



Regional Transportation Authority

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Chicago, Illinois 60604
312-913-3200
rtachicago.org

Board Agenda

Board of Directors

Thursday, May 21, 2020

Meeting available on RTA website

9:00 a.m.

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Approval of Minutes

3.a. From the Board meeting held on April 16, 2020

4. Public Comment

4.a. The RTA encourages public participation in its electronic meetings by inviting interested parties to provide comment to the following email address: communications@rtachicago.org. Public comments for the next meeting must be received no later than noon, May 20th. If there is concern that your comment is too long, or staff have questions, you will be contacted. Otherwise, comments relative to RTA business will be read into the record during the meeting.

5. Executive Director's Report

6. Information Item(s)

6.a. Presentation of the Quarterly Performance Report - First Quarter 2020

Description: Staff will make a presentation of regional performance metrics for the first quarter of 2020 compared to 2019.

7. Action Items

7.a. Resolutions certifying financial results - First Quarter 2020

Description: These resolutions certify that the operating financial results of the Service Boards, ADA Paratransit, and the region as a whole, through the first quarter of 2020, are not in substantial accordance with budget.

7.b. Ordinance authorizing an amendment to the 2020 Service Board and Agency Operating Funding Amounts

Description: This ordinance amends the 2020 RTA operating funding amounts. The proposed amendment recognizes the imminent availability of federal CARES Act funding, which is intended to backfill lost fare revenue and anticipated shortfalls in public funding caused by COVID-19 mitigation efforts and related job losses.

7.c. Ordinance approving the 2021 Budget Call for the Annual Budget, Two-Year Financial Plan, and Five-Year Capital Program

Description: The proposed ordinance approves and releases the 2021 Budget and Capital Program Call (the "Budget Call"). The Budget Call defines the schedule and information requirements that the Service Boards must follow for the development of the 2021 Budget, which includes the 2021 Operating Budget, 2022-2023 Two-Year Financial Plan, and 2021-2025 Five-Year Capital Program.

7.d. Ordinance authorizing an amendment to the 2020-2024 Capital Program

Description: This ordinance amends the 2020-2024 Capital Program and incorporates changes in program revenue and expenses for CTA, Metra, Pace, and Pace ADA.

8. Contract/Ependiture Items**8.a. Ordinance authorizing a contract for on-call signage maintenance and storage services**

Description: The proposed ordinance authorizes the execution of a contract with Western Remac to provide professional, on-call maintenance and storage services to address any interagency transit information products throughout the region. The proposed contract term is for five years at an amount not-to-exceed \$405,840. The RTA is funding 100% of this contract. Western Remac will meet the 5% DBE goal established for this contract by retaining a certified DBE sub-consultant.

8.b. Ordinance authorizing a contract for Interagency Signs, Fabrication, and Installation at Additional Locations (Bundle 3)

Description: The proposed ordinance authorizes the execution of a contract with Western Remac to fabricate and install interagency transit signs at six expansion locations for an amount not-to-exceed \$442,755.00. Ninety percent of this contract will be externally funded through a federal grant from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The RTA is providing the required 10% local match of \$44,275.50 using RTA funds already budgeted for this purpose. Western Remac will meet the 12% DBE goal established for this contract by retaining a certified DBE sub-consultant.

8.c. Ordinance authorizing a contract for subscription aerial photography

Description: The proposed ordinance authorizes the execution of a 2-year contract with NearMap for a subscription to seamless, high-resolution aerial photography for GIS mapping and other spatial-related applications at a cost not to exceed \$459,000. One hundred percent of the contract will be funded by the RTA.

8.d. Ordinance authorizing the 2020-2021 renewal of excess liability insurance by the Loss Financing Plan & Joint Self-Insurance Fund**Description:**

The proposed ordinance will authorize the purchase of excess liability insurance policies by the RTA's Loss Financing Plan/Joint Self-Insurance Fund. The RTA's current policies expire on June 15. Renewal policies are required in order to ensure continuous coverage in the event of a claim. At the present time, in light of COVID-19 related changes to regional applications for coverage, the RTA's broker continues to negotiate terms with underwriters in order to obtain the best pricing on premiums. Given these circumstances, documents are not currently available, but will be provided as soon as reasonably possible. If final quotes are not received prior to the meeting of the Board of Directors, the intention is to request authorization to negotiate and enter into contracts for coverage not exceeding 25% above 2019 premium rates. The total cost of coverage would therefore not exceed \$7,058,000 plus applicable taxes. In the alternative, should quotes be received exceeding that figure, the ordinance also grants authority to bind coverage at the higher rates with approval of the Loss Financing Plan/Joint Self-Insurance Fund Committee and the RTA Board Chairman.

8.e. Ordinance authorizing a contract amendment with Omicron Technologies for enhancement of the RTA's fare programs permit production process**Description:**

The proposed ordinance authorizes the Executive Director to amend a contract with Omicron Technologies, Inc. to add \$295,147 to the contract value.

8.f. Ordinance authorizing a contract amendment with Barton Malow Company**Description:**

The proposed ordinance authorizes the Executive Director to amend a contract with Barton Malow to add \$330,000 to the contract value.

9. New Business**ADJOURNMENT**

**MINUTES OF THE VIRTUAL MEETING OF THE BOARD OF DIRECTORS
OF THE REGIONAL TRANSPORTATION AUTHORITY**

The Board of Directors of the Regional Transportation Authority met in virtual session on Thursday, April 26, 2020 pursuant to notice.

