835,641	0	0	0	0	835,641
Subtotal RTA	\$ 5,615,555	\$ 79,000,000	\$ 0	\$ 0	\$ 65,000,000	\$ 149,615,555
Service Board and Local Funds						
Other Service Board Funds	8,843,300	265,400	105,000	105,000	105,000	9,423,700
Illinois Long Range Transportation Funds	726,400	641,600	0	0	0	1,368,000
Service Board Bond Proceeds	0	190,101,874	65,873,782	0	0	255,975,656
Reprogrammed Other Local Funds	976,590	0	0	0	0	976,590
Reprogrammed CTA Bond Funds	8,919,748	0	0	0	0	8,919,748
Reprogrammed CTA Bond - Ground Transportation Tax	88,571,181	72,368,417	10,260,403	7,800,000	0	179,000,001
Reprogrammed CTA Bond Proceeds (RPM)	0	240,256,377	46,992,816	0	0	287,249,193
Subtotal SB/Local	\$ 108,037,219	\$ 503,633,668	\$ 123,232,001	\$ 7,905,000	\$ 105,000	742,912,888
Subtotal State/RTA/Local	\$ 122,520,017	\$ 582,633,668	\$ 123,232,001	\$ 7,905,000	\$ 65,105,000	901,395,686
TOTAL CTA FUNDING	\$ 655,638,726	\$ 1,022,389,517	\$ 532,458,395	\$ 420,533,319	\$ 481,176,375	\$ 3,112,196,332
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	(24,553,000)	0	0	0	0	(24,553,000)
Subtotal Ground Transportation Tax Repayment	\$ (24,553,000)	\$ 0	\$ 0	\$ 0	\$ 0	\$ (24,553,000)
CTA Red-Purple Modernization Repayment (Short Term)	0	(60,000,000)	0	0	0	(60,000,000)
Subtotal Ground Transportation Tax Repayment	\$ 0	\$ (60,000,000)	\$ 0	\$ 0	\$ 0	\$ (60,000,000)
CTA Debt Repayment Principal (\$5307/\$5340)	(31,585,000)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(145,450,000)
CTA Debt Repayment Principal (\$5309)	(30,650,000)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(214,115,000)
Subtotal Debt Repayment Principal	(62,235,000)	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(359,565,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(14,236,025)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(55,130,075)
CTA Debt Repayment Interest (\$5309)	(65,405,414)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(307,291,573)
Subtotal Debt Repayment Interest	(79,641,439)	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(362,421,648)
Subtotal Debt Repayment	\$ (166,429,439)	\$ (210,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	\$ (806,539,648)
TOTAL CTA AVAILABLE	\$ 489,209,287	\$ 812,233,732	\$ 389,088,818	\$ 277,209,954	\$ 337,914,893	\$ 2,305,656,685

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
METRA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 83,424,210	\$ 84,205,148	\$ 85,243,017	\$ 86,293,642	\$ 87,357,217	\$ 426,523,235
\$5337 State of Good Repair Formula	100,483,722	91,323,421	92,250,375	93,186,737	94,132,607	471,376,861
Subtotal FTA	\$ 183,907,932	\$ 175,528,569	\$ 177,493,392	\$ 179,480,379	\$ 181,489,824	\$ 897,900,096
Federal-Flexible/Discretionary						
Consolidated Rail Infrastructure and Safety Improvments (CRSI)	2,058,163	0	0	0	0	2,058,163
Volkswagen Clean Air Act Settlement Grant	14,000,000	0	0	0	0	14,000,000
Federal State of Good Repair Grant	17,840,000	0	0	0	0	17,840,000
Canadian Pacific Funds	1,525,320	0	0	0	0	1,525,320
CMAQ	44,800,000	0	306,000	0	0	45,106,000
Subtotal Fed Flexible	\$ 80,223,483	\$ 0	\$ 306,000	\$ 0	\$ 0	\$ 80,529,483
Subtotal Federal	\$ 264,131,415	\$ 175,528,569	\$ 177,799,392	\$ 179,480,379	\$ 181,489,824	\$ 978,429,579
State						
State Bond Funds	0	0	0	0	0	0
Illinois DCEO Funds (Build Illinois)	15,000,000	0	0	0	0	15,000,000
Reprogrammed/Carryover State Bond Funds	20,000,000	0	0	0	0	20,000,000
Reprogrammed SCIP Bond Funds	110,699	0	0	0	0	110,699
Subtotal State	\$ 35,110,699	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,110,699
RTA						
RTA ICE Funds	5,041,958	5,142,798	5,245,654	0	0	15,430,410
Reprogrammed ICE Funds	2,233,023	0	0	0	0	2,233,023
RTA Bonds	0	71,000,000	0	0	58,500,000	129,500,000
Reprogrammed RTA Bond Funds	42,000,000	0	0	0	0	42,000,000
Subtotal RTA	\$ 49,274,981	\$ 76,142,798	\$ 5,245,654	\$ 0	\$ 58,500,000	\$ 189,163,433
Service Board and Local Funds						
Other Service Board Funds	46,573,770	20,000,000	20,000,000	20,000,000	20,000,000	126,573,770
Other Local Funds	2,585,000	0	0	0	0	2,585,000
Subtotal SB/Local	\$ 49,158,770	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 129,158,770
Subtotal State/RTA/Local	\$ 133,544,450	\$ 96,142,798	\$ 25,245,654	\$ 20,000,000	\$ 78,500,000	\$ 353,432,902
TOTAL METRA AVAILABLE	\$ 397,675,865	\$ 271,671,367	\$ 203,045,046	\$ 199,480,379	\$ 259,989,824	\$ 1,331,862,481

December 12,2019
2019-XX

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
PACE						
§5307/§5340 Urbanized Area Formula	\$ 41,347,497	\$ 39,612,844	\$ 40,032,542	\$ 40,456,670	\$ 40,885,292	\$ 202,334,846
§5339 Bus and Bus Facilities	1,924,958	1,689,806	1,733,675	1,778,684	1,824,861	8,951,984
Reprogrammed Federal Formula Funds	368,441	0	0	0	0	368,441
Subtotal FTA	\$ 43,640,896	\$ 41,302,650	\$ 41,766,217	\$ 42,235,354	\$ 42,710,153	\$ 211,655,271
Federal-Flexible/Discretionary						
Volkswagen Clean Air Act Settlement Grant	2,307,690	0	0	0	0	2,307,690
CMAQ	17,560,500	0	10,040,512	0	0	27,601,012
Subtotal Fed Flexible	\$ 19,868,190	\$ 0	\$ 10,040,512	\$ 0	\$ 0	\$ 29,908,702
Subtotal Federal	\$ 63,509,086	\$ 41,302,650	\$ 51,806,729	\$ 42,235,354	\$ 42,710,153	\$ 241,563,973
State						
State Bond Funds	0	0	0	0	0	0
Reprogrammed SCIP Bond Funds	985,364	0	0	0	0	985,364
Subtotal State	\$ 985,364	\$ 0	\$ 0	\$ 0	\$ 0	\$ 985,364
RTA						
RTA Bonds	0	7,900,000	0	0	6,500,000	14,400,000
Reprogrammed RTA Bond Funds	3,645,371	0	0	0	0	3,645,371
Reprogrammed RTA Funds	492,266	0	0	0	0	492,266
Subtotal RTA	\$ 4,137,637	\$ 7,900,000	\$ 0	\$ 0	\$ 6,500,000	\$ 18,537,637
Service Board and Local Funds						
Positive Budget Variance	3,502,110	250,000	250,000	250,000	250,000	4,502,110
Service Board Bond Proceeds	0	0	0	0	0	0
Subtotal SB/Local	\$ 3,502,110	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 4,502,110
Subtotal State/RTA/Local	\$ 8,625,111	\$ 8,150,000	\$ 250,000	\$ 250,000	\$ 6,750,000	\$ 24,025,111
TOTAL PACE AVAILABLE	\$ 72,134,197	\$ 49,452,650	\$ 52,056,729	\$ 42,485,354	\$ 49,460,153	\$ 265,589,084

December 12, 2019
2019-XX

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

	2019	2020	2021	2022	2023	TOTAL
REGIONAL TOTAL						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 253,127,650	\$ 255,224,866	\$ 258,144,500	\$ 261,097,535	\$ 264,084,460	\$ 1,291,679,011
\$5337 State of Good Repair Formula	271,897,131	247,110,434	249,618,661	252,152,347	254,711,754	1,275,490,326
\$5339 Bus and Bus Facilities	15,880,903	13,940,912	14,302,842	14,674,170	15,055,138	73,853,965
Reprogrammed Federal Formula Funds	8,897,957	0	0	0	0	8,897,957
Subtotal FTA	\$ 549,803,641	\$ 516,276,211	\$ 522,066,003	\$ 527,924,052	\$ 533,851,352	\$ 2,649,921,259
Federal-Flexible/Discretionary						
Consolidated Rail Infrastructure and Safety Improvements (CRSI)	2,058,163	0	0	0	0	2,058,163
Volkswagen Clean Air Act Settlement Grant	16,307,690	0	0	0	0	16,307,690
Other - Transit Oriented Development Grant	1,480,000	0	0	0	0	1,480,000
Federal State of Good Repair Grant	17,840,000	0	0	0	0	17,840,000
Canadian Pacific Funds	1,525,320	0	0	0	0	1,525,320
CMAQ	145,360,500	33,890,857	10,346,512	0	0	189,597,869
Sec. 5303 UWP Planning	746,800	420,000	420,000	420,000	420,000	2,426,800
Department of Homeland Security	25,637,097	6,000,000	6,000,000	6,000,000	6,000,000	49,637,097
New Starts/Core Capacity	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000
Subtotal Fed Flexible	\$ 310,955,570	\$ 140,310,857	\$ 116,766,512	\$ 106,420,000	\$ 106,420,000	\$ 780,872,939
SUBTOTAL FEDERAL	\$ 860,759,211	\$ 656,587,068	\$ 638,832,515	\$ 634,344,052	\$ 640,271,352	\$ 3,430,794,198
State						
State Bond Funds	0	0	0	0	0	0
Illinois DCEO Funds (Build Illinois)	15,000,000	0	0	0	0	15,000,000
Reprogrammed/Carryover State Bond Funds	26,000,000	0	0	0	0	26,000,000
Reprogrammed SCIP Bond Funds	3,963,306	0	0	0	0	3,963,306
Subtotal State	\$ 44,963,306	\$ 0	\$ 0	\$ 0	\$ 0	\$ 44,963,306
RTA						
RTA ICE Funds	5,041,958	5,142,798	5,245,654	0	0	15,430,410
Reprogrammed ICE Funds	3,332,153	0	0	0	0	3,332,153
RTA Funds	250,000	0	0	0	0	250,000
RTA Bonds	0	157,900,000	0	0	130,000,000	287,900,000
Reprogrammed RTA Bond Funds	49,326,155	0	0	0	0	49,326,155
Reprogrammed RTA Funds	1,327,907	0	0	0	0	1,327,907
Subtotal RTA Funding	\$ 59,278,173	\$ 163,042,798	\$ 5,245,654	\$ 0	\$ 130,000,000	\$ 357,566,625
Service Board and Local Funds						
Positive Budget Variance	3,502,110	250,000	250,000	250,000	250,000	4,502,110
Other Service Board Funds	55,417,070	20,265,400	20,105,000	20,105,000	20,105,000	135,997,470
Other Local Funds	2,585,000	0	0	0	0	2,585,000
Illinois Long Range Transportation Funds	726,400	641,600	0	0	0	1,368,000
Service Board Bond Proceeds	0	190,101,874	65,873,782	0	0	255,975,656
Reprogrammed Other Local Funds	976,590	0	0	0	0	976,590
Reprogrammed CTA Bond Funds	8,919,748	0	0	0	0	8,919,748
Reprogrammed CTA Bond - Ground Transportation Tax	88,571,181	72,368,417	10,260,403	7,800,000	0	179,000,001
Reprogrammed CTA Bond Proceeds (RPM)	0	240,256,377	46,992,816	0	0	287,249,193
Subtotal SB/Local	\$ 160,698,099	\$ 523,883,668	\$ 143,482,001	\$ 28,155,000	\$ 20,355,000	\$ 876,573,768
SUBTOTAL State/RTA/Local	\$ 264,939,578	\$ 686,926,466	\$ 148,727,655	\$ 28,155,000	\$ 150,355,000	\$ 1,279,103,699
TOTAL REGIONAL FUNDING	\$ 1,125,698,789	\$ 1,343,513,534	\$ 787,560,170	\$ 662,499,052	\$ 790,626,352	\$ 4,709,897,897
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	(24,553,000)	0	0	0	0	(24,553,000)
Subtotal Ground Transportation Tax Repayment	\$ (24,553,000)	\$ 0	\$ 0	\$ 0	\$ 0	(24,553,000)
CTA Red-Purple Modernization Repayment (Short Term)	0	(60,000,000)	0	0	0	(60,000,000)
Subtotal Ground Transportation Tax Repayment	\$ 0	\$ (60,000,000)	\$ 0	\$ 0	\$ 0	(60,000,000)
CTA Debt Repayment Principal (\$5307/\$5340)	(31,585,000)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(145,450,000)
CTA Debt Repayment Principal (\$5309)	(30,650,000)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(214,115,000)
Subtotal Debt Repayment Principal	(62,235,000)	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(359,565,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(14,236,025)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(55,130,075)
CTA Debt Repayment Interest (\$5309)	(65,405,414)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(307,291,573)
Subtotal Debt Repayment Interest	(79,641,439)	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(362,421,648)
Subtotal Debt Service	\$ (166,429,439)	\$ (210,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	(806,539,648)
TOTAL REGIONAL AVAILABLE	\$ 959,269,350	\$ 1,133,357,750	\$ 644,190,593	\$ 519,175,687	\$ 647,364,870	\$ 3,903,358,249

Proposed Changes to RTA 2019 Capital Program

SCHEDULE II B

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
CTA												
Bus												
<u>1 Rolling Stock</u>												
021.500	021.803	16-12-0009 -- Perform Bus Maintenance Activities (P1)	5307Tollway	29,224,775	NC:NC	29,224,775	0	29,785,583	0	0	0	59,010,358
021.500	021.803	16-12-0009 -- Perform Bus Maintenance Activities (P1)	5339Tollway	10,775,225	NC:NC	10,775,225	0	10,214,417	2,300,000	2,300,000	2,200,000	27,789,642
021.503	021.806	16-17-0001 -- Life Extending Overhaul - 430 Standard (1000 Series)	5339Tollway	0	NC:NC	0	0	0	10,095,712	0	10,878,129	20,973,841
021.503	021.806	16-17-0001 -- Life Extending Overhaul - 430 Standard (1000 Series)	5307Tollway	0	NC:NC	0	0	0	11,243,281	15,815,340	5,219,779	32,278,400
021.504	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	5339Tollway	0	NC:NC	0	0	0	0	0	0	0
021.504	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	5307Tollway	0	NC:NC	0	0	0	0	0	0	0
031.054	021.054	-- Mid-Life Bus Overhaul		0	100%: CTA Bond	0	0	19,107,750	0	0	0	19,107,750
031.502	031.054	16-14-0001 -- Replace Buses - Electric (20 Base_25 Option) w Charger (5 Base_8 Option)	CMAQTollway	7,924,000	NC:NC	7,924,000	0	0	0	0	0	7,924,000
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	100%Bond	0	NC:NC	0	0	0	0	0	6,261,589	6,261,589
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	5339Tollway	0	NC:NC	0	0	1,914,178	0	10,417,528	0	12,331,706
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	5307Tollway	0	NC:NC	0	0	214,417	0	8,722,068	56,306,941	65,243,426
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)		0	100%: CTA Bond	0	0	14,537,238	0	0	0	14,537,238
031.504	031.051	16-96-0061 -- Replace Buses - Nova Option 2 (remaining 25 buses)	5307Tollway	0	NC:NC	0	0	0	0	0	0	0
031.504	031.054	16-96-0061 -- Replace Buses - Artic Hybrid - Lease Interest	5307Tollway	105,440	NC:NC	105,440	0	0	0	0	0	105,440
031.504	031.054	16-96-0061 -- Replace Buses - Artic Hybrid - Lease Principal	5307Tollway	6,437,273	NC:NC	6,437,273	0	0	0	0	0	6,437,273

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
031.504	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Interest	5307Tollway	265,417	NC:NC	265,417	0	53,664	0	0	0	319,081
031.504	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Principal	5307Tollway	7,646,283	NC:NC	7,646,283	0	3,902,186	0	0	0	11,548,469
031.505	031.054	16-96-0061 -- Replace Remaining (6400 Series) 50 Base/Plus 50 Option - Standard	100%CTA Bond	0	NC:NC	0	0	21,067,308	0	0	0	21,067,308
031.505	031.054	-- Replace Remaining 6400 Series	5339Tollway	3,048,139	NC:NC	3,048,139	0	0	0	0	0	3,048,139
031.505	031.054	-- Replace Remaining 6400 Series Buses	5307Tollway	4,323,482	NC:NC	4,323,482	0	0	0	0	0	4,323,482
031.506	031.054	-- Replace Buses - Option 1-150 for New Flyers		0	5307:Tollway	0	0	0	0	0	9,881,274	9,881,274
Total I Rolling Stock				69,750,034		69,750,034	0	100,796,741	23,638,993	37,254,936	90,747,712	322,188,416
<u>II Modernization</u>												
404.502	404.502	16-13-0005 -- Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd - CMAQ	CMAQ Ser. Bd.	0	NC:NC	0	0	8,801,948	0	0	0	8,801,948
Total II Modernization				0		0	0	8,801,948	0	0	0	8,801,948
Total				69,750,034		69,750,034	0	109,598,689	23,638,993	37,254,936	90,747,712	330,990,364
<u>Rail</u>												
<u>I Rolling Stock</u>												
022.503	022.906	16-12-0010 -- Perform Rail Car Maintenance Activities (P1)	5307Tollway	40,000,000	NC:NC	0	(40,000,000)	0	2,200,000	0	0	2,200,000
022.503	022.906	16-12-0010 -- Perform Rail Car Maintenance Activities (P1)	5337Tollway	2,986,698	NC:NC	40,000,000	37,013,302	37,200,000	0	2,200,000	2,200,000	81,600,000
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100%Bond	0	NC:NC	0	0	0	0	0	31,365,911	31,365,911
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100%Bond	0	NC:NC	0	0	16,202,454	0	0	0	16,202,454
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	5307Tollway	0	NC:NC	0	0	0	23,665,601	0	0	23,665,601
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	5337Tollway	0	NC:NC	2,986,698	2,986,698	0	9,725,837	0	42,884,730	55,597,265
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100%CTA Bond	3,621,674	NC:NC	0	(3,621,674)	41,846,711	0	0	0	41,846,711
022.504	022.903	-- Perform Rail Car Overhaul	100%Bond	3,680,784	NC:NC	3,680,784	0	0	0	0	0	3,680,784
022.504	022.903	-- Perform Rail Car Overhaul	100%SCIP 2	2,867,243	NC:NC	2,867,243	0	0	0	0	0	2,867,243
022.505	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Critical Needs	100%CTA Bond	10,695,127	NC:NC	0	(10,695,127)	0	0	0	0	0

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
022.506	022.906	16-12-0010 -- Rail Car Activities - Traction Motor & Armatures Phase II	100% CTA Bond	0	5337:Tollway	0	0	0	0	0	0	
022.508	022.508	-- Perform Rail Car Activities - Install Rail Car Simulator	100% Ser. Bd.	976,590	NC:NC	976,590	0	0	0	0	976,590	
022.906	022.510	-- Perform Rail Car Maintenance Activities	100% CTA Bond	4,655,406	NC:NC	4,655,406	0	0	0	0	4,655,406	
022.906	022.511	-- Rail Car Activities Phase II Propulsion Kits (2600 Series)	5337Tollway	8,076,201	NC:NC	8,076,201	0	0	0	0	8,076,201	
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	100% CTA Bond	0	NC:NC	0	66,753,288	4,169,608	0	0	70,922,896	
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	5307Tollway	0	NC:NC	0	0	45,864,031	59,900,717	0	105,764,748	
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	5337Tollway	0	NC:NC	0	0	3,079,965	12,223,295	0	15,303,260	
Total 1 Rolling Stock				77,559,723		63,242,922	(14,316,801)	162,002,453	88,705,042	74,324,012	76,450,641	464,725,070
<u>II Modernization</u>												
079.502	195.027	16-14-0007 -- Rehabilitate Blue Line - Kimball Subway Waterproofing and Track includes TOD	100% Bond	0	NC:NC	0	1,975,000	0	0	0	1,975,000	
121.509	195.027	16-14-0007 -- Rehabilitate Blue Line -(Jeff Park to ORD) Signals (Phase 5)	100% CTA Bond	0	NC:NC	0	0	11,330,879	0	0	11,330,879	
141.273	195.027	16-14-0007 -- Rehabilitate Blue Line - Contingencies	100% Bond	0	NC:NC	0	0	0	0	0	0	
141.273	195.027	16-14-0007 -- Rehabilitate Blue Line - Grand, Chicago and Division Station Renovation (Phase 4)	100% Bond	0	NC:NC	0	3,978,519	0	0	0	3,978,519	
170.501	195.027	16-14-0007 -- Rehabilitate Blue Line- Harlem Station Bus Bridge	100% Bond	0	NC:NC	0	14,534,548	0	0	0	14,534,548	
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization - Support Service CMAQ	CMAQ Ser. Bd.	153,125	NC:NC	459,375	306,250	153,125	0	0	612,500	
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity) - Support Service	5309C Tollway	612,500	NC:NC	612,500	0	612,500	612,500	612,500	3,062,500	
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization -Support Service CTA Bond RPM	100% RPM Bond Funds	447,633	NC:NC	0	(447,633)	1,104,070	287,831	0	1,391,901	

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	100%RPM Bond Funds	72,635,262	NC:NC	0	(72,635,262)	179,152,307	46,704,985	0	0	225,857,292
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	CMAQ Ser. Bd.	24,846,875	NC:NC	74,540,625	49,693,750	24,846,875	0	0	0	99,387,500
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity)	5309C Tollway	99,387,500	NC:NC	99,387,500	0	99,387,500	99,387,500	99,387,500	99,387,500	496,937,500
406.029	406.500	-- NML- Red Purple Modernization Core Capacity Expansion Program- UWP	Other Fed. Ser. Bd.	404,619	NC:NC	404,619	0	0	0	0	0	404,619
Total 11 Modernization				198,487,514		175,404,619	(23,082,895)	325,744,444	158,323,695	100,000,000	100,000,000	859,472,758
<u>2 Track & Structure</u>												
181.500	181.500	-- Elevated Track & Structure		0	100%: CTA Bond	1,000,000	1,000,000	0	0	0	0	1,000,000
181.500	184.500	-- Elevated Track & Structure Safety Renewal	5307 Tollway	7,043,013	NC:NC	5,259,794	(1,783,219)	0	0	0	0	5,259,794
181.500	184.500	-- Elevated Track & Structure Safety Renewal	5337 Tollway	1,486,503	NC:NC	3,269,722	1,783,219	0	0	0	0	3,269,722
184.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5307 Tollway	14,812,500	NC:NC	14,812,500	0	24,115,504	0	0	14,812,500	53,740,504
184.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5337 Tollway	10,000,000	NC:NC	10,000,000	0	1,500,000	14,812,500	14,812,500	0	41,125,000
184.500	184.500	-- Nagle Curve		0	100%: CTA Bond Transit Tax	1,353,171	1,353,171	0	0	0	0	1,353,171
184.512	181.500	16-98-0015 -- Green Line South - Track Improvements	100% CTA Bond Trans. Tax	9,866,131	NC:NC	493,750	(9,372,381)	9,908,467	0	0	0	10,402,217
184.513	181.500	16-98-0015 -- Green & Pink Line West - Track Improvements	100% CTA Bond Trans. Tax	4,981,982	NC:NC	38,493,719	33,511,737	11,342,834	0	0	0	49,836,553
184.514	181.500	16-98-0015 -- Red & Blue Line Subway - Track Improvements	100% CTA Bond Trans. Tax	5,237,854	NC:NC	3,806,250	(1,431,604)	15,007,594	2,431,617	0	0	21,245,461
184.515	181.500	16-98-0015 -- Brown Line - Track Improvements	100% CTA Bond Trans. Tax	4,142,872	NC:NC	8,100,000	3,957,128	7,347,373	0	0	0	15,447,373
184.516	181.500	16-98-0015 -- Congress Blue Line - P1 Track	100% CTA Bond Trans. Tax	974,572	NC:NC	3,950,000	2,975,428	0	0	0	0	3,950,000
Total 2 Track & Structure				58,545,427		90,538,906	31,993,479	69,221,772	17,244,117	14,812,500	14,812,500	206,629,795
<u>3 Electrical, Signal, & Communications</u>												
121.506	121.500	16-00-0030 -- Tactical Traction Power (Equipment/Cable/Enclosures)	100% CTA Bond	0	NC:NC	0	0	4,196,875	4,196,875	0	0	8,393,750
121.510	121.500	16-00-0030 -- Blue Line O'Hare Branch Traction Power Improvements	100% CTA Bond Trans. Tax	5,994,183	NC:NC	4,105,000	(1,889,183)	20,206,695	0	0	0	24,311,695
Total 3 Electrical, Signal, & Communications				5,994,183		4,105,000	(1,889,183)	24,403,570	4,196,875	0	0	32,705,445

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
<u>4 Support Facilities & Equipment</u>												
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% Bond	0	NC:NC	0	29,625,000	0	0	0	29,625,000	
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% CTA Bond	0	NC:NC	0	0	9,875,000	0	0	9,875,000	
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% Bond	0	NC:NC	0	0	0	0	26,625,000	26,625,000	
070.510	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	100% CTA Bond	3,579,189	NC:NC	0	(3,579,189)	4,937,000	0	0	4,937,000	
070.510	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	5337 Tollway	0	NC:NC	0	0	3,950,000	3,950,000	3,950,000	11,850,000	
070.510	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	5307 Tollway	0	NC:NC	0	1,958,137	0	0	0	1,958,137	
070.510	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	100% Bond	0	NC:NC	0	10,959,423	0	0	0	10,959,423	
070.512	073.500	-- Improve Facilities - 74th Garage	100% CTA Bond	2,464,342	NC:NC	2,464,342	0	0	0	0	2,464,342	
181.519	181.519	-- South Shops Power House Gas Line Controls		0	100%: CTA Bond	800,000	800,000	0	0	0	800,000	
Total 4 Support Facilities & Equipment				6,043,531		3,264,342	(2,779,189)	47,479,560	13,825,000	3,950,000	30,575,000	99,093,902
<u>5 Stations & Passenger Facilities</u>												
0371	0371	16-02-0004 -- Irving Park Station Escalators (Blue Line - YNB)	100% IDOT	6,000,000	NC:NC	6,000,000	0	0	0	0	6,000,000	
143.500	141.273	16-02-0004 -- Rehabilitate Rail Stations - Systemwide	5337 Tollway	0	NC:NC	0	1,975,000	5,925,000	5,925,000	0	13,825,000	
143.514	141.273	16-99-002 -- Station Security Enhancements	100% CTA Bond Trans. Tax	2,923,716	NC:NC	2,964,900	41,184	2,964,900	2,964,900	2,964,900	11,859,600	
Total 5 Stations & Passenger Facilities				8,923,716		8,964,900	41,184	4,939,900	8,889,900	8,889,900	0	31,684,600
<u>6 Miscellaneous</u>												
406.024	406.500	-- Blue Line Core Capacity Study	IL-Long Ser. Bd. Range	404,124	NC:NC	404,124	0	323,730	0	0	727,854	
Total 6 Miscellaneous				404,124		404,124	0	323,730	0	0	727,854	
<u>7 Extensions and Expansions</u>												
254.001	254.001	01-94-0006 -- Red Line Extension - Planning, Preliminary Engineering	100% CTA Bond	0	NC:NC	0	8,049,400	32,197,602	0	0	40,247,002	
254.001	254.001	-- Red Line Extension - TOD Planning and Engineering	Other Fed. Ser. Bd.	1,480,000	100%: Other Federal	1,465,940	(14,060)	0	0	0	1,465,940	
Total 7 Extensions and Expansions				1,480,000		1,465,940	(14,060)	8,049,400	32,197,602	0	0	41,712,942
<u>8 Contingencies & Administration</u>												

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
302.287	310.001	-- Support Services for Fast Tracks Program - Long Term	100%CTA Bond Trans. Tax	360,897	NC:NC	751,391	390,494	846,714	120,046	91,260	0	1,809,411
Total 8 Contingencies & Administration				360,897		751,391	390,494	846,714	120,046	91,260	0	1,809,411
Total				357,799,116		348,142,145	(9,656,971)	643,011,543	323,502,277	202,067,672	221,838,141	1,738,561,778
System												
<u>3 Electrical, Signal, & Communications</u>												
0187	0187	-- Software/Hardware Enhancements	100%ICE	528,671	NC:NC	528,671	0	0	0	0	0	528,671
0376	0376	-- Implement Transit System Initiative	100%ICE 2016	570,459	NC:NC	570,459	0	0	0	0	0	570,459
150.502	150.028	16-03-0011 -- Systemwide Security Cameras Imprpovements (Safe & Secure)	100%CTA Bond Trans. Tax	3,506,954	NC:NC	0	(3,506,954)	4,743,840	4,743,840	4,743,840	0	14,231,520
Total 3 Electrical, Signal, & Communications				4,606,084		1,099,130	(3,506,954)	4,743,840	4,743,840	4,743,840	0	15,330,650
<u>4 Support Facilities & Equipment</u>												
061.500	061.059	16-98-0003 -- Upgrade Office Computer Systems	5307Tollway	0	NC:NC	0	0	1,300,000	1,300,000	1,300,000	1,300,000	5,200,000
061.501	061.059	16-98-0003 -- Upgrade\Support IT & Communication Systems	5307Tollway	0	NC:NC	0	0	400,000	400,000	400,000	400,000	1,600,000
062.029	061.059	16-98-0003 -- Asset Management System Enhancements	IL-Long Ser. Bd. Range	495,250	NC:NC	495,250	0	470,250	0	0	0	965,500
070.500	073.500	16-99-0002 -- Office Building - Interest	5307Tollway	3,122,413	NC:NC	3,122,413	0	2,965,163	2,799,788	2,621,456	2,429,175	13,937,995
070.500	073.500	16-99-0002 -- Office Building - Principal	5307Tollway	3,065,000	NC:NC	3,065,000	0	3,225,000	3,390,000	3,565,000	3,760,000	17,005,000
070.503	073.500	16-99-0002 -- Facilities Maintenance	5337Tollway	11,207,021	NC:NC	11,207,021	0	12,690,133	7,900,000	7,900,000	0	39,697,154
070.503	073.500	16-99-0002 -- Facilities Maintenance	5307Tollway	7,758,726	NC:NC	7,758,726	0	1,500,000	0	0	0	9,258,726
070.505	073.500	16-99-0002 -- Facilities Maintenance	100%CTA Bond	4,913,362	NC:NC	0	(4,913,362)	4,913,362	0	0	0	4,913,362
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100%Bond	0	NC:NC	0	0	461,891	0	0	0	461,891
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	5337Tollway	0	NC:NC	0	0	1,975,000	0	0	0	1,975,000
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100%CTA Bond	2,468,750	NC:NC	0	(2,468,750)	2,468,750	0	0	0	2,468,750
086.500	086.501	-- Non-Revenue Vehicles - Lease		0	5337:Tollway	0	0	1,500,000	0	0	0	1,500,000
086.500	086.502	-- CTA Open Fare Payment System - Lease		0	100%: Ser. Bd.	8,475,000	8,475,000	0	0	0	0	8,475,000
086.500	086.504	-- Fare Equipment Maintenance		0	5337:Tollway	0	0	1,300,000	0	0	0	1,300,000

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
086.503	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100%Bond	0	NC:NC	0	0	473,165	0	0	0	473,165
086.503	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100%CTA Bond	0	NC:NC	0	0	0	3,333,095	0	0	3,333,095
Total 4 Support Facilities & Equipment				33,030,522		34,123,410	1,092,888	35,642,714	19,122,883	15,786,456	7,889,175	112,564,638
<u>6 Miscellaneous</u>												
150.017	150.028	16-03-0011 -- SWAT Torch Team Transit Summer Surge Initiative			100%: Other Federal	641,369	641,369	0	0	0	0	641,369
150.019	150.028	16-03-0011 -- CTA Rail Car CCTV Security System			100%: Other Federal	8,818,372	8,818,372	0	0	0	0	8,818,372
150.020	150.028	16-03-0011 -- CTA Rail Yard Intrusion Prevention			100%: Other Federal	7,735,229	7,735,229	0	0	0	0	7,735,229
150.021	150.028	16-03-0011 -- CTA Front Line Employee Antiterrorism			100%: Other Federal	1,287,650	1,287,650	0	0	0	0	1,287,650
150.500	150.028	16-03-0011 -- Implement Security Projects - HLS Program	100% Other	5,943,000	NC: Other Federal	0	(5,943,000)	5,940,000	5,917,200	5,917,200	5,931,000	23,705,400
150.500	150.028	16-03-0011 -- Transit O-Pack Teams Sustainment Project			100%: Other Federal	6,910,926	6,910,926	0	0	0	0	6,910,926
292.002	292.002	-- Unanticipated Capital	100% Discr.	835,641	NC:NC	835,641	0	0	0	0	0	835,641
Total 6 Miscellaneous				6,778,641		26,229,187	19,450,546	5,940,000	5,917,200	5,917,200	5,931,000	49,934,587
<u>8 Contingencies & Administration</u>												
302.088	310.001	-- Support Service for 5307	5307 Tollway	1,219,381	NC:NC	1,219,381	0	1,314,069	1,833,591	1,853,992	1,562,182	7,783,215
302.089	310.001	-- Support Service for 5337	5337 Tollway	1,628,427	NC:NC	1,628,427	0	1,557,870	2,171,682	2,193,725	1,846,660	9,398,364
302.090	310.001	-- Support Service for 5339	5339 Tollway	132,581	NC:NC	132,581	0	122,511	173,455	177,958	152,148	758,653
302.092	310.001	-- Support Service for CMAQ	CMAQ Ser. Bd.	76,000	NC:NC	76,000	0	88,909	0	0	0	164,909
302.093	310.001	-- Support Service for HLS	Other Fed. Other	57,000	100%: Other Federal	243,552	186,552	60,000	82,800	82,800	69,000	538,152
302.094	310.001	-- Support Services for TOD			100%: Ser. Bd.	14,060	14,060	0	0	0	0	14,060
302.095	310.001	-- Support Service for RTA Bonds	100% Bond	0	NC:NC	0	0	790,000	0	0	0	790,000
302.095	310.001	-- Support Service for RTA Bonds	100% Bond	0	NC:NC	0	0	0	0	0	747,500	747,500
302.096	310.001	-- Support Services for CTA Bond	100%CTA Bond	242,445	NC:NC	0	(242,445)	2,224,192	770,723	0	0	2,994,915
302.097	310.001	-- Support Service for UWP	Other Fed. Ser. Bd.	3,881	NC:NC	3,881	0	0	0	0	0	3,881
302.098	310.001	-- Support Service for ILRTP	IL-Long Ser. Bd. Range	8,626	NC:NC	8,626	0	8,020	0	0	0	16,646
306.001	310.001	16-01-0008 -- Program Management	5337 Tollway	1,459,648	NC:NC	1,459,648	0	0	0	0	0	1,459,648

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	Total
306.001	310.001	16-01-0008 -- Program Management	5307 Tollway	4,554,227	NC:NC	4,554,227	0	6,606,375	6,606,375	6,606,375	6,606,375	30,979,727
406.003	310.001	-- Program Development - UWP	Other Fed. Ser. Bd.	525,000	NC:NC	525,000	0	525,000	525,000	525,000	525,000	2,625,000
Total 8 Contingencies & Administration				9,907,216		9,865,383	(41,833)	13,296,946	12,163,626	11,439,850	11,508,865	58,274,670
Total				54,322,463		71,317,110	16,994,647	59,623,500	41,947,549	37,887,346	25,329,040	236,104,545
Total CTA				481,871,612		489,209,288	7,337,676	812,233,732	389,088,819	277,209,954	337,914,893	2,305,656,686

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
Metra												
Rail												
1 Rolling Stock												
5006	5006	-- NEW GALLERY CARS PURCHASE	Fed. Formula Tollway	2,700,000	NC: NC	2,700,000	0	0	36,500,000	20,600,000	23,400,000	83,200,000
5006	5006	-- NEW GALLERY CARS PURCHASE	100% Bond	0	NC: NC	0	0	34,000,000	0	0	0	34,000,000
5006	5006	-- NEW GALLERY CARS PURCHASE	100% Bond	0	NC: NC	0	0	0	0	0	58,500,000	58,500,000
5009	5009	-- CAR REHAB (NIPPON SHARYO HIGHLINERS)	Fed. Formula Tollway	0	NC: NC	0	0	16,164,000	10,614,000	14,000,000	10,850,000	51,628,000
5010	5010	-- CAR AND LOCOMOTIVE CAMERAS	Fed. Formula Tollway	2,500,000	NC: NC	2,500,000	0	2,500,000	2,500,000	2,000,000	2,000,000	11,500,000
5109	5109	-- LOCOMOTIVE PURCHASE	CMAQ Ser. Bd.	0	NC: NC	0	0	0	11,200,000	0	0	11,200,000
5109	5109	-- Locomotive Purchase	CMAQ Tollway	44,800,000	NC: NC	44,800,000	0	0	0	0	0	44,800,000
5109	5109	-- Locomotive Purchase	100% Ser. Bd.	36,500,000	NC: NC	36,500,000	0	0	0	0	0	36,500,000
5109	5109	-- LOCOMOTIVE PURCHASE	Fed. Formula Tollway	2,000,000	NC: NC	2,000,000	0	21,000,000	0	33,000,000	35,380,000	91,380,000
5109	5109	-- LOCOMOTIVE PURCHASE	100% Ser. Bd.	0	NC: NC	0	0	0	0	16,139,000	0	16,139,000
5204	5204	-- LOCOMOTIVE REBUILD 100-149,215,216	Fed. Formula Tollway	8,000,000	NC: NC	8,000,000	0	10,150,000	7,635,000	5,050,000	0	30,835,000
5207	5207	-- CAR REHAB (NIPPON SHARYO P-3)	Fed. Formula Tollway	12,100,000	NC: NC	12,100,000	0	4,375,000	0	15,000,000	0	31,475,000
5301	5301	-- TRACTION MOTORS	Fed. Formula Tollway	2,000,000	NC: NC	2,000,000	0	2,000,000	1,800,000	1,800,000	1,800,000	9,400,000
5302	5302	-- Locomotive and Rail Car Improvements	Fed. Formula Tollway	2,000,000	NC: NC	2,000,000	0	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
5303	5303	-- WHEEL REPLACEMENT	Fed. Formula Tollway	3,000,000	NC: NC	3,000,000	0	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
5307	5307	-- CAR REHAB (NIPPON SHARYO P-4)	Fed. Formula Tollway	0	NC: NC	0	0	10,000,000	12,850,000	3,000,000	0	25,850,000
5309	5309	-- New Locomotives	FED- Bond Volkswagen	56,000,000	NC: NC	56,000,000	0	0	0	0	0	56,000,000
AE-104	AE-104	-- CAR REHAB (NIPPON SHARYO P-5)	Fed. Formula Tollway	0	NC: NC	0	0	13,000,000	6,324,000	0	0	19,324,000
AE-105	AE-105	-- CAR REHAB (NIPPON SHARYO P-6)	Fed. Formula Tollway	0	NC: NC	0	0	0	0	500,000	15,000,000	15,500,000
AE-106	AE-106	-- CAR REHAB (NIPPON SHARYO P-7)	Fed. Formula Tollway	0	NC: NC	0	0	0	0	0	12,000,000	12,000,000
Total 1 Rolling Stock				171,600,000		171,600,000	0	118,189,000	94,423,000	116,089,000	163,930,000	664,231,000
2 Track & Structure												
4337	4337	-- Gresham Area Bridges	Fed. Formula Tollway	6,500,000	NC: NC	6,500,000	0	0	0	0	0	6,500,000
4840	4840	-- NORTH LINE BRIDGES (PHASED)	Fed. Formula Tollway	6,000,000	NC: NC	6,000,000	0	5,400,000	5,000,000	7,000,000	2,009,442	25,409,442

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Bond	0	NC: NC	0	32,000,000	0	0	0	32,000,000	
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Ser. Bd.	0	NC: NC	0	0	0	0	16,000,000	16,000,000	
5240	5240	-- BRIDGE A-32			Other Fed.: Tollway	17,840,000	17,840,000	0	0	0	17,840,000	
5240	5240	-- BRIDGE A-32			100%: Ser. Bd.	2,934,680	2,934,680	0	0	0	2,934,680	
5240	5240	-- BRIDGE A-32	Fed. Formula Tollway	12,000,000	NC: NC	12,000,000	0	0	0	0	12,000,000	
5240	5240	-- BRIDGE A-32			:Tollway	1,525,320	1,525,320	0	0	0	1,525,320	
5311	5311	-- TIES, BALLAST, & SW HEATERS	Fed. Formula Tollway	2,500,000	NC: NC	2,500,000	0	1,500,000	2,500,000	1,500,000	1,500,000	9,500,000
5312	5312	-- TIES AND BALLAST	Fed. Formula Tollway	0	NC: NC	0	0	2,000,000	2,000,000	2,000,000	2,500,000	8,500,000
5313	5313	-- TIES AND BALLAST (50/50)	Fed. Formula Tollway	1,600,000	NC: NC	1,600,000	0	2,500,000	2,000,000	2,000,000	2,500,000	10,600,000
5314	5314	-- TIES AND BALLAST (50/50)	Fed. Formula Tollway	1,250,000	NC: NC	1,250,000	0	250,000	250,000	250,000	250,000	2,250,000
5315	5315	-- TIES AND BALLAST	Fed. Formula Tollway	2,300,000	NC: NC	2,300,000	0	1,500,000	2,000,000	2,000,000	2,000,000	9,800,000
5316	5316	-- TIES AND BALLAST	Fed. Formula Tollway	1,500,000	NC: NC	1,500,000	0	0	0	0	0	1,500,000
5320	5320	-- NCS IMPROVEMENTS	100% Ser. Bd.	798,000	NC: NC	798,000	0	878,000	965,000	1,061,000	1,167,000	4,869,000
5321	5321	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	250,000	NC: NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5322	5322	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	500,000	NC: NC	500,000	0	500,000	250,000	250,000	250,000	1,750,000
5323	5323	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	400,000	NC: NC	400,000	0	300,000	300,000	250,000	250,000	1,500,000
5324	5324	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	500,000	NC: NC	500,000	0	0	500,000	0	500,000	1,500,000
5325	5325	-- RAIL REPLACEMENT	Fed. Formula Tollway	2,600,000	NC: NC	2,600,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,600,000
5326	5326	-- RAIL REPLACEMENT	Fed. Formula Tollway	250,000	NC: NC	250,000	0	500,000	500,000	500,000	500,000	2,250,000
5327	5327	-- RAIL REPLACEMENT	Fed. Formula Tollway	500,000	NC: NC	500,000	0	1,500,000	1,500,000	1,300,000	1,500,000	6,300,000
5328	5328	-- RAIL REPLACEMENT	Fed. Formula Tollway	250,000	NC: NC	250,000	0	2,500,000	2,500,000	2,100,000	2,500,000	9,850,000
5329	5329	-- RAIL REPLACEMENT	Fed. Formula Tollway	250,000	NC: NC	250,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,250,000
5330	5330	-- CREATE-P2	100% Ser. Bd.	2,000,000	NC: NC	2,000,000	0	15,000,000	6,000,000	1,000,000	0	24,000,000
5331	5331	-- CROSSINGS (ROAD & TRACK)	Fed. Formula Tollway	1,000,000	NC: NC	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5332	5332	-- CROSSINGS (ROAD & TRACK - 50/50)	Fed. Formula Tollway	1,250,000	NC: NC	1,250,000	0	1,500,000	1,500,000	1,500,000	1,500,000	7,250,000
5333	5333	-- CROSSINGS (ROAD & TRACK)	Fed. Formula Tollway	500,000	NC: NC	500,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
5334	5334	-- CROSSINGS (ROAD & TRACK)	Fed. Formula Tollway	1,000,000	NC: NC	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5335	5335	-- CROSSINGS (ROAD & TRACK)	Fed. Formula Tollway	0	NC: NC	0	0	750,000	1,000,000	1,500,000	1,500,000	4,750,000
5336	5336	-- BRIDGES & RETAINING WALLS	Fed. Formula Tollway	2,500,000	NC: NC	2,500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,500,000

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
5337	5337	-- BRIDGES	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	400,000	400,000	400,000	2,100,000
5338	5338	-- BRIDGES	Fed. Formula Tollway	500,000	NC:NC	500,000	0	250,000	250,000	250,000	250,000	1,500,000
5340	5340	-- ROOT/43rd STREET BRIDGES	Fed. Formula Tollway	8,000,000	NC:NC	8,000,000	0	0	0	0	0	8,000,000
5344	5344	-- CATENARY STRUCTURE REHAB	Fed. Formula Tollway	1,750,000	NC:NC	1,750,000	0	850,000	750,000	750,000	750,000	4,850,000
5347	5347	-- RIGHT OF WAY FENCING	Fed. Formula Tollway	33,000	NC:NC	33,000	0	33,000	33,000	33,000	33,000	165,000
5348	5348	-- RIGHT OF WAY FENCING	Fed. Formula Tollway	34,000	NC:NC	34,000	0	34,000	34,000	34,000	34,000	170,000
5349	5349	-- RIGHT OF WAY FENCING	Fed. Formula Tollway	33,000	NC:NC	33,000	0	33,000	33,000	33,000	33,000	165,000
BL-104	BL-104	-- WESTERN AVENUE BRIDGE	Fed. Formula Tollway	0	NC:NC	0	0	0	4,000,000	0	0	4,000,000
BL-105	BL-105	-- HICKORY CREEK BRIDGE	Fed. Formula Tollway	0	NC:NC	0	0	0	0	4,000,000	0	4,000,000
Total 2 Track & Structure				59,048,000		81,348,000	22,300,000	77,428,000	41,515,000	36,961,000	45,176,442	282,428,442
<u>3 Electrical, Signal, & Communications</u>												
4343	4343	-- POSITIVE TRAIN CONTROL	Fed. Formula Tollway	26,300,268	NC:NC	26,300,268	0	0	0	0	0	26,300,268
4343	4343	-- Positive Train Control (PTC)	CRISI Ser. Bd.	2,572,704	NC:NC	2,572,704	0	0	0	0	0	2,572,704
4343	4343	-- Positive Train Control (PTC)	100% SCIP 2	110,699	NC:NC	110,699	0	0	0	0	0	110,699
4746	4746	-- IMPEDANCE BONDS	Fed. Formula Tollway	0	NC:NC	0	0	200,000	200,000	100,000	200,000	700,000
4841	4841	-- CUS SOUTH INTERLOCKERS	Fed. Formula Tollway	2,450,000	NC:NC	2,450,000	0	0	0	0	0	2,450,000
4842	4842	-- 16TH STREET INTERLOCKER	Fed. Formula Tollway	200,000	NC:NC	200,000	0	0	0	0	0	200,000
4947	4947	-- A20 Interlocker	Fed. Formula Tollway	585,000	NC:NC	585,000	0	0	0	0	0	585,000
4951	4951	-- Eelctronic Crew Calling		0	100%:ICE 2015	735,330	735,330	0	0	0	0	735,330
5149	5149	-- Lake Street Interlocker	Fed. Formula Tollway	2,300,000	NC:NC	2,300,000	0	5,100,000	6,300,000	4,300,000	7,000,000	25,000,000
5254	5254	-- SIGNAL SYSTEM UPGRADES	Fed. Formula Tollway	0	NC:NC	0	0	250,000	250,000	250,000	250,000	1,000,000
5257	5257	-- RONDOUT INTERLOCKING RENEWAL	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	0	0	0	0	3,000,000
5350	5350	-- Communication Improvements	Fed. Formula Tollway	1,550,000	NC:NC	1,550,000	0	0	0	0	0	1,550,000
5352	5352	-- Signal Standards	Fed. Formula Tollway	600,000	NC:NC	600,000	0	0	0	0	0	600,000
5353	5353	-- SIGNAL SYSTEM UPGRADES	Fed. Formula Tollway	250,000	NC:NC	250,000	0	0	300,000	0	0	550,000
5355	5355	-- SIGNAL SYSTEM UPGRADES	Fed. Formula Tollway	100,000	NC:NC	100,000	0	250,000	100,000	100,000	250,000	800,000
5356	5356	-- YARD IMPROVEMENTS-ELEC	Fed. Formula Tollway	900,000	NC:NC	900,000	0	750,000	900,000	900,000	900,000	4,350,000
5357	5357	-- YARD IMPROVEMENTS - ELEC	Fed. Formula Tollway	440,000	NC:NC	440,000	0	440,000	440,000	440,000	440,000	2,200,000
5358	5358	-- YARD IMPROVEMENTS - ELEC	Fed. Formula Tollway	750,000	NC:NC	750,000	0	750,000	1,000,000	1,500,000	900,000	4,900,000

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
5359	5359	-- YARD IMPROVEMENTS _ ELEC	Fed. Formula Tollway	1,320,000	NC:NC	1,320,000	0	820,000	1,000,000	450,000	820,000	4,410,000
5360	5360	-- HVAC REPLACEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	0	0	0	0	1,000,000
5361	5361	-- MORGAN INTERLOCKING	Fed. Formula Tollway	600,000	NC:NC	600,000	0	3,000,000	3,000,000	0	0	6,600,000
5362	5362	-- WESTERN INTERLOCKING	Fed. Formula Tollway	0	NC:NC	0	0	3,000,000	3,000,000	0	0	6,000,000
5363	5363	-- RECTIFIER REPLACEMENT	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	500,000	500,000	500,000	500,000	3,500,000
5364	5364	-- VIDEO SYS STORAGE	Fed. Formula Tollway	2,000,000	NC:NC	2,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
CC-104	CC-104	-- BI-DIR SIGNAL (47TH TO 65TH)	Fed. Formula Tollway	0	NC:NC	0	0	2,000,000	5,000,000	0	0	7,000,000
CC-105	CC-105	-- BI-DIR SIGNAL (11TH TO 47TH)	Fed. Formula Tollway	0	NC:NC	0	0	0	0	5,000,000	5,000,000	10,000,000
CC-106	CC-106	-- A-20 INTERLOCKING	Fed. Formula Tollway	0	NC:NC	0	0	6,000,000	6,000,000	0	0	12,000,000
Total 3 Electrical, Signal, & Communications				48,528,671		49,264,001	735,330	24,060,000	28,990,000	14,540,000	17,260,000	134,114,001
4 Support Facilities & Equipment												
4757	4757	-- MILLENIUM STATION EXITS	Fed. Formula Tollway	1,300,000	NC:NC	1,300,000	0	0	0	0	0	1,300,000
4852	4852	-- FINANCIAL SYSTEM REPLACEMENT	Fed. Formula Tollway	0	NC:NC	0	0	2,100,000	0	1,900,000	1,000,000	5,000,000
4972	4972	-- 47th/49th STREET YARD FACILITY	Fed. Formula Tollway	10,000,000	NC:NC	10,000,000	0	0	0	0	0	10,000,000
4992	4992	-- Hybrid and Alternative Fuel Vehicles	100%ICE 2016	591,500	NC:NC	591,500	0	0	0	0	0	591,500
4992	4992	-- Hybrid and Alternative Fuel Vehicles	Ser. Bd.ICE 2011	71,860	NC:NC	71,860	0	0	0	0	0	71,860
5171	5171	-- GPS/TRAIN TRACKING	Fed. Formula Tollway	2,722,223	NC:NC	2,722,223	0	1,296,000	0	0	0	4,018,223
5171	5171	-- GPS/TRAIN TRACKING	100%ICE 2019	5,041,958	NC:NC	5,041,958	0	0	0	0	0	5,041,958
5171	5171	-- GPS/TRAIN TRACKING	100%ICE 2020	0	NC:NC	0	0	5,142,798	0	0	0	5,142,798
5265	5265	-- YARD IMPROVEMENTS	Fed. Formula Tollway	0	NC:NC	0	0	1,000,000	0	1,300,000	1,300,000	3,600,000
5265	5265	-- Yard Improvements - UP	Fed. Formula Tollway	1,400,000	NC:NC	1,400,000	0	0	0	0	0	1,400,000
5365	5365	-- YARD IMPROVEMENTS	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	2,000,000	3,000,000	2,500,000	2,500,000	13,000,000
5366	5366	-- YARD IMPROVEMENTS	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	1,000,000	1,000,000	1,000,000	800,000	5,300,000
5367	5367	-- YARD IMPROVEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	500,000	1,000,000	1,000,000	1,000,000	4,500,000
5368	5368	-- YARD IMPROVEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	500,000	500,000	500,000	500,000	3,000,000
5369	5369	-- RIGHT OF WAY EQUIPMENT	Fed. Formula Tollway	2,000,000	NC:NC	2,000,000	0	2,000,000	2,000,000	1,500,000	2,000,000	9,500,000
5370	5370	-- OFFICE EQUIPMENT	Fed. Formula Tollway	275,000	NC:NC	275,000	0	275,000	275,000	275,000	275,000	1,375,000
5371	5371	-- EQUIPMENT & VEHIC MECH	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	2,000,000	1,000,000	1,000,000	1,000,000	6,500,000
5372	5372	-- IT COMPONENTS & SERVICES	100% Ser. Bd.	1,000,000	NC:NC	1,000,000	0	0	0	0	998,000	1,998,000

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>	
5372	5372	-- IT COMPONENTS & SERVICES	Fed. Formula Tollway	850,000	NC:NC	850,000	0	1,000,000	1,823,000	1,000,000	1,000,000	5,673,000
5373	5373	-- POLICE VEHICLES	Fed. Formula Tollway	500,000	NC:NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5374	5374	-- STORAGE EQUIPMENT	Fed. Formula Tollway	600,000	NC:NC	600,000	0	0	0	0	0	600,000
5375	5375	-- 547 BUILDING SYS IMPROVEMENTS	Fed. Formula Tollway	250,000	NC:NC	250,000	0	200,000	250,000	250,000	250,000	1,200,000
5376	5376	-- LASALLE FIRE PROTECTION	Fed. Formula Tollway	520,000	NC:NC	520,000	0	0	0	0	0	520,000
Total 4 Support Facilities & Equipment				35,122,541		35,122,541	0	19,513,798	11,348,000	12,725,000	13,123,000	91,832,339
<u>5 Stations & Passenger Facilities</u>												
4479	4479	18-10-0046 -- 59th/60th Street Station	100%Other	2,500,000	NC:NC	2,500,000	0	0	0	0	0	2,500,000
4484	4484	-- Auburn Park New Station - RID	100%IDOT	20,000,000	NC:NC	20,000,000	0	0	0	0	0	20,000,000
4486	4486	-- Peterson Ridge Station	100%IDOT	15,000,000	NC:NC	15,000,000	0	0	0	0	0	15,000,000
4675	4675	-- Blue Island Vermont Street Station	Ser. Bd. ICE 2010	60,004	NC:NC	60,004	0	0	0	0	0	60,004
4675	4675	-- Blue Island Vermont Street Station	Ser. Bd. ICE 2012	1,000,879	NC:NC	1,000,879	0	0	0	0	0	1,000,879
4782	4782	-- HUBBARD WOODS STATION	Fed. Formula Tollway	5,530,000	NC:NC	5,530,000	0	0	0	0	0	5,530,000
4878	4878	-- WEST CHICAGO STATION	Fed. Formula Tollway	0	NC:NC	0	0	5,000,000	0	0	0	5,000,000
5077	5077	-- STATION SIGNS	Fed. Formula Tollway	0	NC:NC	0	0	500,000	0	0	250,000	750,000
5380	5380	-- ADA IMPROVEMENTS	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
5381	5381	-- SYSTEMWIDE STATION IMPS	Fed. Formula Tollway	500,000	NC:NC	500,000	0	700,000	1,000,000	500,000	500,000	3,200,000
5382	5382	-- STATION FAC IMPROVEMENTS	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	1,500,000	1,250,000	1,500,000	2,000,000	7,750,000
5383	5383	-- PARKING LOT IMPROVEMENTS	Fed. Formula Tollway	500,000	NC:NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5384	5384	-- ELMHURST	100%Ser. Bd.	1,000,000	NC:NC	1,000,000	0	1,000,000	0	0	0	2,000,000
5385	5385	-- NEW LENOX	100%Ser. Bd.	1,000,000	NC:NC	1,000,000	0	1,000,000	0	0	0	2,000,000
EA-100	EA-100	-- BICYCLE PARKING	CMAQ Ser. Bd.	0	NC:NC	0	0	0	382,400	0	0	382,400
EC-00	EC-00	-- 147TH STREET STATION	100%Bond	0	NC:NC	0	0	5,000,000	0	0	0	5,000,000
Total 5 Stations & Passenger Facilities				51,590,883		51,590,883	0	18,200,000	6,132,400	5,500,000	6,250,000	87,673,283
<u>6 Miscellaneous</u>												
5195	5195	-- ENGINEERING ASSET MANAGEMENT	Fed. Formula Tollway	750,000	NC:NC	750,000	0	500,000	1,000,000	0	0	2,250,000
5390	5390	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
5391	5391	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5392	5392	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	2,000,000	2,000,000	2,000,000	2,000,000	9,000,000
5393	5393	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	1,500,000	2,000,000	2,000,000	2,000,000	8,500,000
5394	5394	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5395	5395	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	2,000,000	2,000,000	2,000,000	2,500,000	9,500,000
5396	5396	-- UNANTICIPATED CAPITAL	100% Ser. Bd.	600,000	NC:NC	600,000	0	888,000	1,000,000	800,000	800,000	4,088,000
ICE2021	ICE2021	-- RTA ICE FUNDED PROJECTS - TBD	100% ICE 2021	0	NC:NC	0	0	0	5,245,654	0	0	5,245,654
Total 6 Miscellaneous				5,850,000		5,850,000	0	9,888,000	16,245,654	9,800,000	10,300,000	52,083,654
<u>8 Contingencies & Administration</u>												
5397	5397	-- LOCALLY FUNDED PROJECTS / MATCH	100% Ser. Bd.	87,459	NC:NC	0	(87,459)	1,234,000	758,600	1,000,000	1,035,000	4,027,600
5398	5398	-- PROJECT ADMINISTRATION	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	1,600,000	1,000,000	1,000,000	1,000,000	5,600,000
5399	5399	-- CONTINGENCIES	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	818,416	1,000,036	927,000	1,027,244	4,772,696
5399	5399	-- CONTINGENCIES	Fed. Formula Tollway	900,441	NC:NC	900,441	0	740,153	1,632,356	938,379	888,138	5,099,467
Total 8 Contingencies & Administration				2,987,900		2,900,441	(87,459)	4,392,569	4,390,992	3,865,379	3,950,382	19,499,763
Total				374,727,994		397,675,865	22,947,871	271,671,367	203,045,046	199,480,379	259,989,824	1,331,862,481
Total Metra				374,727,994		397,675,865	22,947,871	271,671,367	203,045,046	199,480,379	259,989,824	1,331,862,481

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<i>Pace</i>												
<i>Bus</i>												
<i>1 Rolling Stock</i>												
5375	5375	-- Purchase CNG Buses	FED- Ser. Bd. Volkswagen	3,076,920	NC:NC	3,076,920	0	0	0	0	0	3,076,920
5400	5400	-- Purchase approximately 18 40' Fixed Route Buses	5307Tollway	0	NC:NC	0	0	0	0	9,000,000	0	9,000,000
5401	5401	-- Purchase approximately 52 Fixed Route Buses (30' and OTR Coach)	5307Tollway	23,649,967	NC:NC	23,649,967	0	13,200,000	11,200,000	8,000,000	10,000,000	66,049,967
5402	5402	-- Purchase approximately 305 Paratransit Vehicles	5339Tollway	2,277,703	NC:NC	2,293,399	15,696	0	1,733,675	0	0	4,027,074
5402	5402	-- Purchase approximately 305 Paratransit Vehicles	5307Tollway	3,185,000	NC:NC	3,185,000	0	4,160,000	2,491,325	3,380,000	3,250,000	16,466,325
5403	5403	-- Purchase approximately 69 Community/On-Demand Vehicles	5339Tollway	0	NC:NC	0	0	1,689,806	0	1,778,684	1,824,861	5,293,351
5404	5404	-- Purchase approximately 187 Vanpool Vehicles	100%CMAQ	7,520,000	NC:NC	7,520,000	0	0	0	0	0	7,520,000
5405	5405	-- Engine/Transmission Retrofits	5307Tollway	0	NC:NC	0	0	2,002,844	2,001,729	2,018,670	2,002,292	8,025,535
<i>Total 1 Rolling Stock</i>				39,709,590		39,725,286	15,696	21,052,650	17,426,729	24,177,354	17,077,153	119,459,172
<i>4 Support Facilities & Equipment</i>												
5313	5313	-- New Northwest Division Garage - Wheeling	100%Pace Bond	0	NC:NC	0	0	0	0	0	0	0
5313	5313	-- New Northwest Division Garage - Wheeling	100%Bond	2,462,109	NC:NC	2,462,109	0	0	0	0	0	2,462,109
5313	5313	-- New Northwest Division Garage - Wheeling	100%Ser. Bd.	1,882,880	NC:NC	1,882,880	0	0	0	0	0	1,882,880
5313	5313	-- New Northwest Division Garage - Wheeling	100%Bond	997,712	NC:NC	997,712	0	0	0	0	0	997,712
5313	5313	-- New Northwest Division Garage - Wheeling	100%Bond	185,550	NC:NC	185,550	0	0	0	0	0	185,550
5410	5410	-- Improve Support Facilities	100%Bond	0	NC:NC	0	0	7,900,000	0	0	0	7,900,000
5410	5410	-- Improve Support Facilities	100%Bond	0	NC:NC	0	0	0	0	0	6,500,000	6,500,000
5410	5410	-- Improve Support Facilities	5307Tollway	2,062,530	NC:NC	2,062,530	0	0	2,000,000	0	0	4,062,530
5411	5411	-- Computer Systems Hardware & Software	5307Tollway	500,000	NC:NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5412	5412	-- Support Equipment/Non-Revenue Vehicles	5307Tollway	600,000	NC:NC	600,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,600,000
5413	5413	-- Farebox System	5307Tollway	250,000	NC:NC	250,000	0	5,000,000	5,000,000	5,000,000	2,500,000	17,750,000
5414	5414	-- Associated Capital	5307Tollway	6,000,000	NC:NC	6,000,000	0	4,000,000	3,000,000	0	5,000,000	18,000,000
5415	5415	-- Preventive Maintenance	5307Tollway	3,000,000	NC:NC	3,000,000	0	7,250,000	6,980,000	6,808,000	6,633,000	30,671,000

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
5416	5416	-- Office Equipment/Furniture	5307Tollway	100,000	NC:NC	100,000	0	500,000	500,000	500,000	500,000	2,100,000
Total 4 Support Facilities & Equipment				18,040,781		18,040,781	0	26,650,000	19,480,000	14,308,000	23,133,000	101,611,781
<u>5 Stations & Passenger Facilities</u>												
5320	5320	17-18-0001 -- Pulse Dempster Line Construction	CMAQTollway	10,040,500	NC:NC	10,040,500	0	0	0	0	0	10,040,500
5420	5420	-- Improve Passenger Facilities	5307Tollway	0	NC:NC	0	0	0	3,359,488	2,250,000	7,500,000	13,109,488
5420	5420	17-94-0035 -- Improve Passenger Facilities	100%Discr.	242,266	NC:NC	242,266	0	0	0	0	0	242,266
5420	5420	17-94-0035 -- Improve Passenger Facilities	100%SCIP 2	985,364	NC:NC	985,364	0	0	0	0	0	985,364
5420	5420	-- Improve Passenger Facilities0	100%CMAQ	0	NC:NC	0	0	0	10,040,512	0	0	10,040,512
5421	5421	-- Bus Stop Shelters/Signs	5307Tollway	750,000	NC:NC	750,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,750,000
5422	5422	-- Bus Tracker Sign Deployment	5307Tollway	500,000	NC:NC	500,000	0	0	0	0	0	500,000
5423	5423	-- Posted Stops Only Conversion	5307Tollway	750,000	NC:NC	750,000	0	500,000	500,000	500,000	500,000	2,750,000
5424	5424	-- Joliet Transit Center	5307Tollway	0	NC:NC	0	0	0	0	0	0	0
5425	5425	-- Orland Square Mall Passenger Facility	100%Ser. Bd.	600,000	NC:NC	600,000	0	0	0	0	0	600,000
Total 5 Stations & Passenger Facilities				13,868,130		13,868,130	0	1,500,000	14,900,000	3,750,000	9,000,000	43,018,130
<u>6 Miscellaneous</u>												
5430	5430	-- Unanticipated Capital	100%Ser. Bd.	250,000	NC:NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5435	5435	-- Transit Asset Management (TAM) Program	100%Discr.	250,000	NC:NC	250,000	0	0	0	0	0	250,000
Total 6 Miscellaneous				500,000		500,000	0	250,000	250,000	250,000	250,000	1,500,000
Total				72,118,501		72,134,197	15,696	49,452,650	52,056,729	42,485,354	49,460,153	265,589,083
Total Pace				72,118,501		72,134,197	15,696	49,452,650	52,056,729	42,485,354	49,460,153	265,589,083

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
RTA												
System												
6 Miscellaneous												
9999	9999	16-94-0006 -- Access to Transit Program	100%RTA Capital Reserves	250,000	NC:NC	250,000	0	0	0	0	0	250,000
Total 6 Miscellaneous				250,000		250,000	0	0	0	0	0	250,000
Total				250,000		250,000	0	0	0	0	0	250,000
Total RTA				250,000		250,000	0	0	0	0	0	250,000
Grand Total:				928,968,108		959,269,351	30,301,243	1,133,357,749	644,190,594	519,175,687	647,364,870	3,903,358,251

ORDINANCE NO.

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

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

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

WHEREAS, Metra has requested to reprogram 2016 ICE capital funding to add a new operating project funded by ICE Funds, and Metra has requested a scope adjustment to an already approved project funded by ICE Funds;

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

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

ICE funds in the amount of \$0.735M will be de-obligated from the following completed projects:

- Metra—(4993) – Automated Field IT System (CRD-2015-ICE) - \$0.674M
- Metra—(4944) – Passenger Information (CRD-2015-ICE) - \$0.061M

and will be obligated to the following project:

- Metra—(4951) – Electronic Crew Calling (CRD-2015-ICE) \$0.735M

Ice funds in the amount of \$1.500M will be de-obligated from the following project:

- Metra — (5091) — Provide for Mobile Ticketing (CRD-2016-ICE) \$1.500M

and will be obligated to the following new operating project:

Metra — (5387) — Ridership and Fare Enhancement Initiative \$1.500M

The new ICE operating project will be added to the operating budget with the following scope:

- Enhance the quality of the on-board experience of customers through the additional personnel and increase the overall safety environment through the addition of police officers. Metra expects to reduce the occurrence of fare evasion through this initiative.

A scope adjustment will be made to the following project:

- Metra – (4951) — Electronic Crew Calling. This adjustment will allow Metra to purchase and implement train scheduling software.



**Regional
Transportation
Authority**

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To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: December 12, 2019

Re: Ordinance adopting the 2020 Budgets, 2021-2022 Financial Plans, and 2020-2024 Capital Programs of the Service Boards and Authority and appropriating funds for the 2020 Budgets

Staff requests that the Finance Committee recommend Board approval of the attached ordinance to adopt the 2020 Operating Budgets, 2021-2022 Financial Plans, and 2020-2024 Capital Programs of the Service Boards and the Authority, including the RTA Agency. This recommendation is made following a review of the proposed 2020 Budgets with the Service Boards at a special meeting of the Finance Committee of the Board held on November 21st at which the Service Boards presented their proposed budgets and capital programs and provided responses to questions from the RTA Board. This meeting also served as the public hearing for the Service Boards and the RTA to receive comments from the public about their budgets and capital programs. The budgets, financial plans, and capital programs defined by the ordinance are balanced, adhere to the funding amounts and recovery ratios adopted by the RTA Board in September, and meet the required recovery ratio for the region.

Previous Actions

<u>Date</u>	<u>Ordinance</u>	<u>Purpose</u>
5/16/19	2019-22	Approval and release of the 2020 Budget Call
9/12/19	2019-49	Approval of the 2020-2022 operations funding and preliminary 2020-2024 capital funding amounts

Funding Approval

The 2020 budget process began in May with the release of the Budget Call, followed by the release of preparatory funding estimates to the Service Boards in late June. The process of developing funding levels was collaborative again this year, with each of the Service Boards actively involved in reaching a tentative agreement that was unanimously adopted by the RTA Board on September 12th.

The adopted capital funding amounts reflect an allocation of the \$2.6 billion of State bond proceeds expected over the five-year period to CTA, Metra, and Pace and an allocation of the \$227 million of annual “PAYGO” funding (\$1.135 billion over five years) anticipated from RTA’s share of the Motor Fuel Tax increase. The adopted operating funding amounts allocated 100% of PTF I to CTA and Pace with a 98%/2% split, respectively, and provided a share of non-statutory Sales Tax I to each Service Board.

By October 11th, each of the Service Boards had submitted their proposed budgets and capital programs to the RTA, with follow-up submittals completed by October 30th. The Service Boards conducted their required public budget hearings in October and early November. The CTA, Metra, and Pace Boards voted to adopt their individual budgets at their November Board meetings. A special meeting of the Finance Committee of the RTA Board was held on November 21st to provide an opportunity to discuss the proposed 2020 budgets with the Service Boards.

Special Finance Committee Meeting and Public Hearing

At the special Finance Committee meeting, each Service Board gave an overview of its proposed budget and capital program and responded to questions from the RTA Board. The CTA, Metra, and Pace leadership teams described how they confronted ongoing operating funding challenges by focusing on efficiencies and cost control, especially in the area of administrative expense. The Service Boards also discussed at length how they would efficiently utilize the Rebuild Illinois State capital funding to improve their infrastructure and rider experience.

RTA Board members’ subsequent questioning on the Service Boards’ 2020 budgets stressed several common themes: ridership assumptions and efforts to promote ridership, status of labor contracts, other expense drivers, DBE participation, contingency plans in the event of a funding shortfall, bond financing plans, and capital investment priorities. Complete details of the Service Boards’ presentations and subsequent Q and A are contained in the November 21st Board meeting minutes.

As required by the RTA Act, a public hearing was held concurrent with the November 21st RTA Board meeting, with RTA employees also staffing seven remote locations in the collar counties, north Cook County, and south Cook County in order to provide an opportunity for public comment. In addition, RTA senior staff and Board members attended county board meetings throughout the six-county region at which they presented a summary of the regional budget and capital program.

During the public comment segment of the meeting, four people provided testimony, including representatives from the Metropolitan Planning Council, Chicagoland Chamber of Commerce, and the Civic Committee of the Commercial Club. Complete details are contained in the November 21st Board meeting minutes.

Due to the need to continue to program capital funding in a data driven and transparent manner, and as a response to the public comments received in the hearing, language is included in the ordinance that responds to the request to include a performance-based planning and programming process for future capital allocations, including a timeline, and a public comment period prior to it advancing to the RTA Board for consideration and approval.

As of December 12th, three public comments had been received via email and/or comment card. Those comments were related to support for the south Red Line extension, the lack of a drinking fountain at the LaSalle Street Metra station, the use of plastic water bottles by Metra employees, the visibility of the Metra stop at Joliet, appreciation for continued Metra investment in the Englewood community, and a request to use funding to commemorate the historical significance of the former railroad station at 63rd and Wallace with respect to the Civil Rights Movement.

Operating Budget and Capital Program Summaries

CTA

CTA's proposed 2020 operating budget totals \$1.570 billion, an increase of 1.2% from the 2019 budget and 2.9% from the 2019 estimate, resulting in a recovery ratio of 55.3%, exceeding the RTA requirement of 54.75%. CTA does not plan to increase fares or change service levels. Ridership is budgeted to decline by 1.8% in 2020, following a projected decrease of 2.5% in 2019. Total public funding for the CTA is \$874.8 million, adhering to the operating funding amounts approved by the RTA Board in September and resulting in a balanced budget.

CTA's 2020-2024 Capital Program totals \$5.155 billion, nearly a doubling of last year's five-year capital program. CTA's capital projects are largely focused on moving the system toward a state of good repair with limited expansion activities. Modernizations and extensions represent the largest category funded by CTA with \$1.174 billion going toward work on the Red-Purple Modernization, Your New Blue modernization project, project design for the Red Line Extension to 130th Street, and the Ashland Avenue transit signal priority project. Replacement and renewal of rail rolling stock totals \$1.093 billion, to be spent on the purchase of new 7000 series rail cars, as well as the overhaul of CTA's 5000 series rail cars. \$546.2 million is programmed for replacing the oldest buses in CTA's fleet and for performing mid-life overhauls on the current fleet. CTA will also invest \$545.1 million in track and structure improvements as well as an additional \$352.5 million for systemwide station improvements and upgrades to the power and signal systems. A further \$323.2 million will go toward assorted other systemwide projects. Bond repayments total \$1.121 billion which includes interest and principal largely associated with bonds that CTA issued while State funds were unavailable.

Metra

Metra's proposed 2020 operating budget totals \$827.4 million, an increase of 0.6% from the 2019 budget and 2.4% from the 2019 estimate, resulting in a recovery ratio of 52.5%, exactly meeting the RTA requirement. Metra will reduce the amount of operating revenue transferred to its capital program by \$1.0 million for 2020. Ridership is budgeted to decline by 0.9%, following a projected decrease of 2.2% in 2019. No fare increases or service reductions are planned. Total public funding for Metra is \$434.4 million, adhering to the operating funding amounts approved by the RTA Board in September and resulting in a \$2.9 million budgeted surplus.

Metra's 2020-2024 Capital Program totals \$2.584 billion and continues to focus on working toward a state of good repair. Metra's largest area of investment, \$1.190 billion, is for modernization of its fleet including the rehabilitation of locomotives and rail cars, as well as the purchase of new locomotives and rail cars. A total of \$408.9 million has been proposed for track and structure projects including much-needed bridge repair and replacement. \$365.2 million is allocated to station rehabilitations at over 30 stations around the system. The capital program includes \$263.0 million for projects that include improving rail yards, purchasing non-revenue vehicles, adding safety features, and improving Information Technology systemwide. Metra has programmed \$238.5 million toward projects that include improving interlocking and switches, renewing rail crossings, and upgrading signaling and communications. Miscellaneous engineering and program development projects make up the remaining \$118.8 million of the capital budget. Metra does not plan to issue bonds.

Pace Suburban Service and ADA Paratransit Service

Pace's proposed 2020 Suburban Service operating budget totals \$239.9 million, an increase of 1.7% from the 2019 budget and 2.8% from the 2019 estimate, resulting in a recovery ratio of 30.3%, exactly meeting the RTA requirement. Ridership is budgeted to decline by 1.7%, following a projected decrease of 5.7% in 2019. No fare increases are planned, and, based on public feedback, Pace has decided to retain and reevaluate eight routes that had been proposed for reduction or elimination. Total public funding for Pace Suburban Service is \$183.4 million, adhering to the operating funding amounts approved by the RTA Board in September and resulting in a balanced budget.

Pace's proposed 2020 ADA Paratransit operating budget totals \$195.3 million, an increase of 4.3% from the 2019 budget and 7.4% from the 2019 estimate, resulting in a recovery ratio of 10.0%, exactly meeting the RTA Act requirement. Ridership is budgeted to grow by 0.8%, driven primarily by increased utilization of the Taxi Access Program (TAP). Total public funding for ADA Paratransit is \$181.3 million, adhering to the operating funding amounts approved by the RTA Board in September and resulting in a balanced budget. Pace's provider contracts in the City of Chicago are up for re-bidding in 2020, and as a result there is considerable uncertainty about the level of ADA Paratransit funding required.

Pace's Suburban Service 2020-2024 Capital Program totals \$548.1 million and includes investments towards bringing its system into a State of Good Repair. Pace's largest investment, \$142.0 million is planned for new and existing garages including a new Northwest and new I-55 garage. Pace has programmed \$112.9 million for support facilities and equipment that includes a farebox system replacement and rehab of existing facilities. Over the five-year program, Pace plans to purchase a total of 1,048 vehicles. \$103.2 million will be used to purchase new buses, \$47.1 million is planned for the purchase of paratransit, on-demand, and vanpool vans, and \$58.1 million for rehab of its current fleet. Another \$75.9 million has been programmed for stations and passenger facilities, which will improve customer-waiting conditions. The remaining \$8.9 million account for intelligent Bus System upgrades, unanticipated capital, and transit studies. The 2020-2024 Pace ADA Paratransit capital plan includes \$20.0 million funded from the Rebuild Illinois program. Pace plans to improve ADA-related technology including upgrading software and integrating Ventra. In addition, funding will be used to purchase land, build facilities, and provide amenities for riders at new transfer locations.

RTA Agency

Presented at the November Board meeting, the RTA Agency 2020 budget totals \$40.7 million, comprised of \$17.4 million of Administrative expenses and \$23.3 million of Regional Programs expenses. The Administrative portion of the budget is 37.0% below the 2020 statutory cap of \$27.6 million. Agency operating revenue and federal grant funding are projected to offset expenses by \$5.5 million, resulting in a public funding requirement of \$35.2 million to balance the 2020 Agency budget. This public funding level represents an increase of 3.0% over the 2019 budget.

The RTA's portion of the proposed 2020-2024 capital program totals \$0.120 million. In 2020, RTA Planning staff will continue to oversee the Access to Transit Program. RTA funding will support pedestrian and bicycle infrastructure improvement projects such as sidewalks and crosswalks. RTA funding will leverage federal CMAQ funding.

Regional Totals and Reserve Plans

System ridership in 2020 is projected to decrease by 1.6% to 554.8 million as the recent trend of declining transit ridership is expected to continue. Total operating revenue is projected at \$1.173 billion, a 1.6% decrease from the 2019 budget. Total operating expenses are projected at \$3.097 billion, an increase of 1.3% from the 2019 budget. Total public funding is \$1.938 billion, resulting in a balanced operating budget, after \$5.2 million of ICE funding and \$6.0 million of Metra fare revenue are transferred to the capital program. The regional system-generated revenue recovery ratio is projected at 50.2%, exceeding the 50% level required by the RTA Act.

The regional five-year capital program totals \$8.307 billion with expenditures of \$2.112 billion planned for 2020. The RTA's capital program has seen a significant infusion of new funds from the State of Illinois, representing 45% of the overall five-year capital program. The Rebuild Illinois capital bill provides our regional transit system with \$2.6 billion over five years in new bonding

authority and an estimated \$227 million annually, or \$1.135 billion over five years, in sustainable revenue, referred to as “PAYGO” funding. In addition, the capital program relies on Federal Funds, RTA Funds, and Local Funds. Federal funds account for 40.5% of the program, State Bond Funds are 31.3%, State PAYGO funds are 13.7%, RTA bond and Innovation, Coordination, and Enhancement (ICE) funds are 1.8% and other local sources including Service Board Bond Issuances, Service Board Capital Funds, and other Local Funds amount to 12.8% of the plan. This allocation is a more balanced approach to funding the region’s transportation needs compared to past years when State funds were unavailable.

No allocations have been made to build the RTA’s unassigned fund balance. 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. The RTA has received an updated reserve plan from each Service Board, as required by the 2020 Budget Call.

Unfunded Capital Priorities

With the Rebuild Illinois State funding program, as well as the new PAYGO funds supported by the Motor Fuel Tax, a more significant amount of progress can be made against the list of unfunded projects. In the 2019-2023 capital program, RTA reported that 13% of the 10-year needs were funded, but with the additional injection of State funding, 19% of needs are funded in the 2020-2024 program. This shows that the region still faces a difficult task in funding all the needs of the transit riders in the region, but each bit of funding helps reduce the backlog. The Service Boards are making efforts to use the funding toward these priorities, with over 85% of available funds (after bond repayments) being used for projects within the priority list and the majority of the remaining monies being used for routine maintenance, which is not included in the priority list.

Innovation, Coordination, and Enhancement (ICE)

The adopted 2020 funding amounts continued the process initiated in the 2015 budget for the allocation of Innovation, Coordination, and Enhancement (ICE) funding to the Service Boards. Previously, ICE funds were allocated via a separate, competitive process. The current approach provides ICE funding at the same statutory shares used for Sales Tax II and PTF II: 48% for CTA, 39% for Metra, and 13% for Pace. The funds may be used for either operating or capital purposes, with specific projects identified by the Service Boards in their budget submissions and subject to review by the RTA staff and approval by the RTA Board.

Schedule I-F of the budget ordinance summarizes the 2020 ICE amounts and proposed uses. CTA and Pace have proposed using all of their ICE funding for operating projects, while Metra intends to use ICE funds exclusively for capital projects. Only the 2020 proposed uses are currently subject to approval by the RTA Board. The RTA Planning staff has completed an evaluation of the Service Board ICE project submittals for 2020 and recommends Board approval of the proposed projects.

Actions

Staff requests adoption of the attached ordinance which approves the 2020 Budgets, 2021-2022 Financial Plans, and 2020-2024 Capital Programs of the Service Boards and Authority, and appropriates funds accordingly.

Prepared by: Finance, Innovation, and Technology

LPR/JL/BRH/WDL/TJ/DKA/SR
Attachments.

ORDINANCE NO.
**APPROVING THE 2020 BUDGETS AND 2021-2022 FINANCIAL PLANS OF THE SERVICE BOARDS,
ADOPTING THE 2020 BUDGET AND PROGRAM OF THE AUTHORITY, APPROPRIATING FUNDS
FOR THE 2020 BUDGETS, ALLOCATING CERTAIN REVENUES OF THE RTA TO THE SERVICE
BOARDS, ADOPTING THE FIVE-YEAR CAPITAL PROGRAM, AND TAKING CERTAIN OTHER
ACTIONS WITH RESPECT TO THE BUDGET AND PROGRAM FOR FISCAL YEAR 2020**

WHEREAS, Section 4.01 of the Regional Transportation Authority Act (the “Act”) directs the Board of Directors of the Regional Transportation Authority (the “RTA Board”) to (i) appropriate money to perform the purposes of the Regional Transportation Authority (the “RTA” or the “Authority”) and provide for payment of debts and expenses of the RTA, (ii) take action with respect to the budget and two-year financial plan of each of the Chicago Transit Authority (the “CTA”), the Commuter Rail Division of the Regional Transportation Authority (“Metra”), the Suburban Bus Division of the Regional Transportation Authority (“Pace”, and, together with the CTA and Metra, collectively, the “Service Boards” and each, individually, a “Service Board”), as provided for in Section 4.11 of the Act, and (iii) adopt an Annual Budget and Two-Year Financial Plan for the RTA that includes the annual budget and two-year financial plan of each Service Board that has been approved by the RTA;

WHEREAS, pursuant to Section 4.11 of the Act, the RTA Board adopted Ordinance 2019-49 on September 12, 2019, identifying the amounts of funds estimated to be available to each Service Board for operations during fiscal year 2020 and the two following fiscal years;

WHEREAS, pursuant to Section 4.11 of the Act, each Service Board has submitted its proposed fiscal year 2020 budget and proposed 2021–2022 financial plan to the RTA for its review;

WHEREAS, pursuant to Section 4.01(a) of the Act, the RTA held a public hearing in the metropolitan region on November 21, 2019 and met with the county board or its designee of each of the several counties in the metropolitan region, with respect to its proposed annual budget and two-year financial plan, and considered the proposed budgets and financial plans of the Service Boards and the public comments with respect to those budgets and financial plans;

WHEREAS, Section 4.11 of the Act authorizes and directs the RTA to review the budgets and financial plans of the Service Boards for approval;

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

WHEREAS, pursuant to Sections 4.02a and 4.02b of the Act, the RTA shall continually review the payment of the required employer contributions to affected pension plans and if at any time the RTA determines that a Service Board's payment of any portion of the required contributions to an affected pension plan is more than one month overdue, it shall as soon as possible pay the amount of those overdue contributions to the trustee of the affected pension plan on behalf of that Service Board out of monies otherwise payable to that Service Board under Section 4.03.3, and the RTA shall thereafter have no liability to the Service Board for amounts paid to the trustee of the affected pension plan, and if the RTA's payment of such contributions is similarly overdue it shall pay such overdue amount out of its administrative expenses;

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

WHEREAS, pursuant to Section 4.03.3 of the Act, the RTA has established public funding levels in 2020 through 2022 for the Suburban Community Mobility Fund and the Innovation, Coordination, and Enhancement Fund (the "ICE Fund") that change proportionately with the percentage change in estimated RTA sales tax receipts;

WHEREAS, RTA Ordinance 2019-49 allocated ICE Fund amounts to the Service Boards, for operating or capital purposes, subject to a process that meets the requirements of the RTA Act, and the Service Boards have included proposed ICE Fund projects in their 2020 budget submissions to the RTA;

WHEREAS, pursuant to Section 2.01d of the Act, the RTA has established public funding levels in 2020 through 2022 for the ADA Paratransit Fund;

WHEREAS, pursuant to Section 4.11(a) of the Act, the RTA Board shall review the interim 2020 results for the provision of Regional ADA Paratransit service operations, and the written report of the Executive Director related thereto, no later than September 15, 2020, and shall amend the 2020 budgets of the Authority and the Service Boards to provide for additional funding for the provision of ADA Paratransit services, if needed;

WHEREAS, the RTA will reimburse the purchase of excess liability and terrorism insurance by the RTA system's Loss Financing Plan and Joint Self Insurance Fund to provide system protection against catastrophic loss;

WHEREAS, on January 18, 2018 and pursuant to Section 2.01a of the Act, the RTA Board adopted Ordinance 2018-02 approving the Regional Transit Strategic Plan (the "Strategic Plan"), which delineates a number of regional goals and objectives;

WHEREAS, the provisions of this Ordinance comport with the goals and objectives set forth in the Strategic Plan;

WHEREAS, pursuant to Section 2.01b of the Act, the Authority shall each year adopt a Five-Year Capital Program that shall include each capital improvement to be undertaken by or on behalf of a Service Board; provided that the Authority finds that the improvement meets any criteria for capital improvements contained in the Strategic Plan, is not inconsistent with any sub-regional or corridor plan adopted by the Authority, and can be funded within amounts available with respect to the capital and operating costs of such improvement;

WHEREAS, pursuant to Section 2.01b of the Act, the RTA has conducted public hearings with respect to the proposed Five-Year Capital Program and considered comments resulting from such hearings;

WHEREAS, the Five-Year Capital Program included with this Ordinance is based on capital program submittals from the RTA and Service Boards, and if the RTA Board makes any amendments to the estimates of capital funding available based on subsequent federal or state actions, the Service Boards will be required to adjust their capital programs to reflect such revised estimates;

WHEREAS, in order to ensure a continued responsible allocation of transit funding as well as to further regional financial transparency, the RTA will work collectively with the Service Boards to define a process for future capital allocations;

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

WHEREAS, unfavorable economic conditions in prior years required the RTA to deplete its fund balance to provide funds to the Service Boards, and to allocate, rather than reserve, financial resources in an effort to preserve operating stability;

WHEREAS, RTA 2016 Budget Ordinance 2015-55 rescinded the provisions of the Fund Balance Policy adopted by Ordinance 98-15 and the provisions of the Fund to Budget Policy adopted by Ordinance 91-9;

WHEREAS, in accordance with the RTA Reserve Policy implemented in October 2015, the Service Boards have an ongoing responsibility to maintain individual reserve plans which will address any structural funding or operating revenue reductions or expense increases with remedial actions, and that the Service Boards have shared updated reserve plans with the RTA as required by the 2020 Budget Call;

WHEREAS, the RTA will continue to exercise its short-term borrowing authority to manage delays in State funding;

WHEREAS, the RTA will attempt to minimize the impact on Service Board funding levels from financial transactions that are sensitive to prevailing interest rates, collateral calls, and arbitrage penalties;

WHEREAS, the RTA Board held a Finance Committee meeting on November 21, 2019 to review the details of the Service Boards' budgets with representatives from each of the Service Boards; and

WHEREAS, the RTA Board has determined that it is in the best interest of the RTA to take the following actions in order to carry out its powers and duties under the Act.

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

**ARTICLE I
INCORPORATION OF PREAMBLES**

The preambles of this ordinance are hereby incorporated into this text as if set out herein in full.

**ARTICLE II
APPROVAL OF BUDGETS AND FINANCIAL PLANS**

Section One: Service Board Budgets and Financial Plans

1.1 In compliance with the Act, the RTA has received and reviewed the proposed budgets for 2020 and financial plans for 2021 and 2022, of each of the Service Boards.

1.2 With respect to the proposed budget and financial plan submitted by CTA (as summarized in Schedule I-B), the RTA finds as follows:

- (a) the CTA budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
- (b) the CTA budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;
- (c) the CTA budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of CTA sufficient to allow CTA to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;
- (d) the CTA budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;

- (e) the CTA budget and plan has been prepared in accordance with sound financial practices;
- (f) the CTA budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established; and
- (g) the CTA budget and plan is consistent with the goals and objectives adopted by the RTA in the Strategic Plan.

1.3 With respect to the proposed budget and financial plan submitted by Metra (as summarized in Schedule I-B), the RTA finds as follows:

- (a) the Metra budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
- (b) the Metra budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;
- (c) the Metra budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of Metra sufficient to allow Metra to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;
- (d) the Metra budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;
- (e) the Metra budget and plan has been prepared in accordance with sound financial practices;
- (f) the Metra budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established;
- (g) the Metra budget and plan is consistent with the goals and objectives adopted by the RTA in the Strategic Plan.

1.4 With respect to the proposed budget and financial plan submitted by Pace for Suburban Service (as summarized in Schedule I-B), the RTA finds as follows:

- (a) the Pace Suburban Service budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
- (b) the Pace Suburban Service budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;
- (c) the Pace Suburban Service budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of Pace sufficient to allow Pace to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;

- (d) the Pace Suburban Service budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;
- (e) the Pace Suburban Service budget and plan has been prepared in accordance with sound financial practices;
- (f) the Pace Suburban Service budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established; and
- (g) the Pace Suburban Service budget and plan is consistent with the goals and objectives adopted by the RTA in the Strategic Plan.

1.5 With respect to the proposed budget and financial plan submitted by Pace for ADA Paratransit service (as summarized in Schedule I-B), the RTA finds as follows:

- (a) the Pace ADA Paratransit Service budget and plan shows a balance between (i) anticipated revenues from all sources, including operating subsidies and application of Service Board fund balances, and (ii) the cost of providing the services specified and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
- (b) the Pace ADA Paratransit Service budget and plan shows cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenses as incurred;
- (c) the Pace ADA Paratransit Service budget and plan provides for a level of fares or charges and operating or administrative costs for the public transportation provided by or subject to the jurisdiction of Pace sufficient to allow Pace to meet or exceed its required system-generated revenue recovery ratio, as set forth in Schedule I-C;
- (d) the Pace ADA Paratransit Service budget and plan is based upon and employs assumptions and projections which are reasonable and prudent;
- (e) the Pace ADA Paratransit Service budget and plan has been prepared in accordance with sound financial practices;
- (f) the Pace ADA Paratransit Service budget and plan meets the other financial, budgetary, or fiscal requirements that the RTA has established; and
- (g) the Pace ADA Paratransit Service budget and plan is consistent with the goals and objectives adopted by the Authority in the Strategic Plan.

1.6 Pursuant to Section 4.11 of the Act, the 2020 budgets and 2021-2022 financial plans for CTA, Metra and Pace, as presented in the attached Schedule I-B, are hereby approved.

1.7 As authorized by Section 4.11 of the Act, the RTA Board hereby directs that, no more than 40 days after the end of each fiscal quarter, each Service Board is required to report to the RTA its financial condition and results of operations and the financial condition and results of operations of the public transportation services subject to its jurisdiction, as of the end of and for such quarter, for review by the RTA for conformity with the approved budget for such period.

Section Two: RTA Budget and Financial Plan

The RTA Board has received and reviewed the 2020 Budget and Financial Plan of the Authority as summarized in Schedule I-A. The 2020 Budget and Financial Plan are hereby approved and the RTA Board finds as follows:

- (a) The 2020 budget and financial plan shows a balance between anticipated revenues from all sources and anticipated expenses, including the funding of operating deficits and the discharge of encumbrances incurred in prior periods and payment of principal and interest on outstanding indebtedness when due, as summarized in Schedule I-A.
- (b) The 2020 budget and financial plan shows cash balances sufficient to pay with reasonable promptness all obligations and expenses as incurred, as summarized in Schedule I-E.
- (c) The 2020 budget and financial plan shows that the level of fares and charges for public transportation provided by, or under grant or purchase of service contracts of, the Service Boards is sufficient to cause the aggregate of all projected system-generated revenues from such fares and charges received in 2020, apart from ADA Paratransit services, to equal at least fifty percent (50%) of the aggregate cost of providing such public transportation in 2020, and at least ten percent (10%) for ADA Paratransit service in 2020, as required by the Act, and as summarized in Schedule I-C.
- (d) The 2020 budget and financial plan is based on and employs assumptions and projections which are reasonable and prudent.
- (e) The budgeted administrative expenses of the RTA for 2020, as defined in Section 4.01 (c) of the Act, do not exceed the maximum administrative expenses permitted.
- (f) The 2020 budget and financial plan are consistent with the goals and objectives adopted by the Authority in the Strategic Plan.

Section Three: RTA ICE Program

The RTA Board has reviewed the set of 2020 projects proposed by the Service Boards and RTA for funding through the ICE program. The RTA Board hereby adopts the projects attached as Schedule I-F for ICE funding, subject to mutually agreed upon terms of grant agreements and continuing review by the RTA.

**ARTICLE III
ADOPTION OF THE FIVE-YEAR CAPITAL PROGRAM**

Section One: Adoption of the Five-Year Capital Program

The RTA Board has received and reviewed the 2020-2024 Five-Year Capital Program presented by the Service Boards. The RTA Board hereby adopts the Five-Year Capital Program Revenues and Expenditures attached as Schedule II-A and Schedule II-B, subject to continuing review by the RTA.

Section Two: Prohibition on Capital Projects Not Included in the Program

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

Section Three: Applications for Federal and State Capital Grants, Loans and Other Funds

In accordance with Section 4.02 (b) of the Act, each Service Board is directed to provide notice to the RTA of its intent to file any application for federal or state capital grants, loans or other funds prior to making any such application, and to file a copy of any such application with the RTA. No Service Board shall apply for or receive any capital grant or loan unless it is identified in the RTA Five-Year Capital Program and is consistent with the RTA Strategic Plan.

Section Four: RTA Bond Projects

There is \$130 million in RTA bond proceeds programmed for 2023 to be used by the Service Boards to fund a set of projects that, upon completion, would have a weighted average useful life of at least 20 years for each Service Board or, when combined for the region as a whole, would have a weighted average useful life of at least 20 years. Additionally, the Service Boards must maintain, and provide to the RTA, the appropriate records necessary to satisfy any continuing disclosure requirements.

Section Five: Future Capital Allocations

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

The following principles were used to allocate the funds to the Service Boards in the 2020-2024 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.

As part of the annual budget process for future years, starting with the program year of 2025, 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. Additionally, the spend down on all state funds shall be monitored by the RTA and reported on a quarterly basis and the rate of spend will be considered in future budget cycles.

In order for the RTA to continue to meet its regional budgetary obligations for future programming years, RTA staff shall release for public comment the details of a regional programming process that adheres to the principles stated in this section, no later than July 15, 2020. Following a 45-day public review and comment period, the programming process shall be considered for adoption by the RTA Board at its September 2020 meeting.

ARTICLE IV APPROPRIATION OF FUNDS AND CERTAIN OTHER ACTIONS

Section One: **Appropriation for Each Service Board**

The following amounts for 2020 are appropriated for payment to each Service Board from the enumerated sources of funds and for the specified objects and purposes.

1.1 Statutory RTA Sales Taxes

There is appropriated, from the taxes collected under Section 4.03, for expenditure by each Service Board pursuant to the 2020 budget approved for such Service Board in Article II, the amount required by Sections 4.03.3 (a) and 4.03.3 (b) of the Act. The estimated amount of each appropriation is specified as “Part I Sales Tax Allocation” on Schedule I-D. After receipt by the RTA of the proceeds of taxes imposed pursuant to Section 4.03 of the Act, the Executive Director of the RTA shall provide for the payment to each Service Board the specified appropriation.

1.2 Statutory RTA Sales Taxes and Public Transportation Funds

- (a) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act, to Pace for expenditure for ADA Paratransit Services, the amount required by Section 4.03.3 (c). The estimated amount of the appropriation is specified as “Part II Allocation; RTA Total for ADA Paratransit Service” on Schedule I-D. The RTA Board directs Pace to provide to the RTA any information requested by the Executive Director that is, in the judgment of the Executive Director, necessary to estimate the difference between (i) the projected final 2020 operating deficit of ADA Paratransit service and (ii) the total amount of funding from all sources estimated to be available for 2020 operations of ADA Paratransit service (such difference, the “Shortfall Amount”). The Shortfall Amount, if any, shall be established by the Executive Director prior to August 15, 2020 by examining the ADA Paratransit service year-to-date operating results through the second quarter of 2020, and, after being approved by the Chairman of the RTA Board and the Chairman of the Finance Committee of the RTA Board, shall be submitted to the RTA Board together with a certification from Pace that additional funds equal to the Shortfall Amount are necessary for 2020 ADA Paratransit service operations. Such certification shall be accompanied by a report describing Pace’s efforts to implement reasonable and appropriate cost savings and revenue raising measures related to ADA Paratransit service.
- (b) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act, to Pace for expenditure for Suburban Community Mobility, the amount required by Section 4.03.3

(c). The estimated amount of the appropriation is specified as “Part II Allocation; RTA Suburban Community Mobility Fund (SCMF) to Pace” on Schedule I-D.

(c) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act, to the Innovation, Coordination, and Enhancement (ICE) Fund the amount required by Section 4.03.3 (c). The estimated amount of the appropriation is specified as “Part II Allocation; RTA Innovation, Coordination & Enhancement (ICE)” on Schedule I-D.

(d) There is appropriated, from taxes imposed pursuant to Section 4.03 of the Act and Public Transportation Fund receipts received pursuant to Section 4.09 of the Act to each Service Board for expenditure pursuant to the 2020 budget approved for such Service Board in Article II, the amount required by Section 4.03.3 (c). The estimated amount of each appropriation is specified as “Part II Allocation; Remaining Balance to Service Boards” on Schedule I-D.

After receipt by the RTA of the proceeds of taxes imposed pursuant to Section 4.03 of the Act, and Public Transportation Fund receipts pursuant to Section 4.09 of the Act, the Executive Director of the RTA shall provide for the payment to each Service Board the specified appropriation.

1.3 Free and Reduced Fare Reimbursement

There is appropriated, for expenditure by each Service Board pursuant to the 2020 Budget approved for such Service Board in Article II, amounts received from the State of Illinois for reimbursement of revenues lost from providing free or reduced fare rides.

After receipt by the RTA of such funds from the State of Illinois, the Executive Director shall provide for the payment to each Service Board its proportionate share of the proceeds estimated to be received from the State identified as “State Reduced Fare Reimbursement” on Schedule I-A; provided that such funds shall not be distributed to the CTA unless and until a unit or units of local government in Cook County (other than the CTA) enters or enter into an agreement with the CTA to make a monetary contribution for such year of at least \$5,000,000 for public transportation.

1.4 RTA Non-Statutory Funding - Public Transportation Fund, 15% Sales Tax, Other RTA Revenues

(a) There is appropriated, for expenditure by each Service Board pursuant to the 2020 Budget approved for such Service Board in Article II, the amounts specified as “RTA Non-Statutory Funding – PTF I” and “RTA Non-Statutory Funding – Sales Tax I” on Schedule I-B. Pursuant to Ordinance 2019-49, approving the operations funding amounts for the 2020 operating budget and the 2021 - 2022 financial plan years, any amounts of PTF I received in excess of the PTF I receipts budgeted, as identified on Schedule I-A, shall be distributed to the Service Boards in the same proportion as the Service Board PTF I funds originally budgeted in that fiscal year. Any negative variance in PTF I receipts (i.e. receipts lower than anticipated) shall be borne by the Service Boards in the same proportion as the distribution of Service Board PTF I funds originally budgeted for that fiscal year. The

Executive Director shall provide for the payment to each Service Board its share of “RTA Non-Statutory Funding – PTF I” and “RTA Non-Statutory Funding – Sales Tax I”; provided that such funds shall not be distributed to the CTA unless and until a unit or units of local government in Cook County (other than the CTA) enters or enter into an agreement with the CTA to make a monetary contribution for such year of at least \$5,000,000 for public transportation.

(b) There is appropriated, for expenditure by Pace pursuant to the 2020 Budget approved for Pace Suburban Service in Article II, the amount specified as “South Suburban Job Access Funds” on Schedule I-B from other receipts and revenues of the RTA.

(c) There is appropriated, for expenditure by each Service Board pursuant to the 2020 Budget approved for such Service Board in Article II, or pursuant to the Five-Year Capital Program approved for such Service Board in Article III, the amounts specified as “Innovation, Coordination, and Enhancement (ICE) Funding” on Schedule I-B.

Subject to receipt by the RTA of sufficient proceeds of taxes imposed pursuant to Section 4.03 of the Act, and from the Public Transportation Fund receipts pursuant to Section 4.09 of the Act, the Executive Director is hereby directed to provide for the payment of such funds described in paragraphs (a), (b), and (c) as soon as may be practicable upon their receipt provided that each Service Board is in compliance with the requirements of Section 4.11 of the Act and this Ordinance.

Section Two: Appropriation to the Regional Transportation Authority

In 2020 there is appropriated, for expenditure for the operating purposes of the RTA (the “Agency”) the amounts specified on Schedule I-A as “Agency Administration” and “RTA Regional Services and Programs”, pursuant to the 2020 Budget approved in Article II, from other receipts and revenues of the RTA.

In 2020 there is appropriated for transfer from the RTA’s Fund Balance to the Joint Self-Insurance Fund (JSIF), funds to reimburse the insurance premium and associated fees for liability and terrorism insurance for the RTA System’s Loss Financing Plan the amount specified on Schedule I-A as “RTA Joint Self-Insurance Fund (JSIF) Funding.”

**ARTICLE V
GENERAL**

Section One: Implementation and Dissemination

The Executive Director is authorized and directed to take appropriate action to implement and enforce this Ordinance and to prepare and disseminate the 2020 Annual Budget and Program of the RTA in accordance with the Act and the policies established herein. This shall specifically include the authority to enter into intergovernmental agreements (IGAs), Technical Services Agreements (TSAs), or other agreements necessary to apply for or effectuate grants for projects specifically authorized herewith in the Five-Year Capital Program.

The Executive Director shall be further authorized to execute and enter into other IGAs necessary to effectuate or implement powers and duties of the RTA, so long as those IGAs do not exceed \$100,000 in value and are subject to funds appropriated by the RTA Board.

Section Two: Organization of the RTA

The Executive Director shall organize the staff of the Authority, shall allocate their functions and duties, and shall fix compensation and conditions of employment. The Executive Director shall develop, and modify as may be necessary, Agency policies regarding travel, business and relocation expenses, consistent with the Local Government Travel Expense Control Act.

Section Three: Non-Waiver of RTA Authority

Nothing in this Ordinance is intended to or shall have the effect of (i) creating an obligation on the part of the RTA to provide funding to the Service Boards in excess of their respective statutorily allocated portions of the proceeds from taxes and State funds actually received by the RTA, nor (ii) waiving any discretion the RTA may have under law to amend the amounts appropriated to the Service Boards under the Ordinance, subject to compliance by the Service Boards with terms and conditions established by the RTA. Furthermore, nothing in this Ordinance is intended to or shall have the effect of waiving any discretion the RTA may have under law to subject to review the determinations made in this Ordinance, including, but not limited to, setting recovery ratios for the Service Boards, establishing inclusions or exclusions of certain revenues or expenditures from the calculation of such recovery ratios, or determining the allowable uses of federal, state or local funds.

Section Four: Executive Director's Authority to Apply for Additional Funds

The Executive Director, and his or her designee, is authorized and directed to execute and file applications on behalf of the RTA with the United States Department of Transportation ("USDOT"), Federal Transit Administration ("FTA"), the Illinois Department of Transportation ("IDOT"), and any other funding agency (collectively the "Funding Agencies") for any monies available for funding of the RTA Annual Budget. The Executive Director, and his or her designee, is authorized to furnish such additional information, assurances, certifications and amendments as the Funding Agencies may require in connection with such applications or the projects. The Executive Director, and his or her designee, is authorized and directed on behalf of the RTA to execute and deliver grant agreements and all subsequent amendments thereto between the RTA and the Funding Agencies. Further, the Executive Director, and his or her designee, is authorized and directed to take such action as he or she deems necessary or appropriate to implement, administer, and enforce said agreements and all subsequent amendments thereto on behalf of the RTA.

Section Five: Direction to File this Ordinance with Public Officials.

The Executive Director is authorized and directed to file the 2020 Budget and Program and a copy of this Ordinance with the Governor of Illinois, the Illinois General Assembly, the Comptroller of the State of Illinois, the Mayor of the City of Chicago and the Auditor General of the State of Illinois, along with an appropriate certification that this budget and program meet the requirements of the Act.

RTA Statement of Revenues and Expenditures
General and Agency Funds
(dollars in thousands)

	2020 Budget	2021 Plan	2022 Plan
RTA Funding Sources			
RTA Sales Tax (Part I)	972,052	991,493	1,011,323
RTA Sales Tax (Part II)	337,598	344,349	351,236
RTA Public Transportation Fund (PTF - Part I) ¹	240,546	251,648	256,681
RTA Public Transportation Fund (PTF - Part II) ¹	168,435	176,414	180,155
State Financial Assistance (ASA/AFA)	130,300	130,300	130,300
State Reduced Fare Reimbursement	17,570	17,570	17,570
State Funding for ADA Paratransit	8,395	8,395	8,395
RTA Regional Capital Project Reserves	120	-	-
Other RTA Revenue ²	6,976	7,140	7,310
Total RTA Funding Sources	1,881,992	1,927,311	1,962,970
Operating Expenditures			
RTA Total Funds for CTA Operations	806,179	831,342	845,529
RTA Total Funds for Metra Operations	434,402	444,930	451,702
RTA Total Funds for Pace Suburban Service Operations	178,261	182,415	185,205
RTA Total Funds for Pace ADA Paratransit Operations	181,257	193,300	204,032
State Reduced Fare Reimbursement	17,570	17,570	17,570
Agency Administration	17,379	17,901	18,438
RTA Regional Services and Programs	23,307	24,007	24,727
Total Operating Expenditures	1,658,355	1,711,466	1,747,203
Debt Service, Capital & JSIF Expenditures			
Principal and Interest	217,569	209,601	209,210
RTA Agency Regional Capital Program	120	-	-
RTA Joint Self-Insurance Fund (JSIF) Funding	5,947	6,245	6,557
Total Debt Service & JSIF Expenditures	223,636	215,845	215,767
Total Expenditures	1,881,992	1,927,311	1,962,970
Beginning Unreserved/Undesignated Fund Balance	657	657	657
Change in Fund Balance	0	0	0
Transfers	0	0	0
Ending Unreserved/Undesignated Fund Balance	657	657	657

¹ Assumes discontinuation of 5% cut effective with SFY 2021 budget (July 2020 results)

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

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

	2020 Budget	2021 Plan	2022 Plan
CTA			
Total System-Generated Revenue	695,657	708,558	726,478
Total Operating Expenses	1,570,464	1,610,590	1,644,815
Operating Deficit	874,807	902,031	918,337
RTA Sales Tax (Part I)	409,156	417,339	425,686
RTA Sales Tax and PTF (Part II)	132,698	133,152	132,456
RTA 25% PTF on RETT (Part II)	16,729	17,672	18,202
RTA Non-Statutory Funding - PTF I ¹	235,735	246,615	251,547
RTA Non-Statutory Funding - Sales Tax I ¹	5,463	10,038	10,981
Innovation, Coordination, and Enhancement Funding ²	6,398	6,526	6,656
Total RTA Funding for Operations	806,179	831,342	845,529
City of Chicago RETT (Part II) ¹	68,630	70,689	72,810
Total Funding for Operations	874,807	902,031	918,338
ICE funding not used for operations - transfer to capital ²	-	-	-
Net Result	0	0	0
Metra			
Total System-Generated Revenue	407,118	421,118	442,118
Total Operating Expenses	827,400	854,842	883,326
Operating Deficit	420,282	433,724	441,207
RTA Sales Tax (Part I)	316,947	323,286	329,752
RTA Sales Tax and PTF (Part II)	107,817	108,186	107,620
RTA Non-Statutory Funding - PTF I ¹	-	-	-
RTA Non-Statutory Funding - Sales Tax I ¹	4,439	8,156	8,922
Innovation, Coordination, and Enhancement Funding ²	5,198	5,302	5,408
Total RTA Funding for Operations	434,402	444,930	451,702
Homeland Security Operating Grant	-	-	-
Total Funding for Operations	434,402	444,930	451,702
ICE funding not used for operations - transfer to capital ²	(5,198)	(5,302)	(5,408)
Farebox capital program	(6,000)	(5,000)	(5,000)
Net Result	2,922	904	87
Pace Suburban Service			
Total System-Generated Revenue	56,581	58,889	59,247
Total Operating Expenses	239,941	246,573	248,738
Operating Deficit	183,360	187,684	189,491
RTA Sales Tax (Part I)	100,141	102,144	104,187
RTA Sales Tax and PTF (Part II)	35,939	36,062	35,873
Suburban Community Mobility Funds	26,658	27,191	27,735
South Suburban Job Access Funds	7,500	7,500	7,500
RTA Non-Statutory Funding - PTF I ¹	4,811	5,033	5,134
RTA Non-Statutory Funding - Sales Tax I ¹	1,480	2,719	2,974
Innovation, Coordination, and Enhancement Funding ²	1,733	1,767	1,803
Total RTA Funding for Operations	178,261	182,415	185,205
Federal CMAQ/Enhanced Mobility Funds	5,099	5,269	4,286
Total Funding for Operations	183,360	187,684	189,491
ICE funding not used for operations - transfer to capital ²	-	-	-
Net Result	0	0	0
Pace ADA Paratransit Service			
Total System-Generated Revenue	14,058	14,293	14,523
Total Operating Expenses	195,315	207,593	218,555
Operating Deficit	181,257	193,300	204,032
RTA Sales Tax and PTF (Part II)	172,862	184,905	195,637
State Funding for ADA Paratransit	8,395	8,395	8,395
Total RTA Funding for Operations	181,257	193,300	204,032
Net Result	0	0	0
Total System-Generated Revenue Recovery Ratio	50.2%	50.0%	50.3%

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

² As authorized by RTA Ordinance 2019-49, ICE funding may alternatively be used by the Service Boards for capital purposes.

System-Generated Revenue Recovery Ratios

	2020 Requirement	2020 As Budgeted
CTA	54.75%	55.3%
Metra	52.5%	52.5%
Pace Suburban Service	30.3%	30.3%
Regional System-Generated Revenue Recovery Ratio	50.0%	50.2%
Pace ADA Paratransit	10.0%	10.0%

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

RTA Statutory Sales Tax, Public Transportation Funds, and RETT
Source and Distribution of Funds
(dollars in thousands)

	2020	2021	2022
	Budget	Plan	Plan
Source of Funds			
Part I Sales Tax ("85% Sales Tax") ¹			
City of Chicago	334,386	341,074	347,895
Suburban Cook County	489,914	499,713	509,707
Collar Counties	147,752	150,707	153,721
Total Part I Sales Tax	972,052	991,493	1,011,323
Part I Public Transportation Funds (PTF) (25% of Sales Tax I)	240,546	251,648	256,681
Total Part I Sales Tax and PTF	1,212,598	1,243,142	1,268,004
Part II Sales Tax, RETT, and PTF			
City of Chicago	77,077	78,618	80,191
Suburban Cook	115,936	118,255	120,620
Collar Counties	144,584	147,476	150,426
Total Part II Sales Tax	337,598	344,349	351,236
Part II Real Estate Transfer Tax (RETT) ²	68,630	70,689	72,810
Total Part II Sales Tax and RETT	406,228	415,038	424,046
Part II Public Transportation Funds			
5% of Sales Tax I	48,109	50,330	51,336
30% of Sales Tax II and RETT	120,325	126,085	128,818
Total Part II PTF	168,435	176,414	180,155
Total Part II - Sales Tax, PTF and RETT	574,662	591,453	604,201
Total Source of Funds	1,787,260	1,834,594	1,872,205
Distribution of Funds			
Part I Sales Tax Allocation ("85% Sales Tax") ¹			
RTA - 15% of Part I Sales Tax	145,808	148,724	151,699
CTA	409,156	417,339	425,686
Metra	316,947	323,286	329,752
Pace	100,141	102,144	104,187
Total Part I Sales Tax	972,052	991,493	1,011,323
RTA - 100% of Part I PTF	240,546	251,648	256,681
Total Part I Sales Tax & PTF	1,212,598	1,243,142	1,268,004
Part II Allocation (Sales Tax, PTF and RETT)			
RTA Total for ADA Paratransit Service	172,862	184,905	195,637
RTA Innovation, Coordination & Enhancement (ICE)	13,329	13,595	13,867
RTA Suburban Community Mobility Fund (SCMF) to Pace	26,658	27,191	27,735
RETT to CTA ²	68,630	70,689	72,810
PTF - 25% of RETT to CTA	16,729	17,672	18,202
Total Part II Allocation before Service Board Distribution	298,207	314,053	328,251
Remaining Balance to Service Boards			
CTA - 48%	132,698	133,152	132,456
Metra - 39%	107,817	108,186	107,620
Pace - 13%	35,939	36,062	35,873
Total Part II Funds to Service Boards	276,455	277,400	275,949
Total Part II Funds Allocated (Sales Tax, PTF and RETT)	574,662	591,453	604,201
Total Distribution of Funds	1,787,260	1,834,594	1,872,205
	City of	Suburban	Collar
Part I Sales Tax - Service Board Allocation Formula ¹	Chicago	Cook	Counties
CTA	100%	30%	-
Metra	-	55%	70%
Pace	-	15%	30%
Total	100%	100%	100%

¹ The RTA Act directs 85% of these sales tax revenues to the Service Boards according to the allocation formula shown on this schedule.

² The City of Chicago disburses RETT funds directly to the CTA, therefore these funds are excluded from RTA Revenues on Schedule I-A.

Cash Flow Estimates for Distribution of FY 2020 RTA Funds to the Service Boards ¹

(dollars in thousands)

Assumes 4-month delay of PTF payments	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	2020 Operations
Cash Receipts																	
RTA Sales Tax (Part I)	-	-	-	\$68,407	\$67,755	\$80,266	\$77,427	\$84,249	\$86,348	\$82,014	\$84,488	\$82,924	\$82,015	\$80,953	\$95,204	-	\$972,052
RTA Public Transportation Fund (PTF - Part I)	-	-	-	-	19,775	19,519	22,955	16,494	16,337	19,354	19,652	21,383	21,916	20,816	21,444	20,902	240,546
RTA Sales Tax (Part II)	-	-	-	23,758	23,532	27,877	26,891	29,260	29,989	28,484	29,343	28,800	28,484	28,115	33,065	-	337,598
RTA PTF (Part II)	-	-	-	-	13,847	13,668	16,074	11,549	11,439	13,552	13,760	14,973	15,346	14,576	15,015	14,636	168,435
State Financial Assistance (ASA/AFA)	-	-	-	-	-	-	-	26,060	26,060	26,060	26,060	26,060	-	-	-	-	130,300
State Reduced Fare Reimbursement	-	-	-	-	-	-	17,570	-	-	-	-	-	-	-	-	-	17,570
State Funding for ADA Paratransit	-	-	-	-	-	-	8,395	-	-	-	-	-	-	-	-	-	8,395
RTA Regional Capital Project Reserves	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120
RTA Other Revenue	581	581	581	581	581	581	581	581	581	581	581	581	-	-	-	-	6,976
Total Cash Receipts	\$701	\$581	\$581	\$92,747	\$125,490	\$141,911	\$169,893	\$168,194	\$170,755	\$170,045	\$173,885	\$174,721	\$147,761	\$144,460	\$164,727	\$35,537	\$1,881,992
CTA																	
RTA Sales Tax (Part I)	-	-	-	\$28,794	\$28,520	\$33,786	\$32,591	\$35,462	\$36,346	\$34,522	\$35,563	\$34,904	\$34,522	\$34,075	\$40,073	-	\$409,156
RTA Sales Tax (Part II)	-	-	-	834	738	2,577	2,159	3,162	3,470	2,834	3,197	2,967	12,053	11,897	13,991	-	59,879
RTA PTF (Part II)	-	-	-	-	5,986	5,909	6,949	4,993	4,946	5,859	5,949	6,473	6,634	6,301	6,492	6,327	72,819
RTA PTF from RETT (Part II)	-	-	-	-	1,358	1,358	1,358	1,358	1,358	1,358	1,430	1,430	1,430	1,430	1,430	1,430	16,729
State Reduced Fare Reimbursement	-	-	-	-	-	-	14,606	-	-	-	-	-	-	-	-	-	14,606
RTA Non-Statutory Funding (PTF I)	-	-	-	-	19,380	19,129	22,496	16,164	16,010	18,966	19,258	20,955	21,478	20,400	21,015	20,484	235,735
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	455	455	455	455	455	455	455	455	455	455	455	455	-	5,463
Innovation, Coordination, and Enhancement Funding	-	-	-	450	446	528	510	555	568	540	556	546	540	533	627	-	6,398
Total CTA Disbursements	-	-	-	\$30,533	\$56,883	\$63,742	\$81,124	\$62,150	\$63,154	\$64,534	\$66,409	\$67,731	\$77,111	\$75,091	\$84,082	\$28,241	\$820,785
Metra																	
RTA Sales Tax (Part I)	-	-	-	\$22,305	\$22,092	\$26,172	\$25,246	\$27,470	\$28,155	\$26,742	\$27,548	\$27,038	\$26,742	\$26,396	\$31,042	-	\$316,947
RTA Sales Tax (Part II)	-	-	-	677	600	2,094	1,755	2,569	2,820	2,302	2,598	2,411	9,793	9,666	11,368	-	48,652
RTA PTF (Part II)	-	-	-	-	4,992	4,927	5,795	4,164	4,124	4,886	4,713	5,128	5,256	4,992	5,143	5,047	59,165
State Reduced Fare Reimbursement	-	-	-	-	-	-	1,618	-	-	-	-	-	-	-	-	-	1,618
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	370	370	370	370	370	370	370	370	370	370	370	370	-	4,439
Innovation, Coordination, and Enhancement Funding	-	-	-	366	362	429	414	451	462	439	452	443	439	433	509	-	5,198
Total Metra Disbursements	-	-	-	\$23,718	\$28,416	\$33,992	\$35,197	\$35,023	\$35,930	\$34,738	\$35,680	\$35,390	\$42,599	\$41,857	\$48,431	\$5,047	\$436,020
Pace Suburban Service																	
RTA Sales Tax (Part I)	-	-	-	\$7,047	\$6,980	\$8,269	\$7,977	\$8,679	\$8,896	\$8,449	\$8,704	\$8,543	\$8,449	\$8,340	\$9,808	-	\$100,141
RTA Sales Tax (Part II)	-	-	-	226	200	698	585	856	940	767	866	804	3,264	3,222	3,789	-	16,217
RTA PTF (Part II)	-	-	-	-	1,664	1,642	1,932	1,388	1,375	1,629	1,571	1,709	1,752	1,664	1,714	1,682	19,722
RTA Suburban Community Mobility Fund (SCMF)	-	-	-	1,876	1,858	2,201	2,123	2,310	2,368	2,249	2,317	2,274	2,249	2,220	2,611	-	26,658
RTA South Suburban Job Access (SSJA) Fund	-	-	-	-	-	-	-	-	-	-	-	7,500	-	-	-	-	7,500
State Reduced Fare Reimbursement	-	-	-	-	-	-	1,346	-	-	-	-	-	-	-	-	-	1,346
RTA Non-Statutory Funding (PTF I)	-	-	-	-	396	390	459	330	327	387	393	428	438	416	429	418	4,811
RTA Non-Statutory Funding (Sales Tax I)	-	-	-	123	123	123	123	123	123	123	123	123	123	123	123	-	1,480
Innovation, Coordination, and Enhancement Funding	-	-	-	122	121	143	138	150	154	146	151	148	146	144	170	-	1,733
Total Pace Suburban Service Disbursements	-	-	-	\$9,394	\$11,342	\$13,467	\$14,683	\$13,837	\$14,182	\$13,751	\$14,125	\$21,529	\$16,422	\$16,130	\$18,644	\$2,100	\$179,607
Pace ADA Paratransit																	
RTA Sales Tax and PTF (Part II)	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	-	-	-	-	\$172,862
State Funding for ADA	-	-	-	-	-	-	8,395	-	-	-	-	-	-	-	-	-	8,395
Total Pace ADA Paratransit Disbursements	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	\$22,800	\$14,405	\$14,405	\$14,405	\$14,405	\$14,405	-	-	-	-	\$181,257
RTA Operations, Debt Service, Capital, JSIF																	
Principal and Interest for Service Board Capital Programs	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	\$18,131	-	-	-	-	\$217,569
Agency Operations ²	3,391	3,391	3,391	3,391	3,391	3,391	3,391	3,391	3,391	3,391	3,391	3,391	-	-	-	-	40,687
RTA Agency Regional Capital Program	10	10	10	10	10	10	10	10	10	10	10	10	-	-	-	-	120
Joint Self Insurance Fund	-	-	-	-	-	5,947	-	-	-	-	-	-	-	-	-	-	5,947
Total RTA Disbursements	\$21,531	\$21,531	\$21,531	\$21,531	\$21,531	\$27,479	\$21,531	\$21,531	\$21,531	\$21,531	\$21,531	\$21,531	-	-	-	-	\$264,323
Total Cash Disbursements	\$35,936	\$35,936	\$35,936	\$99,582	\$132,578	\$153,085	\$175,336	\$146,947	\$149,203	\$148,959	\$152,150	\$160,586	\$136,133	\$133,077	\$151,158	\$35,389	\$1,881,991
Cash Balance ³																	Change
Beginning	\$150,000	\$114,765	\$79,410	\$44,055	\$37,219	\$30,132	\$18,959	\$13,516	\$34,763	\$56,316	\$77,402	\$99,136	\$113,271	\$124,899	\$136,282	\$149,851	
Ending	\$114,765	\$79,410	\$44,055	\$37,219	\$30,132	\$18,959	\$13,516	\$34,763	\$56,316	\$77,402	\$99,136	\$113,271	\$124,899	\$136,282	\$149,851	\$150,000	\$0

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

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

	2020 Budget
CTA	
<u>Operating Project</u>	
South Side Bus Service Improvements - Year IV Funding	6,398
<hr/>	
Total CTA ICE Funding	6,398
Metra	
<u>Capital Projects</u>	
GPS/Train Tracking and Passenger Counting System	3,855
Hybrid and Alternative Fuel Support Vehicles	1,343
<hr/>	
Total Metra ICE Funding	5,198
Pace	
<u>Operating Project</u>	
Milwaukee Avenue Pulse ART Line	1,733
<hr/>	
Total Pace ICE Funding	1,733
Total ICE Funding	13,329

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CTA	2020		2021	2022	2023	2024	TOTAL
	Prior Year Reprogrammed Funding	New Funding					
FTA							
\$5307/\$5340 Urbanized Area Formula	\$ 0	\$ 130,281,282	\$ 132,235,501	\$ 134,219,034	\$ 136,232,319	\$ 138,275,804	\$ 671,243,940
\$5337 State of Good Repair Formula	0	173,984,610	176,594,379	179,243,295	181,931,944	184,660,924	\$ 896,415,152
\$5339 Bus and Bus Facilities	0	14,165,284	14,377,763	14,593,430	14,812,231	15,034,516	\$ 72,983,224
Subtotal FTA	\$ 0	\$ 318,431,176	\$ 323,207,643	\$ 328,055,759	\$ 332,976,494	\$ 337,971,244	\$ 1,640,642,316
Federal-Flexible/Discretionary							
CMAQ	0	33,890,857	0	0	0	0	33,890,857
Sec. 5303 UWP Planning	0	420,000	420,000	420,000	420,000	420,000	2,100,000
Department of Homeland Security	0	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
New Starts/Core Capacity	0	100,000,000	100,000,000	100,000,000	100,000,000	65,476,130	465,476,130
Subtotal Fed Flexible	0	140,310,857	106,420,000	106,420,000	106,420,000	71,896,130	531,466,987
Subtotal All Federal	\$ 0	\$ 458,742,033	\$ 429,627,643	\$ 434,475,759	\$ 439,396,494	\$ 409,867,374	\$ 2,172,109,303
State							
State Bond Funds	0	247,781,200	247,781,200	247,781,200	247,781,200	247,781,200	1,238,906,000
State Bond PAYGO Funds*	0	141,875,000	141,875,000	141,875,000	141,875,000	141,875,000	709,375,000
Subtotal State	\$ 0	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	\$ 389,656,200	1,948,281,000
RTA							
RTA ICE Funds	0	0	0	0	0	0	0
RTA Bonds	0	0	0	0	0	0	0
Subtotal RTA	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Service Board/Local							
Illinois Long Range Transportation Funds	0	1,221,600	220,000	0	0	0	1,441,600
Other Service Board Funds	0	410,400	160,000	105,000	105,000	105,000	885,400
Service Board Bond Proceeds	0	267,601,874	143,373,782	77,500,000	77,500,000	0	565,975,656
Ground Transportation Tax Bond Proceeds	0	160,939,596	10,260,404	7,800,000	0	0	179,000,000
RPM Bond Proceeds	0	240,256,377	46,992,816	0	0	0	287,249,193
Subtotal SB/Local	\$ 0	\$ 670,429,847	\$ 201,007,002	\$ 85,405,000	\$ 77,605,000	\$ 105,000	1,034,551,849
Subtotal State/RTA/Local	\$ 0	\$ 1,060,086,047	\$ 590,663,202	\$ 475,061,200	\$ 467,261,200	\$ 389,761,200	2,982,832,849
TOTAL CTA FUNDING	\$ 0	\$ 1,518,828,080	\$ 1,020,290,845	\$ 909,536,959	\$ 906,657,694	\$ 799,628,574	\$ 5,154,942,152
Debt Repayment							
CTA Ground Transportation Tax Repayment (Short Term)	0	(88,571,181)	0	0	0	0	\$ (88,571,181)
Subtotal Ground Transportation Tax Repayment	\$ 0	\$ (88,571,181)	\$ 0	\$ 0	\$ 0	\$ 0	\$ (88,571,181)
CTA Red-Purple Modernization Repayment	0	(60,000,000)	0	0	0	0	\$ (60,000,000)
Subtotal Red-Purple Modernization Repayment	\$ 0	\$ (60,000,000)	\$ 0	\$ 0	\$ 0	\$ 0	\$ (60,000,000)
Illinois PAYGO Debt Repayment	0	(49,875,000)	(49,875,000)	(49,875,000)	(49,875,000)	(49,875,000)	\$ (249,375,000)
Subtotal Illinois PAYGO Debt Repayment	\$ 0	\$ (49,875,000)	\$ (49,875,000)	\$ (49,875,000)	\$ (49,875,000)	\$ (49,875,000)	\$ (249,375,000)
CTA Debt Repayment Principal (\$5307/\$5340)	0	(41,410,000)	(22,980,000)	(24,125,000)	(7,285,000)	(26,635,000)	(122,435,000)
CTA Debt Repayment Principal (\$5309)	0	(32,230,000)	(47,940,000)	(50,365,000)	(70,995,000)	(55,630,000)	(257,160,000)
Subtotal Debt Repayment Principal	0	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(82,265,000)	(379,595,000)
CTA Debt Repayment Interest (\$5307/\$5340)	0	(12,656,775)	(10,586,275)	(9,437,275)	(5,366,225)	(6,928,013)	(44,974,563)
CTA Debt Repayment Interest (\$5309)	0	(63,859,010)	(61,863,302)	(59,396,090)	(59,615,257)	(53,967,312)	(298,700,971)
Subtotal Debt Repayment Interest	0	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(60,895,325)	(343,675,534)
Subtotal Debt Repayment	\$ 0	\$ (348,601,966)	\$ (193,244,577)	\$ (193,198,365)	\$ (193,136,482)	\$ (193,035,325)	\$ (1,121,216,715)
TOTAL CTA AVAILABLE	\$ 0	\$ 1,170,226,114	\$ 827,046,268	\$ 716,338,594	\$ 713,521,212	\$ 606,593,249	\$ 4,033,725,437

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

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	<u>2020</u>		<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
	<u>Prior Year Reprogrammed Funding</u>	<u>New Funding</u>					
METRA							
FTA							
\$5307/\$5340 Urbanized Area Formula	\$ 167,887	\$ 84,675,573	\$ 85,945,707	\$ 87,234,892	\$ 88,543,416	\$ 89,871,567	\$ 436,439,042
\$5337 State of Good Repair Formula	0	101,990,978	103,520,842	105,073,655	106,649,760	108,249,506	525,484,741
Subtotal FTA	\$ 167,887	\$ 186,666,551	\$ 189,466,549	\$ 192,308,547	\$ 195,193,176	\$ 198,121,073	\$ 961,923,783
Federal-Flexible/Discretionary							
CMAQ	0	0	306,000	0	0	0	306,000
Subtotal Fed Flexible	\$ 0	\$ 0	\$ 306,000	\$ 0	\$ 0	\$ 0	\$ 306,000
Subtotal Federal	\$ 167,887	\$ 186,666,551	\$ 189,772,549	\$ 192,308,547	\$ 195,193,176	\$ 198,121,073	\$ 962,229,783
State							
State Bond Funds	0	205,166,300	203,966,300	238,101,300	242,466,300	187,631,300	1,077,331,500
State Bond PAYGO Funds*	0	73,775,000	73,775,000	73,775,000	73,775,000	73,775,000	368,875,000
Subtotal State	\$ 0	\$ 278,941,300	\$ 277,741,300	\$ 311,876,300	\$ 316,241,300	\$ 261,406,300	\$ 1,446,206,500
RTA							
RTA ICE Funds	0	5,198,000	5,302,000	5,408,000	0	0	15,908,000
RTA Bonds	0	0	0	0	130,000,000	0	130,000,000
Subtotal RTA	\$ 0	\$ 5,198,000	\$ 5,302,000	\$ 5,408,000	\$ 130,000,000	\$ 0	\$ 145,908,000
Service Board/Local							
Other Service Board Funds	0	6,000,000	5,000,000	5,000,000	5,000,000	5,000,000	26,000,000
Other Local Funds	0	3,600,000	0	0	0	0	3,600,000
Subtotal SB/Local	\$ 0	\$ 9,600,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 29,600,000
Subtotal State/RTA/Local	\$ 0	\$ 293,739,300	\$ 288,043,300	\$ 322,284,300	\$ 451,241,300	\$ 266,406,300	\$ 1,621,714,500
TOTAL METRA AVAILABLE	\$ 167,887	\$ 480,405,851	\$ 477,815,849	\$ 514,592,847	\$ 646,434,476	\$ 464,527,373	\$ 2,583,944,283

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

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	<u>2020</u>		<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
	<u>Prior Year Reprogrammed Funding</u>	<u>New Funding</u>					
PACE							
\$5307/\$5340 Urbanized Area Formula	\$ 0	\$ 41,967,709	\$ 42,597,225	\$ 43,236,183	\$ 43,884,726	\$ 44,542,997	\$ 216,228,840
\$5339 Bus and Bus Facilities	0	1,953,832	1,983,140	2,012,887	2,043,080	2,073,726	10,066,665
Subtotal FTA	\$ 0	\$ 43,921,541	\$ 44,580,365	\$ 45,249,070	\$ 45,927,806	\$ 46,616,723	\$ 226,295,505
Federal-Flexible/Discretionary							
CMAQ	0	0	0	0	0	0	0
Subtotal Fed Flexible	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal Federal	\$ 0	\$ 43,921,541	\$ 44,580,365	\$ 45,249,070	\$ 45,927,806	\$ 46,616,723	\$ 226,295,505
State							
State Bond Funds	0	52,752,500	52,752,500	52,752,500	52,752,500	52,752,500	263,762,500
State Bond PAYGO Funds*	0	11,350,000	11,350,000	11,350,000	11,350,000	11,350,000	56,750,000
Subtotal State	\$ 0	\$ 64,102,500	\$ 64,102,500	\$ 64,102,500	\$ 64,102,500	\$ 64,102,500	\$ 320,512,500
RTA							
RTA ICE Funds	0	0	0	0	0	0	0
RTA Bonds	0	0	0	0	0	0	0
Subtotal RTA	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Service Board/Local							
Positive Budget Variance	0	250,000	250,000	250,000	250,000	250,000	1,250,000
Service Board Bond Proceeds	0	0	0	0	0	0	0
Subtotal SB/Local	\$ 0	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000
Subtotal State/RTA/Local	\$ 0	\$ 64,352,500	\$ 64,352,500	\$ 64,352,500	\$ 64,352,500	\$ 64,352,500	\$ 321,762,500
TOTAL PACE AVAILABLE	\$ 0	\$ 108,274,041	\$ 108,932,865	\$ 109,601,570	\$ 110,280,306	\$ 110,969,223	\$ 548,058,005

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

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	<u>2020</u>		<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
	<u>Prior Year Reprogrammed Funding</u>	<u>New Funding</u>					
PACE ADA							
State							
State Bond Funds	0	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
Subtotal State	\$ 0	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 20,000,000
TOTAL PACE ADA AVAILABLE	\$ 0	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 20,000,000

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

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	<u>2020</u>		<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
	<u>Prior Year Reprogrammed Funding</u>	<u>New Funding</u>					
RTA							
RTA							
RTA Funds	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 120,000
Subtotal RTA	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 120,000
TOTAL RTA AVAILABLE	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 120,000

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

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	<u>2020</u>		<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
	<u>Prior Year Reprogrammed Funding</u>	<u>New Funding</u>					
REGIONAL TOTAL							
FTA							
\$5307/\$5340 Urbanized Area Formula	\$ 167,887	\$ 256,924,564	\$ 260,778,433	\$ 264,690,109	\$ 268,660,461	\$ 272,690,368	\$ 1,323,911,822
\$5337 State of Good Repair Formula	0	275,975,588	280,115,221	284,316,950	288,581,704	292,910,430	1,421,899,893
\$5339 Bus and Bus Facilities	0	16,119,116	16,360,903	16,606,317	16,855,311	17,108,242	83,049,889
Subtotal FTA	\$ 167,887	\$ 549,019,268	\$ 557,254,557	\$ 565,613,376	\$ 574,097,476	\$ 582,709,040	\$ 2,828,861,604
Federal-Flexible/Discretionary							
CMAQ	0	33,890,857	306,000	0	0	0	34,196,857
Sec. 5303 UWP Planning	0	420,000	420,000	420,000	420,000	420,000	2,100,000
Department of Homeland Security	0	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
New Starts/Core Capacity	0	100,000,000	100,000,000	100,000,000	100,000,000	65,476,130	465,476,130
Subtotal Fed Flexible	\$ 0	\$ 140,310,857	\$ 106,726,000	\$ 106,420,000	\$ 106,420,000	\$ 71,896,130	\$ 531,772,987
SUBTOTAL FEDERAL	\$ 167,887	\$ 689,330,125	\$ 663,980,557	\$ 672,033,376	\$ 680,517,476	\$ 654,605,170	\$ 3,360,634,591
State							
State Bond Funds	0	509,700,000	508,500,000	542,635,000	547,000,000	492,165,000	2,600,000,000
State Bond PAYGO Funds*	0	227,000,000	227,000,000	227,000,000	227,000,000	227,000,000	1,135,000,000
Subtotal State	\$ 0	\$ 736,700,000	\$ 735,500,000	\$ 769,635,000	\$ 774,000,000	\$ 719,165,000	\$ 3,735,000,000
RTA							
RTA ICE Funds	0	5,198,000	5,302,000	5,408,000	0	0	15,908,000
RTA Funds	0	120,000	0	0	0	0	120,000
RTA Bonds	0	0	0	0	130,000,000	0	130,000,000
Subtotal RTA Funding	\$ 0	\$ 5,318,000	\$ 5,302,000	\$ 5,408,000	\$ 130,000,000	\$ 0	\$ 146,028,000
Service Board/Local							
Positive Budget Variance	0	250,000	250,000	250,000	250,000	250,000	1,250,000
Other Service Board Funds	0	6,410,400	5,160,000	5,105,000	5,105,000	5,105,000	26,885,400
Other Local Funds	0	3,600,000	0	0	0	0	3,600,000
Illinois Long Range Transportation Funds	0	1,221,600	220,000	0	0	0	1,441,600
Service Board Bond Proceeds	0	267,601,874	143,373,782	77,500,000	77,500,000	0	565,975,656
Ground Transportation Tax Bond Proceeds	0	160,939,596	10,260,404	7,800,000	0	0	179,000,000
RPM Bond Proceeds	0	240,256,377	46,992,816	0	0	0	287,249,193
Subtotal SB/Local	\$ 0	\$ 680,279,847	\$ 206,257,002	\$ 90,655,000	\$ 82,855,000	\$ 5,355,000	\$ 1,065,401,849
SUBTOTAL State/RTA/Local	\$ 0	\$ 1,422,297,847	\$ 947,059,002	\$ 865,698,000	\$ 986,855,000	\$ 724,520,000	\$ 4,946,429,849
TOTAL REGIONAL FUNDING	\$ 167,887	\$ 2,111,627,972	\$ 1,611,039,559	\$ 1,537,731,376	\$ 1,667,372,476	\$ 1,379,125,170	\$ 8,307,064,440
Debt Repayment							
CTA Ground Transportation Tax Repayment (Short Term)	0	(88,571,181)	0	0	0	0	(88,571,181)
Subtotal Ground Transportation Tax Repayment	\$ 0	\$ (88,571,181)	\$ 0	\$ 0	\$ 0	\$ 0	(88,571,181)
CTA Red-Purple Modernization Repayment	0	(60,000,000)	0	0	0	0	(60,000,000)
Subtotal Red-Purple Modernization Repayment	\$ 0	\$ (60,000,000)	\$ 0	\$ 0	\$ 0	\$ 0	(60,000,000)
Illinois PAYGO Debt Repayment	0	(49,875,000)	(49,875,000)	(49,875,000)	(49,875,000)	(49,875,000)	(249,375,000)
Subtotal Illinois PAYGO Debt Repayment	\$ 0	\$ (49,875,000)	\$ (49,875,000)	\$ (49,875,000)	\$ (49,875,000)	\$ (49,875,000)	(249,375,000)
CTA Debt Repayment Principal (\$5307/\$5340)	0	(41,410,000)	(22,980,000)	(24,125,000)	(7,285,000)	(26,635,000)	(122,435,000)
CTA Debt Repayment Principal (\$5309)	0	(32,230,000)	(47,940,000)	(50,365,000)	(70,995,000)	(55,630,000)	(257,160,000)
Subtotal Debt Repayment Principal	0	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(82,265,000)	(379,595,000)
CTA Debt Repayment Interest (\$5307/\$5340)	0	(12,656,775)	(10,586,275)	(9,437,275)	(5,366,225)	(6,928,013)	(44,974,563)
CTA Debt Repayment Interest (\$5309)	0	(63,859,010)	(61,863,302)	(59,396,090)	(59,615,257)	(53,967,312)	(298,700,971)
Subtotal Debt Repayment Interest	0	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(60,895,325)	(343,675,534)
Subtotal Debt Service	\$ 0	\$ (348,601,966)	\$ (193,244,577)	\$ (193,198,365)	\$ (193,136,482)	\$ (193,035,325)	(1,121,216,715)
TOTAL REGIONAL AVAILABLE	\$ 167,887	\$ 1,763,026,006	\$ 1,417,794,982	\$ 1,344,533,011	\$ 1,474,235,994	\$ 1,186,089,845	\$ 7,185,847,725

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

Proposed Changes to RTA 2020 Capital Program

2019-XX December 19, 2019

SCHEDULE II B

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
CTA												
Bus												
<u>1 Rolling Stock</u>												
021.803	021.803	16-12-0009 -- Bus Maintenance Activities	100%: PAYGO	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	110,000,000
021.803	021.803	16-12-0009 -- Bus Maintenance Activities	5339: Tollway	12,128,595	12,128,595	2,300,000	2,300,000	2,200,000	2,064,262			20,992,857
021.803	021.803	16-12-0009 -- Bus Maintenance Activities	5307: Tollway	1,871,405	1,871,405	11,700,000	11,700,000	11,800,000	11,935,738			49,007,143
021.806	021.806	16-17-0001 -- Life Extending Bus Overhaul - 430 Standard (1000 Series) - Plan to OH 630 of 1,030	5307: Tollway	0	0	11,243,280	15,815,340	5,219,779	0			32,278,399
021.806	021.806	16-17-0001 -- Life Extending Bus Overhaul - 430 Standard (1000 Series) - Plan to OH 630 of 1,030	5339: Tollway	0	0	10,095,712	0	10,878,129	665,654			21,639,495
021.806	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	100%: CTA Bond	19,107,750	19,107,750	0	0	0	0			19,107,750
031.054	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Interest	5307: Tollway	53,665	53,665	0	0	0	0			53,665
031.054	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Principal	5307: Tollway	3,902,186	3,902,186	0	0	0	0			3,902,186
031.054	031.054	-- Replace Buses - Option to Purchase 400 of 1,030	100%: Rebuild Illinois	376,199	376,199	41,526,216	0	6,261,589	0			48,164,004
031.054	031.054	16-96-0061 -- Replace Buses - Option to Purchase 400 of 1,030 FY21	100%: CTA Bond	14,537,238	14,537,238	0	0	0	0			14,537,238
031.054	031.054	16-96-0061 -- Replace Buses - Option to Purchase 400 of 1,030 FY21	5339: Tollway	1,895,036	1,895,036	1,783,638	12,092,041	1,563,761	12,153,991			29,488,467
031.054	031.054	16-96-0061 -- Replace Buses - Option to Purchase 400 of 1,030 FY21	5307: Tollway	36,163,185	36,163,185	13,389,198	14,731,001	80,734,459	30,902,475			175,920,318
031.054	031.054	16-96-0061 -- Replace Remaining (6400 Series) Base of 50 - Standard Buses	100%: CTA Bond	21,067,308	21,067,308	0	0	0	0			21,067,308

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
Total 1 Rolling Stock						133,102,567	133,102,567	114,038,044	78,638,382	140,657,717	79,722,120	546,158,830
<u>11 Modernization</u>												
404.502	404.502	16-13-0005 -- Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd - CMAQ	CMAQ:Tollway	8,801,948	8,801,948	8,801,948	0	0	0	0	0	8,801,948
Total 11 Modernization						8,801,948	8,801,948	0	0	0	0	8,801,948
<u>6 Miscellaneous</u>												
406.501	406.501	xx-xx-xxx -- Bus Priority Zone Study	IL-Long Ser. Bd. Range:	371,250	371,250	371,250	123,275	0	0	0	0	494,525
Total 6 Miscellaneous						371,250	371,250	123,275	0	0	0	494,525
Total						142,275,765	142,275,765	114,161,319	78,638,382	140,657,717	79,722,120	555,455,303
<u>Rail</u>												
<u>1 Rolling Stock</u>												
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	100%: CTA Bond	41,846,711	41,846,711	41,846,711	0	0	0	0	0	41,846,711
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	100%: Rebuild Illinois	16,202,453	16,202,453	16,202,453	27,879,144	47,870,653	79,800,897	48,246,852	219,999,999	
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	5337: Tollway	49,015,621	49,015,621	49,015,621	18,550,813	0	22,044,105	0	89,610,539	
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	5307: Tollway	8,770,075	8,770,075	8,770,075	0	0	0	10,766,017	19,536,092	
022.906	022.906	16-12-0010 -- Rail Car Maintenance Activities	100%: PAYGO	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	95,000,000
022.906	022.906	16-12-0010 -- Rail Car Maintenance Activities	5337: Tollway	11,000,000	11,000,000	11,000,000	8,800,000	11,000,000	11,000,000	8,800,000	50,600,000	
022.906	022.906	16-12-0010 -- Rail Car Maintenance Activities	5307: Tollway	0	0	0	2,200,000	0	0	2,200,000	4,400,000	
132.056	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	100%: CTA Bond	66,753,288	66,753,288	66,753,288	4,169,608	0	0	0	70,922,896	
132.056	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400) - 5307	5307: Tollway	0	0	0	43,815,734	42,065,364	0	29,339,277	115,220,375	
132.056	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400) - 5337	5337: Tollway	0	0	0	5,128,262	30,058,648	0	56,417,004	91,603,914	
132.056	132.056	-- Purchase Rail Cars - 7000 Series Option One 156	100%: Rebuild Illinois	0	0	0	0	48,350,547	90,446,213	155,634,348	294,431,108	
Total 1 Rolling Stock						212,588,148	212,588,148	129,543,561	198,345,212	222,291,215	330,403,498	1,093,171,634

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
<i>11 Modernization</i>												
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Grand, Chicago and Division Station Renovation (Phase 4) (YNB)			100%: Rebuild Illinois	3,978,519	3,978,519	0	0	0	0	3,978,519
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Improvements -- EARMARK (YNB)			100%: Rebuild Illinois	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	31,500,000
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Traction Improvements -- EARMARK (YNB)			100%: Rebuild Illinois	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line -(Jeff Park to ORD) Signals (Phase 5) (YNB)			100%: CTA Bond	0	0	11,330,879	0	0	0	11,330,879
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization			100%: CMAQ	24,846,875	24,846,875	0	0	0	0	24,846,875
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization			100%: CTA RPM Bonds	179,599,939	179,599,939	46,704,985	0	0	0	226,304,924
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization - Support Service CMAQ			100%: CTA RPM Bonds	153,125	153,125	0	0	0	0	153,125
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity)			Core Tollway Capacity:	99,387,500	99,387,500	99,387,500	99,387,500	99,387,500	65,075,089	462,625,089
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity) - Support Service			Core Tollway Capacity:	612,500	612,500	612,500	612,500	612,500	401,041	2,851,041
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization -Support Service CTA Bond RPM			100%: CTA RPM Bonds	656,438	656,438	287,831	0	0	0	944,269
<i>Total 11 Modernization</i>						325,534,896	325,534,896	174,623,695	116,300,000	116,300,000	81,776,130	814,534,721
<i>2 Track & Structure</i>												
121.500	121.500	16-00-0030 -- Tactical Traction Power (Equipment/Cable/Enclosures)			100%: CTA Bond	4,196,875	4,196,875	4,196,875	0	0	0	8,393,750
181.500	181.500	16-98-0015 -- Brown Line - Track Improvements			100%: CTA Bond Transit Tax	7,347,373	7,347,373	0	0	0	0	7,347,373
181.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide			100%: PAYGO	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	120,000,000
181.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide			5337: Tollway	6,303,495	6,303,495	14,000,000	14,000,000	0	0	34,303,495
181.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide			5307: Tollway	7,696,505	7,696,505	0	0	14,000,000	14,000,000	35,696,505
181.500	181.500	16-98-0015 -- Green Line South - Track GANG I			100%: CTA Bond Transit Tax	9,908,467	9,908,467	0	0	0	0	9,908,467

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
181.500	181.500	16-98-0015 -- LL & SML - Track Improvements			100%: CTA Bond Transit Tax	11,342,833	11,342,833	0	0	0	0	11,342,833
181.500	181.500	16-98-0015 -- Red & Blue Line Subway - Track Improvements			100%: CTA Bond Transit Tax	15,007,594	15,007,594	2,431,617	0	0	0	17,439,211
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Kimball Subway Waterproofing and Track			100%: Rebuild Illinois	1,975,000	1,975,000	0	0	0	0	1,975,000
195.028	195.028	-- Forest Park Branch - Congress Track (Phase I)			100%: Rebuild Illinois	56,000,000	56,000,000	0	0	0	0	56,000,000
195.028	195.028	-- Forest Park Branch - Morgan Substation and Hermitage Traction Power Improvements (Phase I)			100%: Rebuild Illinois	0	0	0	86,000,000	0	0	86,000,000
197.005	197.005	-- Green Line Improvements - Lake Street Elevated Track			100%: Rebuild Illinois	68,505,000	68,505,000	88,195,000	0	0	0	156,700,000
Total 2 Track & Structure						212,283,142	212,283,142	132,823,492	124,000,000	38,000,000	38,000,000	545,106,635
<u>3 Electrical, Signal, & Communications</u>												
121.500	121.500	16-00-0030 -- Blue Line O'Hare Branch Traction Power Improvements			100%: CTA Bond Transit Tax	20,206,695	20,206,695	0	0	0	0	20,206,695
Total 3 Electrical, Signal, & Communications						20,206,695	20,206,695	0	0	0	0	20,206,695
<u>4 Support Facilities & Equipment</u>												
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II			5307: Tollway	1,958,137	1,958,137	0	0	0	0	1,958,137
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II			100%: CTA Bond	4,937,000	4,937,000	0	0	0	0	4,937,000
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II			100%: Rebuild Illinois	10,959,423	10,959,423	0	0	0	0	10,959,423
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II			5337: Tollway	0	0	3,950,000	3,950,000	3,950,000	0	11,850,000
073.500	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop			100%: Rebuild Illinois	29,625,000	29,625,000	0	0	26,625,000	0	56,250,000
073.500	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop			100%: CTA Bond	0	0	9,875,000	0	0	0	9,875,000
086.500	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)			100%: Rebuild Illinois	473,165	473,165	0	0	0	0	473,165
086.500	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)			100%: CTA Bond	0	0	3,333,095	0	0	0	3,333,095
Total 4 Support Facilities & Equipment						47,952,725	47,952,725	17,158,095	3,950,000	30,575,000	0	99,635,820
<u>5 Stations & Passenger Facilities</u>												

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
141.273	141.273	16-02-0004 -- Green Line Cottage Grove --EARMARK			100%: Rebuild Illinois	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	60,000,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program (ASAP)			100%: Rebuild Illinois	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	78,000,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - Systemwide			5337: Tollway	1,975,000	1,975,000	5,925,000	0	0	0	7,900,000
141.273	141.273	16-02-0004 -- Station Security Enhancements			100%: CTA Bond Transit Tax	2,964,899	2,964,899	2,964,900	2,964,900	0	0	8,894,699
195.028	195.028	-- Forest Park Branch - Racine Station (Phase I)			100%: Rebuild Illinois	0	0	8,340,000	21,660,000	0	0	30,000,000
197.005	197.005	-- Green Line Improvements - Station Repairs to Green West and South Lines			100%: Rebuild Illinois	0	0	37,940,841	0	0	0	37,940,841
Total 5 Stations & Passenger Facilities						32,539,899	32,539,899	82,770,741	52,224,900	27,600,000	27,600,000	222,735,540
<u>6 Miscellaneous</u>												
406.501	406.501	16-18-0003 -- Blue Line Core Capacity Study			IL-Long Ser. Bd. Range:	323,730	323,730	0	0	0	0	323,730
Total 6 Miscellaneous						323,730	323,730	0	0	0	0	323,730
<u>7 Extensions and Expansions</u>												
254.001	254.001	01-94-0006 -- Red Line Extension - Planning, Preliminary Engineering			100%: CTA Bond	8,049,400	8,049,400	32,197,602	0	0	0	40,247,002
254.001	254.001	01-94-0006 -- Red Line Extension - Planning, Preliminary Engineering [Local Match]			100%: CTA Bond	77,500,000	77,500,000	77,500,000	77,500,000	77,500,000	0	310,000,000
Total 7 Extensions and Expansions						85,549,400	85,549,400	109,697,602	77,500,000	77,500,000	0	350,247,002
<u>8 Contingencies & Administration</u>												
310.001	310.001	16-19-0001 -- Support Services for Fast Tracks Program - Long Term			100%: CTA Bond Transit Tax	846,714	846,714	120,046	91,260	0	0	1,058,020
Total 8 Contingencies & Administration						846,714	846,714	120,046	91,260	0	0	1,058,020
Total						937,825,349	937,825,349	646,737,233	572,411,372	512,266,215	477,779,628	3,147,019,797
System												
<u>4 Support Facilities & Equipment</u>												
061.059	061.059	16-98-0003 -- Asset Management System Enhancements			IL-Long Ser. Bd. Range:	470,250	470,250	0	0	0	0	470,250
073.500	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II			100%: CTA Bond	2,468,750	2,468,750	0	0	0	0	2,468,750

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
073.500	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II			100%: Rebuild Illinois	461,891	461,891	0	0	0	0	461,891
073.500	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II			5337: Tollway	1,975,000	1,975,000	0	0	0	0	1,975,000
073.500	073.500	16-99-0002 -- Facilities Maintenance			100%: CTA Bond	4,913,362	4,913,362	0	0	0	0	4,913,362
073.500	073.500	16-99-0002 -- Facilities Maintenance			5337: Tollway	3,086,638	3,086,638	8,000,000	8,000,000	8,000,000	8,000,000	35,086,638
073.500	073.500	16-99-0002 -- Facilities Maintenance			100%: PAYGO	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	60,000,000
073.500	073.500	16-99-0002 -- Office Building - Interest			5307: Tollway	2,965,163	2,965,163	2,799,788	2,621,456	2,429,175	226,525	11,042,107
073.500	073.500	16-99-0002 -- Office Building - Principal			5307: Tollway	3,225,000	3,225,000	3,390,000	3,565,000	3,760,000	3,960,000	17,900,000
086.500	086.500	16-13-0003 -- Fare Equipment Maintenance			5337: Tollway	1,300,000	1,300,000	0	0	0	0	1,300,000
086.500	086.500	16-13-0003 -- Non-Revenue Vehicles - Lease			5337: Tollway	1,500,000	1,500,000	0	0	0	0	1,500,000
Total 4 Support Facilities & Equipment						34,366,054	34,366,054	26,189,788	26,186,456	26,189,175	24,186,525	137,117,998
<u>5 Stations & Passenger Facilities</u>												
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line- Harlem Station Bus Bridge			100%: Rebuild Illinois	9,875,000	9,875,000	0	0	0	0	9,875,000
Total 5 Stations & Passenger Facilities						9,875,000	9,875,000	0	0	0	0	9,875,000
<u>6 Miscellaneous</u>												
061.059	061.059	16-98-0003 -- Upgrade Office Computer Systems			5307: Tollway	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	0	5,200,000
061.059	061.059	16-98-0003 -- Upgrade\Support IT & Communication Systems			5307: Tollway	400,000	400,000	400,000	400,000	400,000	0	1,600,000
086.500	086.500	16-13-0003 -- CTA Open Fare Payment System - Equipment (Lease) - VENTRA			100%: PAYGO	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	75,000,000
150.028	150.028	16-03-0011 -- Implement Security Projects - HLS Program			Other Fed.: Tollway	5,940,000	5,940,000	5,917,200	5,917,200	5,931,000	5,940,000	29,645,400
150.028	150.028	16-03-0011 -- Systemwide Security Cameras Improvements (Safe & Secure)			100%: CTA Bond Transit Tax	4,743,840	4,743,840	4,743,840	4,743,840	0	0	14,231,520
406.501	406.501	xx-xx-xxx -- Transit System Network Design Study			IL-Long Ser. Bd. Range:	346,500	346,500	147,930	0	0	0	494,430
Total 6 Miscellaneous						27,730,340	27,730,340	27,508,970	27,361,040	22,631,000	20,940,000	126,171,350
<u>8 Contingencies & Administration</u>												
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Contingencies			100%: Rebuild Illinois	4,659,548	4,659,548	0	0	0	0	4,659,548

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	<u>Current</u>	2021	2022	2023	2024	Total
310.001	310.001	16-19-0001 -- Program Development - UWP			CMAQ: Ser. Bd.	525,000	525,000	525,000	525,000	525,000	525,000	2,625,000
310.001	310.001	16-19-0001 -- Program Management			5307: Tollway	6,606,375	6,606,375	6,606,375	6,606,375	2,371,010	0	22,190,135
310.001	310.001	16-19-0001 -- Program Management			5337: Tollway	0	0	0	0	4,235,365	0	4,235,365
310.001	310.001	16-19-0001 -- Support Service for 5307			5307: Tollway	1,302,813	1,302,813	1,824,850	1,852,223	1,566,672	1,382,758	7,929,316
310.001	310.001	16-19-0001 -- Support Service for 5337			5337: Tollway	1,739,846	1,739,846	2,437,002	2,473,557	2,092,217	1,846,609	10,589,231
310.001	310.001	16-19-0001 -- Support Service for 5339			5339: Tollway	141,653	141,653	198,413	201,389	170,341	150,609	862,405
310.001	310.001	16-19-0001 -- Support Service for CMAQ			CMAQ: Ser. Bd.	88,909	88,909	0	0	0	0	88,909
310.001	310.001	16-19-0001 -- Support Service for HLS			Other Fed.: Tollway	60,000	60,000	82,800	82,800	69,000	60,000	354,600
310.001	310.001	16-19-0001 -- Support Service for ILRTP			IL-Long Ser. Bd. Range:	15,270	15,270	3,795	0	0	0	19,065
310.001	310.001	16-19-0001 -- Support Service for RTA Bonds			100%: Rebuild Illinois	790,000	790,000	0	0	747,500	0	1,537,500
310.001	310.001	16-19-0001 -- Support Services for CTA Bond			100%: CTA Bond	1,102,828	1,102,828	770,723	0	0	0	1,873,551
310.001	310.001	16-19-0001 -- Support Services for CTA Bond 2020			100%: CTA Bond	1,121,364	1,121,364	0	0	0	0	1,121,364
Total 8 Contingencies & Administration						18,153,606	18,153,606	12,448,958	11,741,344	11,777,105	3,964,976	58,085,989
Total						90,125,000	90,125,000	66,147,716	65,288,840	60,597,280	49,091,501	331,250,337
Total CTA						1,170,226,114	1,170,226,114	827,046,268	716,338,594	713,521,212	606,593,249	4,033,725,437

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
Metra												
Rail												
1 Rolling Stock												
5006	5006	-- NEW GALLERY CARS PURCHASE			100%: PAYGO	0	0	10,075,000	33,175,000	0	55,175,000	98,425,000
5006	5006	-- NEW GALLERY CARS PURCHASE			Fed. Formula: Tollway	0	0	0	16,350,000	17,430,000	9,620,000	43,400,000
5006	5006	-- NEW GALLERY CARS PURCHASE			100%: Rebuild Illinois	90,666,300	90,666,300	53,641,300	60,000,000	60,000,000	52,631,300	316,938,900
5006	5006	-- NEW GALLERY CARS PURCHASE			100%: Bond	0	0	0	0	130,000,000	0	130,000,000
5009	5009	-- CAR REHAB (NIPPON SHARYO HIGHLINERS)			Fed. Formula: Tollway	7,250,000	7,250,000	7,000,000	14,000,000	7,850,000	7,859,442	43,959,442
5010	5010	-- CAR AND LOCOMOTIVE CAMERAS			Fed. Formula: Tollway	2,000,000	2,000,000	2,250,000	2,000,000	2,000,000	2,000,000	10,250,000
5109	5109	-- LOCOMOTIVE PURCHASE			100%: PAYGO	12,425,000	12,425,000	0	0	53,175,000	0	65,600,000
5109	5109	-- LOCOMOTIVE PURCHASE			100%: Rebuild Illinois	24,550,000	24,550,000	46,825,000	53,175,000	14,366,300	0	138,916,300
5204	5204	-- LOCOMOTIVE REBUILD 100-149,215,216			Fed. Formula: Tollway	14,000,000	14,000,000	9,635,000	5,050,000	0	0	28,685,000
5207	5207	-- CAR REHAB (NIPPON SHARYO P-3)			Fed. Formula: Tollway	11,267,887	11,267,887	8,800,000	9,150,000	0	0	29,217,887
5207	5207	-- CAR REHAB (NIPPON SHARYO P-5)			Fed. Formula: Tollway	10,675,000	10,675,000	6,524,000	0	10,000,000	0	27,199,000
5306	5306	-- F59 LOCOMOTIVE ENGINE UPGRADE			100%: PAYGO	23,250,000	23,250,000	36,750,000	10,000,000	0	0	70,000,000
5401	5401	-- TRACTION MOTORS			Fed. Formula: Tollway	1,500,000	1,500,000	1,800,000	1,800,000	1,800,000	1,800,000	8,700,000
5402	5402	-- LOCOMOTIVE AND CAR IMPROVEMENTS			Fed. Formula: Tollway	500,000	500,000	2,000,000	2,000,000	2,000,000	2,000,000	8,500,000
5403	5403	-- WHEEL REPLACEMENT			Fed. Formula: Tollway	1,000,000	1,000,000	3,000,000	3,000,000	3,000,000	3,000,000	13,000,000
5404	5404	-- SWITCHER LOCOMOTIVE PROCUREMENT			100%: Rebuild Illinois	11,250,000	11,250,000	0	0	0	0	11,250,000
5405	5405	-- ALTERNATIVE FUEL LOCOMOTIVES			100%: Rebuild Illinois	10,000,000	10,000,000	0	0	0	0	10,000,000
5406	5406	-- DC TO AC CONVERSION			100%: Rebuild Illinois	19,000,000	19,000,000	25,000,000	37,000,000	0	0	81,000,000
AE-105	AE-105	-- CAR REHAB (NIPPON SHARYO P-6)			Fed. Formula: Tollway	0	0	0	500,000	10,010,000	17,000,000	27,510,000
AE-106	AE-106	-- CAR REHAB (NIPPON SHARYO P-7)			Fed. Formula: Tollway	0	0	0	0	12,000,000	15,000,000	27,000,000
Total 1 Rolling Stock						239,334,187	239,334,187	213,300,300	247,200,000	323,631,300	166,085,742	1,189,551,529

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
<i>2 Track & Structure</i>												
4739	4739	-- 275-OLD 96th AVENUE			100%: Rebuild Illinois	600,000	600,000	8,000,000	0	0	0	8,600,000
4840	4840	-- NORTH LINE BRIDGES (PHASED)			100%: Rebuild Illinois	6,100,000	6,100,000	0	0	75,000,000	75,000,000	156,100,000
5314	5314	-- TIES AND BALLAST			Fed. Formula: Tollway	1,440,000	1,440,000	2,880,000	3,600,000	1,600,000	5,670,000	15,190,000
5330	5330	-- CREATE-P2			100%: PAYGO	14,500,000	14,500,000	6,500,000	0	0	0	21,000,000
5338	5338	-- BRIDGES			Fed. Formula: Tollway	500,000	500,000	500,000	250,000	250,000	250,000	1,750,000
5411	5411	-- TIES, BALLAST, & SW HEATERS			Fed. Formula: Tollway	3,000,000	3,000,000	2,500,000	1,500,000	1,500,000	1,500,000	10,000,000
5412	5412	-- TIES AND BALLAST			Fed. Formula: Tollway	2,700,000	2,700,000	2,646,000	2,492,000	2,340,000	0	10,178,000
5413	5413	-- TIES AND BALLAST (50/50)			Fed. Formula: Tollway	2,670,000	2,670,000	0	0	0	0	2,670,000
5420	5420	-- NCS IMPROVEMENTS			100%: Ser. Bd.	800,000	800,000	880,000	968,000	1,065,000	1,167,000	4,880,000
5421	5421	-- UNDERCUTTING & SURFACING			Fed. Formula: Tollway	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
5422	5422	-- UNDERCUTTING & SURFACING			Fed. Formula: Tollway	750,000	750,000	250,000	250,000	250,000	250,000	1,750,000
5423	5423	-- UNDERCUTTING & SURFACING			Fed. Formula: Tollway	750,000	750,000	300,000	250,000	250,000	250,000	1,800,000
5425	5425	-- RAIL REPLACEMENT			Fed. Formula: Tollway	1,650,000	1,650,000	1,000,000	1,000,000	1,000,000	1,000,000	5,650,000
5426	5426	-- RAIL REPLACEMENT			Fed. Formula: Tollway	250,000	250,000	500,000	500,000	500,000	500,000	2,250,000
5427	5427	-- RAIL REPLACEMENT			Fed. Formula: Tollway	1,000,000	1,000,000	1,500,000	1,300,000	1,500,000	1,500,000	6,800,000
5428	5428	-- RAIL REPLACEMENT			Fed. Formula: Tollway	250,000	250,000	2,500,000	2,100,000	2,500,000	2,500,000	9,850,000
5429	5429	-- RAIL REPLACEMENT			Fed. Formula: Tollway	750,000	750,000	1,500,000	1,500,000	1,500,000	1,500,000	6,750,000
5430	5430	-- RONDOUT TRACK			Fed. Formula: Tollway	4,000,000	4,000,000	0	0	0	0	4,000,000
5431	5431	-- CROSSINGS (ROAD & TRACK)			Fed. Formula: Tollway	1,500,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000
5432	5432	-- CROSSINGS (ROAD & TRACK)			Fed. Formula: Tollway	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
5433	5433	-- CROSSINGS (ROAD & TRACK - 50/50)			Fed. Formula: Tollway	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
5434	5434	-- CROSSINGS (ROAD & TRACK)			Fed. Formula: Tollway	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5435	5435	-- CROSSINGS (ROAD & TRACK)			Fed. Formula: Tollway	250,000	250,000	1,000,000	1,500,000	1,500,000	1,500,000	5,750,000
5436	5436	-- BRIDGES & RETAINING WALLS			Fed. Formula: Tollway	2,500,000	2,500,000	1,000,000	1,000,000	1,000,000	1,000,000	6,500,000
5440	5440	-- BRIDGES AND RETAINING WALLS			Fed. Formula: Tollway	2,000,000	2,000,000	0	0	0	0	2,000,000
5441	5441	-- BRIDGE A110/56			Fed. Formula: Tollway	1,150,000	1,150,000	0	4,000,000	5,000,000	14,150,000	24,300,000
5442	5442	-- BRIDGE A318			Fed. Formula: Tollway	147,000	147,000	2,500,000	0	0	0	2,647,000
5443	5443	-- HICKORY CREEK BRIDGE			Fed. Formula: Tollway	2,881,000	2,881,000	0	0	0	0	2,881,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
5444	5444	-- CATENARY STRUCTURE REHAB	Fed. Formula: Tollway		1,000,000	1,000,000	1,000,000	750,000	750,000	750,000	750,000	4,000,000
5445	5445	-- CREATE EW-2 BRIDGE LIFT	100%: Rebuild Illinois		8,000,000	8,000,000	8,000,000	0	0	0	0	8,000,000
5446	5446	-- EVANSTON BRIDGE REPAINTING	100%: PAYGO		3,300,000	3,300,000	3,300,000	0	0	0	0	3,300,000
BA-100	BA-100	-- TIES AND BALLAST (50/50)	Fed. Formula: Tollway		0	0	0	1,500,000	1,170,000	1,400,000	1,400,000	5,470,000
BA-101	BA-101	-- TIES AND BALLAST	Fed. Formula: Tollway		0	0	0	250,000	0	0	0	250,000
BC-100	BC-100	-- UNDERCUTTING & SURFACING	Fed. Formula: Tollway		0	0	0	500,000	0	500,000	500,000	1,500,000
BG-100	BG-100	-- BRIDGES	Fed. Formula: Tollway		0	0	0	400,000	400,000	400,000	400,000	1,600,000
BG-108	BG-108	-- STONEY CREEK-SWS	100%: Rebuild Illinois		0	0	0	500,000	7,000,000	0	0	7,500,000
BG-109	BG-109	-- Z14A- PULASKI AVENUE	100%: Rebuild Illinois		0	0	0	0	600,000	10,000,000	0	10,600,000
BG-110	BG-110	-- Z14C- KEYSTONE AVENUE	100%: Rebuild Illinois		0	0	0	0	0	600,000	10,000,000	10,600,000
BG-111	BG-111	-- GRAND AVENUE	100%: Rebuild Illinois		0	0	0	1,000,000	15,000,000	0	0	16,000,000
Total 2 Track & Structure					68,688,000	68,688,000	46,106,000	52,380,000	115,655,000	126,037,000	408,866,000	
<u>3 Electrical, Signal, & Communications</u>												
4746	4746	-- IMPEDANCE BONDS	Fed. Formula: Tollway		0	0	0	200,000	100,000	200,000	200,000	700,000
4842	4842	-- 16TH STREET INTERLOCKER	Fed. Formula: Tollway		0	0	0	1,000,000	0	0	0	1,000,000
4947	4947	-- A-20 INTERLOCKING	Fed. Formula: Tollway		0	0	0	6,000,000	6,000,000	0	0	12,000,000
5149	5149	-- LAKE STREET INTERLOCKER	Fed. Formula: Tollway		2,500,000	2,500,000	2,500,000	3,000,000	4,300,000	7,000,000	7,000,000	23,800,000
5254	5254	-- SIGNAL SYSTEM UPGRADES	Fed. Formula: Tollway		0	0	0	250,000	250,000	250,000	250,000	1,000,000
5350	5350	-- COMMUNICATIONS IMPROVEMENTS	Fed. Formula: Tollway		1,500,000	1,500,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000
5352	5352	-- SIGNAL STANDARDS	Fed. Formula: Tollway		1,500,000	1,500,000	1,500,000	550,000	0	0	0	2,050,000
5353	5353	-- SIGNAL SYSTEM UPGRADES	Fed. Formula: Tollway		0	0	0	300,000	0	0	0	300,000
5355	5355	-- SIGNAL SYSTEM UPGRADES	Fed. Formula: Tollway		0	0	0	100,000	100,000	250,000	250,000	700,000
5360	5360	-- HVAC REPLACEMENTS	Fed. Formula: Tollway		2,000,000	2,000,000	2,000,000	0	0	0	0	2,000,000
5361	5361	-- MORGAN INTERLOCKING	Fed. Formula: Tollway		3,000,000	3,000,000	3,000,000	3,000,000	0	0	0	6,000,000
5362	5362	-- WESTERN INTERLOCKING	Fed. Formula: Tollway		500,000	500,000	500,000	3,000,000	3,000,000	0	0	6,500,000
5363	5363	-- SUBSTATION IMPROVEMENTS	Fed. Formula: Tollway		1,500,000	1,500,000	1,500,000	14,100,000	1,000,000	1,000,000	1,000,000	18,600,000
5364	5364	-- VIDEO SYS STORAGE	Fed. Formula: Tollway		2,300,000	2,300,000	2,300,000	1,000,000	1,000,000	1,000,000	1,000,000	6,300,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
5447	5447	-- MWD LINE SIGNALS (50/50)	Fed. Formula: Tollway			3,100,000	3,100,000	5,250,000	5,000,000	5,900,000	0	19,250,000
5448	5448	-- FACILITIES - ELECTRICAL	Fed. Formula: Tollway			2,500,000	2,500,000	900,000	900,000	900,000	900,000	6,100,000
5449	5449	-- FACILITIES - ELECTRICAL	Fed. Formula: Tollway			400,000	400,000	440,000	440,000	440,000	440,000	2,160,000
5450	5450	-- FACILITIES - ELECTRICAL	Fed. Formula: Tollway			2,900,000	2,900,000	1,000,000	1,500,000	900,000	900,000	7,200,000
5451	5451	-- FACILITIES - ELECTRICAL	Fed. Formula: Tollway			750,000	750,000	1,000,000	450,000	820,000	820,000	3,840,000
5452	5452	-- FACILITIES - ELECTRICAL	Fed. Formula: Tollway			600,000	600,000	0	0	0	0	600,000
5455	5455	-- LAKE FOREST CROSSOVERS (METRA)	Fed. Formula: Tollway			1,900,000	1,900,000	0	0	0	0	1,900,000
5456	5456	-- OAK LAWN CROSSINGS (IDOT)	100%: Other			2,000,000	2,000,000	0	0	0	0	2,000,000
5456	5456	-- OAK LAWN CROSSINGS (Metra)	Fed. Formula: Tollway			1,150,000	1,150,000	0	0	0	0	1,150,000
5456	5456	-- OAK LAWN CROSSINGS (VILLAGE)	100%: Other			1,600,000	1,600,000	0	0	0	0	1,600,000
5457	5457	-- CUS INTERLOCKERS	Fed. Formula: Tollway			2,500,000	2,500,000	0	0	0	0	2,500,000
CB-100	CB-100	-- SMART GATES	100%: PAYGO			0	0	0	10,000,000	0	0	10,000,000
CC-104	CC-104	-- BI-DIR SIGNAL (47TH TO 65TH)	100%: Rebuild Illinois			0	0	0	0	30,000,000	0	30,000,000
CC-105	CC-105	-- BI-DIR SIGNAL (11TH TO 47TH)	100%: Rebuild Illinois			0	0	0	0	0	30,000,000	30,000,000
CI-100	CI-100	-- MED IMPROVEMENT PROJECT	Fed. Formula: Tollway			0	0	4,000,000	0	0	0	4,000,000
CL-100	CL-100	-- FIBER OPTIC	Fed. Formula: Tollway			0	0	0	0	21,250,000	8,500,000	29,750,000
Total 3 Electrical, Signal, & Communications						34,200,000	34,200,000	46,090,000	35,040,000	70,910,000	52,260,000	238,500,000
4 Support Facilities & Equipment												
4852	4852	-- FINANCIAL SYSTEM REPLACEMENT	Fed. Formula: Tollway			2,100,000	2,100,000	0	0	0	1,000,000	3,100,000
4972	4972	-- 47th/49th STREET YARD FACILITY	Fed. Formula: Tollway			3,000,000	3,000,000	0	0	0	0	3,000,000
4992	4992	-- HYBRID & ALT FUEL VEHS	100%: ICE 2021			0	0	1,500,000	0	0	0	1,500,000
4992	4992	-- HYBRID & ALT FUEL VEHS	100%: ICE 2020			1,342,798	1,342,798	0	0	0	0	1,342,798
5062	5062	-- AUTOMATIC PASSENGER COUNTERS	Fed. Formula: Tollway			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5171	5171	-- GPS/TRAIN TRACKING	100%: ICE 2020			3,855,202	3,855,202	0	0	0	0	3,855,202
5458	5458	-- YARD IMPROVEMENTS	Fed. Formula: Tollway			3,000,000	3,000,000	2,000,000	2,500,000	2,500,000	2,500,000	12,500,000
5459	5459	-- YARD IMPROVEMENTS	Fed. Formula: Tollway			1,000,000	1,000,000	1,000,000	1,000,000	800,000	800,000	4,600,000
5460	5460	-- YARD IMPROVEMENTS	Fed. Formula: Tollway			1,100,000	1,100,000	1,000,000	1,000,000	1,000,000	1,000,000	5,100,000
5461	5461	-- YARD IMPROVEMENTS	Fed. Formula: Tollway			500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
5462	5462	-- YARD IMPROVEMENTS	Fed. Formula: Tollway			600,000	600,000	0	1,300,000	1,300,000	1,300,000	4,500,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
5463	5463	-- 14th ST. YARD FUELING FACILITY	Fed. Formula: Tollway			4,000,000	4,000,000	0	0	0	0	4,000,000
5464	5464	-- WESTERN AVENUE EXPANSION	100%: Rebuild Illinois			5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
5465	5465	-- CAL AVE EXPANSION	100%: Rebuild Illinois			5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
5466	5466	-- CREW FACILITIES	100%: Rebuild Illinois			5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	20,000,000
5467	5467	-- RIGHT OF WAY EQUIPMENT	Fed. Formula: Tollway			2,000,000	2,000,000	2,250,000	3,000,000	0	3,250,000	10,500,000
5467	5467	-- RIGHT OF WAY EQUIPMENT	100%: PAYGO			10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	3,000,000	43,000,000
5468	5468	-- EQUIPMENT & VEHIC MECH	100%: PAYGO			0	0	0	0	0	5,000,000	5,000,000
5468	5468	-- EQUIPMENT & VEHIC MECH	Fed. Formula: Tollway			3,500,000	3,500,000	5,000,000	1,000,000	3,000,000	0	12,500,000
5469	5469	-- AUTOMATED EXTERNAL DEFIBRILLATOR	Fed. Formula: Tollway			1,000,000	1,000,000	1,000,000	0	0	0	2,000,000
5470	5470	-- OFFICE EQUIPMENT	Fed. Formula: Tollway			275,000	275,000	275,000	275,000	275,000	275,000	1,375,000
5471	5471	-- IT COMPONENTS & SERVICES	Fed. Formula: Tollway			1,500,000	1,500,000	1,723,000	800,000	1,000,000	1,000,000	6,023,000
5471	5471	-- IT COMPONENTS & SERVICES	100%: Ser. Bd.			500,000	500,000	1,000,000	2,139,000	998,000	998,000	5,635,000
5472	5472	-- BUILDING IMPROVEMENTS	Fed. Formula: Tollway			4,000,000	4,000,000	5,000,000	5,000,000	5,000,000	5,000,000	24,000,000
5473	5473	-- CONTROL CENTER	Fed. Formula: Tollway			4,000,000	4,000,000	0	0	0	0	4,000,000
DC-101	DC-101	-- 47th STREET YARD HEATING	Fed. Formula: Tollway			0	0	0	9,000,000	0	0	9,000,000
DE-101	DE-101	-- CENTRAL WAREHOUSING	Fed. Formula: Tollway			0	0	0	15,000,000	0	0	15,000,000
DH-101	DH-101	-- HILL/EOLA/14th St YD EXPANSION	Fed. Formula: Tollway			0	0	0	0	0	4,000,000	4,000,000

Total 4 Support Facilities & Equipment

63,273,000 63,273,000 48,248,000 68,514,000 42,373,000 40,623,000 263,031,000

5 Stations & Passenger Facilities

4479	4479	-- 59th/60th STREET STATION (Univ of Chic)	100%: Rebuild Illinois			0	0	9,000,000	9,000,000	0	0	18,000,000
4484	4484	-- AUBURN PARK NEW STATION	100%: Rebuild Illinois			10,000,000	10,000,000	0	0	0	0	10,000,000
4676	4676	-- SOUTH WATER ST STA	Fed. Formula: Tollway			0	0	1,550,000	0	0	0	1,550,000
4782	4782	-- HUBBARD WOODS STATION	Fed. Formula: Tollway			3,090,000	3,090,000	7,000,000	0	0	0	10,090,000
4784	4784	-- VAN BUREN ST STATION	100%: Rebuild Illinois			0	0	20,000,000	16,326,300	20,000,000	0	56,326,300
4878	4878	-- WEST CHICAGO STATION	Fed. Formula: Tollway			0	0	4,000,000	0	0	0	4,000,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
5077	5077	-- STATION SIGNS			Fed. Formula: Tollway	250,000	250,000	500,000	400,000	400,000	400,000	1,950,000
5180	5180	-- 147TH STREET STATION			100%: Rebuild Illinois	10,000,000	10,000,000	0	0	0	0	10,000,000
5384	5384	-- ELMHURST			100%: Ser. Bd.	1,000,000	1,000,000	0	0	0	0	1,000,000
5384	5384	-- ELMHURST			100%: Rebuild Illinois	0	0	2,000,000	0	0	0	2,000,000
5385	5385	-- NEW LENOX			100%: Ser. Bd.	1,000,000	1,000,000	0	0	0	0	1,000,000
5474	5474	-- OGILVIE TILE REPLACEMENT			Fed. Formula: Tollway	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
5475	5475	-- SYSTEMWIDE STATION SIGNS			Fed. Formula: Tollway	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	8,000,000
5478	5478	-- ELEVATOR REPLACEMENT			100%: PAYGO	300,000	300,000	450,000	600,000	600,000	600,000	2,550,000
5479	5479	-- SHELTERS			100%: PAYGO	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000
5480	5480	-- PLATFORM IMPROVMENTS			Fed. Formula: Tollway	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
5481	5481	-- SYSTEMWIDE STATION IMPS			Fed. Formula: Tollway	5,000,000	5,000,000	3,000,000	3,500,000	3,500,000	5,500,000	20,500,000
5482	5482	-- STATION FAC IMPROVEMENTS			Fed. Formula: Tollway	3,000,000	3,000,000	2,500,000	3,000,000	2,000,000	2,000,000	12,500,000
5483	5483	-- PARKING LOT IMPROVEMENTS			Fed. Formula: Tollway	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5484	5484	-- 115th STATION			Fed. Formula: Tollway	850,000	850,000	0	0	0	0	850,000
5485	5485	-- WESTMONT			Fed. Formula: Tollway	200,000	200,000	2,000,000	0	0	0	2,200,000
5486	5486	-- WAUKEGAN STATION			Fed. Formula: Tollway	1,000,000	1,000,000	0	0	0	0	1,000,000
5487	5487	-- WEST HINSDALE			Fed. Formula: Tollway	250,000	250,000	2,000,000	0	0	0	2,250,000
EA-100	EA-100	-- BICYCLE PARKING			CMAQ: Ser. Bd.	0	0	382,400	0	0	0	382,400
EC-100	EC-100	-- OLYMPIA FIELDS			100%: Rebuild Illinois	0	0	0	0	7,500,000	0	7,500,000
EC-101	EC-101	-- 87th STREET/WOODRUFF			100%: Rebuild Illinois	0	0	0	10,000,000	0	0	10,000,000
EC-102	EC-102	-- 79th STREET/CHATHAM			Fed. Formula: Tollway	0	0	5,000,000	0	0	0	5,000,000
EC-103	EC-103	-- 103rd STREET/ROSEMOOR			Fed. Formula: Tollway	0	0	0	5,500,000	0	0	5,500,000
EC104	EC104	-- 95th STREET STATION (CSU)			100%: Rebuild Illinois	0	0	13,000,000	5,000,000	0	0	18,000,000
EC-107	EC-107	-- RIVER FOREST STATION			Fed. Formula: Tollway	0	0	0	0	3,000,000	0	3,000,000
EC-110	EC-110	-- GLEN ELLYN			Fed. Formula: Tollway	0	0	0	3,000,000	0	0	3,000,000
EC-112	EC-112	-- ROGERS PARK			Fed. Formula: Tollway	0	0	0	1,000,000	5,000,000	5,000,000	11,000,000
EC-113	EC-113	-- EVANSTON DAVIS STREET			100%: Rebuild Illinois	0	0	0	0	10,000,000	10,000,000	20,000,000
EC-114	EC-114	-- PULLMAN/111th STREET			100%: Rebuild Illinois	0	0	10,000,000	10,000,000	0	0	20,000,000

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
EC-116	EC-116	-- ROUND LAKE	Fed. Formula: Tollway			0	0	0	0	200,000	2,000,000	2,200,000
EC-117	EC-117	-- CONGRESS PARK	Fed. Formula: Tollway			0	0	0	0	1,000,000	10,000,000	11,000,000
EC-118	EC-118	-- HIGHLANDS	Fed. Formula: Tollway			0	0	0	0	500,000	0	500,000
EC-119	EC-119	-- WESTERN AVENUE	Fed. Formula: Tollway			0	0	0	300,000	2,000,000	0	2,300,000
EC-120	EC-120	-- UNIVERSITY PARK PED RAMP CANOPY	Fed. Formula: Tollway			0	0	300,000	3,000,000	0	0	3,300,000
EC-121	EC-121	-- HICKORY CREEK STATION	Fed. Formula: Tollway			0	0	0	0	500,000	5,000,000	5,500,000
<i>Total 5 Stations & Passenger Facilities</i>						51,190,000	51,190,000	97,932,400	86,876,300	72,450,000	56,750,000	365,198,700
<i>6 Miscellaneous</i>												
5195	5195	-- TRANSIT ASSET MANAGEMENT (TAM)	Fed. Formula: Tollway			5,000,000	5,000,000	3,698,000	2,000,000	3,000,000	4,000,000	17,698,000
5488	5488	-- PROJECT DEVELOPMENT	Fed. Formula: Tollway			500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
5489	5489	-- PROGRAM MANAGEMENT	Fed. Formula: Tollway			10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000
5490	5490	-- INFRASTRUCTURE ENGINEERING	Fed. Formula: Tollway			500,000	500,000	400,000	300,000	0	0	1,200,000
5491	5491	-- INFRASTRUCTURE ENGINEERING	Fed. Formula: Tollway			500,000	500,000	400,000	400,000	500,000	500,000	2,300,000
5492	5492	-- INFRASTRUCTURE ENGINEERING	Fed. Formula: Tollway			500,000	500,000	400,000	400,000	500,000	500,000	2,300,000
5493	5493	-- INFRASTRUCTURE ENGINEERING	Fed. Formula: Tollway			500,000	500,000	400,000	400,000	500,000	500,000	2,300,000
5494	5494	-- INFRASTRUCTURE ENGINEERING	Fed. Formula: Tollway			500,000	500,000	400,000	200,000	500,000	500,000	2,100,000
5495	5495	-- INFRASTRUCTURE ENGINEERING	Fed. Formula: Tollway			500,000	500,000	400,000	400,000	250,000	500,000	2,050,000
5496	5496	-- UNANTICIPATED CAPITAL	100%: Ser. Bd.			1,000,000	1,000,000	1,285,000	893,000	1,437,000	800,000	5,415,000
5497	5497	-- LOCALLY FUNDED PROJECTS / MATCH	100%: Ser. Bd.			1,700,000	1,700,000	1,758,600	1,000,000	1,500,000	2,035,000	7,993,600
ICE21	ICE21	-- RTA ICE FUNDED PROJECTS - TBD	100%: ICE 2021			0	0	3,802,000	0	0	0	3,802,000
ICE22	ICE22	-- RTA ICE FUNDED PROJECTS - TBD	100%: ICE 2022 Funds			0	0	0	5,408,000	0	0	5,408,000
<i>Total 6 Miscellaneous</i>						21,200,000	21,200,000	23,443,600	21,901,000	18,687,000	19,835,000	105,066,600
<i>8 Contingencies & Administration</i>												
5498	5498	-- PROJECT ADMINISTRATION	Fed. Formula: Tollway			1,000,000	1,000,000	1,000,000	1,000,000	750,000	1,000,000	4,750,000
5499	5499	-- CONTINGENCIES	Fed. Formula: Tollway			801,000	801,000	900,000	855,168	1,027,244	1,027,244	4,610,656
5499	5499	-- CONTINGENCIES	Fed. Formula: Tollway			887,551	887,551	795,549	826,379	950,932	909,387	4,369,798
<i>Total 8 Contingencies & Administration</i>						2,688,551	2,688,551	2,695,549	2,681,547	2,728,176	2,936,631	13,730,454
<i>Total</i>						480,573,738	480,573,738	477,815,849	514,592,847	646,434,476	464,527,373	2,583,944,283

	<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
	<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
<i>Total Metra</i>				480,573,738	480,573,738	477,815,849	514,592,847	646,434,476	464,527,373	2,583,944,283

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
<i>Pace</i>												
<i>Bus</i>												
<i>1 Rolling Stock</i>												
5500	5500	-- Fixed Route Diesel Replacement Buses	5307: Tollway	14,000,000	14,000,000	0	0	0	16,000,000	30,000,000		
5501	5501	-- Fixed Route CNG Replacement Buses	100%: Rebuild Illinois	0	0	0	0	18,150,000	0	18,150,000		
5501	5501	-- Fixed Route CNG Replacement Buses	5307: Tollway	0	0	18,150,000	8,800,000	18,150,000	0	45,100,000		
5502	5502	-- Fixed Route CNG Expansion Buses	5307: Tollway	0	0	0	9,900,000	0	0	9,900,000		
5503	5503	-- Paratransit Vehicles - Replacement	5339: Tollway	1,953,832	1,953,832	1,560,000	2,012,887	2,043,080	2,073,726	9,643,525		
5503	5503	-- Paratransit Vehicles - Replacement	100%: Rebuild Illinois	0	0	0	0	3,705,000	9,490,000	13,195,000		
5503	5503	-- Paratransit Vehicles - Replacement	5307: Tollway	0	0	0	587,113	1,141,920	1,631,274	3,360,307		
5504	5504	-- Community Transit/On-Demand Vehicles	5339: Tollway	0	0	423,140	0	0	0	423,140		
5504	5504	-- Community Transit/On-Demand Vehicles	100%: Rebuild Illinois	0	0	0	0	1,275,000	2,400,000	3,675,000		
5504	5504	-- Community Transit/On-Demand Vehicles	5307: Tollway	1,350,000	1,350,000	701,860	1,125,000	1,125,000	1,125,000	5,426,860		
5505	5505	-- Vanpool Vehicles	100%: Rebuild Illinois	0	0	0	0	9,905,000	1,470,000	11,375,000		
5506	5506	-- Engine/Transmission Retrofits	5307: Tollway	6,997,989	6,997,989	7,423,365	7,371,270	7,967,806	10,286,723	40,047,153		
5506	5506	-- Engine/Transmission Retrofits	100%: Rebuild Illinois	0	0	0	0	10,217,500	7,892,500	18,110,000		
<i>Total 1 Rolling Stock</i>				24,301,821	24,301,821	28,258,365	29,796,270	73,680,306	52,369,223	208,405,985		
<i>3 Electrical, Signal, & Communications</i>												
5510	5510	17-94-0044 -- Intelligent Bus System Upgrades	100%: PAYGO	625,000	625,000	500,000	1,000,000	1,500,000	1,500,000	5,125,000		
<i>Total 3 Electrical, Signal, & Communications</i>				625,000	625,000	500,000	1,000,000	1,500,000	1,500,000	5,125,000		
<i>4 Support Facilities & Equipment</i>												
5313	5313	-- New Northwest Division Garage	100%: Rebuild Illinois	38,752,500	38,752,500	2,000,000	0	0	0	40,752,500		
5413	5413	-- Farebox Replacement	100%: PAYGO	7,500,000	7,500,000	5,000,000	5,000,000	0	0	17,500,000		
5520	5520	-- Improve Support Facilities	5307: Tollway	1,450,000	1,450,000	0	0	0	0	1,450,000		
5520	5520	-- Improve Support Facilities	100%: PAYGO	50,000	50,000	500,000	1,000,000	1,500,000	1,500,000	4,550,000		

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
5521	5521	-- Computer Systems/Hardware & Software			5307: Tollway	475,000	475,000	0	0	0	0	475,000
5521	5521	-- Computer Systems/Hardware & Software			100%: PAYGO	425,000	425,000	500,000	1,000,000	1,500,000	1,500,000	4,925,000
5522	5522	-- Support Equipment/Non-Revenue Vehicles			100%: PAYGO	0	0	350,000	1,000,000	1,500,000	1,500,000	4,350,000
5522	5522	-- Support Equipment/Non-Revenue Vehicles			5307: Tollway	1,000,000	1,000,000	0	0	0	0	1,000,000
5523	5523	-- Capital Cost of Contracting			5307: Tollway	6,194,720	6,194,720	6,322,000	6,452,800	6,500,000	6,500,000	31,969,520
5524	5524	-- Preventive Maintenance			5307: Tollway	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	45,000,000
5529	5529	-- Office Equipment/Furniture			100%: PAYGO	0	0	0	0	850,000	850,000	1,700,000
Total 4 Support Facilities & Equipment						64,847,220	64,847,220	23,672,000	23,452,800	20,850,000	20,850,000	153,672,020
<u>5 Stations & Passenger Facilities</u>												
5530	5530	-- Improve Passenger Facilities			100%: PAYGO	0	0	3,500,000	350,000	1,500,000	1,500,000	6,850,000
5531	5531	-- Bus Stop Shelters/Signs			100%: PAYGO	1,550,000	1,550,000	500,000	1,000,000	1,500,000	1,500,000	6,050,000
5532	5532	-- Bus Tracker Sign Deployment			100%: PAYGO	750,000	750,000	500,000	1,000,000	1,500,000	1,500,000	5,250,000
5533	5533	-- Posted Stops Program			100%: PAYGO	450,000	450,000	0	0	0	0	450,000
5534	5534	-- Joliet Transit Center			100%: Rebuild Illinois	7,500,000	7,500,000	0	0	0	0	7,500,000
5535	5535	-- Harvey Transportation Center			100%: Rebuild Illinois	1,000,000	1,000,000	7,000,000	0	0	0	8,000,000
5536	5536	-- I-55 Park-n-Rides			100%: Rebuild Illinois	0	0	0	752,500	6,000,000	0	6,752,500
5537	5537	-- I-294 Stations and Park-n-Rides			100%: Rebuild Illinois	0	0	0	0	3,500,000	31,500,000	35,000,000
Total 5 Stations & Passenger Facilities						11,250,000	11,250,000	11,500,000	3,102,500	14,000,000	36,000,000	75,852,500
<u>6 Miscellaneous</u>												
5540	5540	-- Vision Plan Implementation Study			5307: Tollway	1,500,000	1,500,000	1,000,000	0	0	0	2,500,000
5541	5541	-- Unanticipated Capital			100%: Ser. Bd.	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
Total 6 Miscellaneous						1,750,000	1,750,000	1,250,000	250,000	250,000	250,000	3,750,000
<u>7 Extensions and Expansions</u>												
5525	5525	-- New I-55 Garage			100%: Rebuild Illinois	3,500,000	3,500,000	39,752,500	0	0	0	43,252,500
5526	5526	-- River Division Expansion			100%: Rebuild Illinois	2,000,000	2,000,000	0	18,000,000	0	0	20,000,000
5527	5527	-- North Shore Division Expansion			100%: Rebuild Illinois	0	0	2,000,000	18,000,000	0	0	20,000,000
5528	5528	-- Southwest Division Expansion			100%: Rebuild Illinois	0	0	2,000,000	16,000,000	0	0	18,000,000

	<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
	<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
<i>Total 7 Extensions and Expansions</i>				5,500,000	5,500,000	43,752,500	52,000,000	0	0	101,252,500
<i>Total</i>				108,274,041	108,274,041	108,932,865	109,601,570	110,280,306	110,969,223	548,058,005
<i>Total Pace</i>				108,274,041	108,274,041	108,932,865	109,601,570	110,280,306	110,969,223	548,058,005

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
<i>Pace ADA</i>												
<i>System</i>												
<i>4 Support Facilities & Equipment</i>												
5550	5550	-- Regional ADA Paratransit Technology Upgrades and Transfer Locations			100%: Rebuild Illinois	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
<i>Total 4 Support Facilities & Equipment</i>						4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
<i>Total</i>						4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
<i>Total Pace ADA</i>						4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
RTA												
<i>System</i>												
6 Miscellaneous												
9999	9999	16-94-0006 -- Access to Transit Program			100%: RTA Capital Reserves	120,000	120,000	0	0	0	0	120,000
<i>Total 6 Miscellaneous</i>						120,000	120,000	0	0	0	0	120,000
<i>Total</i>						120,000	120,000	0	0	0	0	120,000
Total RTA						120,000	120,000	0	0	0	0	120,000
Grand Total:			<hr/> <hr/> 1,763,193,893 1,763,193,893 1,417,794,982 1,344,533,011 1,474,235,994 ,186,089,845 7,185,847,725									