Chairman Dillard called the meeting to order at 9:05 a.m.

ROLL CALL

Board members present (16): Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Approval of minutes from the meeting held on February 20, 2020

Director Kotel moved, and Director Higgins seconded that the minutes from the meeting held on February 20, 2020 be approved as submitted. The motion carried on the following roll call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Executive Director's Report

Ms. Leanne Redden began by outlining the state's delinquency figures tied to regional transit funding.

She then discussed the actions the RTA has taken to cease or largely interrupt the customer services the agency provides due to COVID-19 and the collaborative work the agency has undertaken with the Service Boards and the Governor's office during the pandemic.

Ms. Redden next covered the CARES stimulus package and its impact on the RTA region. Her report outlined of the split of \$2 trillion Act, with \$25 billion of COVID-19 related funding for transit nationwide. After apportionments and allocations, this results in over \$1.4 billion in supplemental funding for the RTA region. Unlike traditional federal formula funds, the CARES Act funding is to remain available until expended. Funding under the CARES Act can go toward reimbursement for operating costs to maintain service and lost revenue due to coronavirus. Ms. Redden explained that, focusing on our region's portion of this emergency relief funding, the RTA discussed with the Service Boards the allocation of the Northeastern Illinois funding based on the following principles:

- At this time, the CARES Act funding is the only known source of supplemental operating funding for transit to alleviate the long-term financial impact of COVID-19.
- The funding should be allocated by a data-driven approach.

- More funding and operation changes will likely be needed and those discussions should continue as we plan the 2021 budget.

Ms. Redden went on to state that the region’s transit funding allocations will be based on anticipated revenue shortages of the current 2020 regional budget, that have been projected and agreed to by the RTA and the Service Boards based on ridership and public funding shortfalls. The Report outlined the following proposed funding for the region’s share of the CARES Act:

Funding	
Total Illinois Funding	\$ 1,438,225,458.65
RTA	28,764,509.17
Service Board Funding	\$ 1,409,460,949.47

Service Board	Funding
CTA	\$ 817,487,350.69
Metra	479,216,722.82
Pace	112,756,875.96
Total	\$ 1,409,460,949.47

She explained that while the impact of Governor Pritzker’s “Stay at Home” order on ridership could be observed and measured since mid-March, the RTA will not know the impact of COVID-19 on March sales tax receipts until June due to the delay in disbursement. Therefore, given the unprecedented nature of the COVID-19 pandemic, these estimates are the best “data” available. It was stated that combined, the projected losses of Service Board funding and fare revenue for mainline service total more than \$900 million for this fiscal year and that it is very likely that any impact will be felt beyond this immediate fiscal year.

She concluded her remarks with the explanation that the Board was now being asked to approve the funding allocations to Northwestern Indiana, Southeastern and the RTA’s region’s share, so the RTA could initiate the process for accessing the funds from the FTA as soon as possible. She then stated that at a future meeting, the RTA Board would consider actions that reflect the agreed upon projected revenue shortages for the remainder of the fiscal year, as well as the new supplemental federal operational funding made available through the CARES Act.

Public Comment

The Board Secretary read a statement from a coalition of civic and business organizations (Active Transportation Alliance, Center for Neighborhood Technology, Elevated Chicago, Illinois Environmental Council, Metropolitan Planning Council, Respiratory Health Association, Shared-Use Mobility Center, Sierra Club Illinois.) The following is a summary of the statement:

As representatives of Chicagoland's business, civic, and academic communities, they are committed to advocating for public transit during and after the COVID-19 pandemic. This includes 1) advocating for emergency assistance funding and reform in Springfield and Washington; 2) addressing the needs of essential workers riding and operating public transit to sustain our regional economy under extraordinary circumstances; and 3) preparing our transit system to be a driver of health and economic resilience during our region's recovery from the pandemic and its fallout.

They recognize many of the current funding sources and formulas for transit are linked to ridership and colorblind beyond federal civil rights obligations, but now is the time to begin to change that at the local, state, and federal level. Access to jobs and services, with a focus on people of color and low-income residents, is a better way to measure transit's effectiveness.

Their statement called on RTA, CTA, Metra, and Pace to establish an equitable, clear and transparent process to engage stakeholders and the public in the planning process for the regional transit system's response to COVID-19. This includes spending decisions associated with the recent federal CARES Act and any future stimulus and transportation funding bills. It also involves developing a shared legislative agenda to advocate for Chicagoland public transit in Springfield and Washington.

Following is a list of some immediate, near-term, and mid-term strategies for discussion and cooperation.

Immediate:

- *Maintain critical mass transit routes*
- *Protect frontline transit workers, many of whom are people of color and being hit hard by COVID-19*
- *Prioritize safety of riders*
- *Evaluate and enhance accessibility for riders with disabilities*
- *Develop unified fare policy*
- *Share relevant data publicly*
- *Improve rider communications*
- *Apply a racial equity lens and provide transparency on stimulus spending*
- *Optimize debt policies across agencies*

Near-Term (next few months):

- *Pursue state legislative changes*
- *Consistently evaluate service*
- *Promote cross-agency coordination*

- *Strengthen collaboration with local government agencies (especially those involved in planning and public health), developers, and community-based groups to reinforce current transit-oriented development efforts*
- *Transparently identify needs*
- *Establish robust community engagement principles and processes*
- *Formulate policies/response to likely contact tracing protocols put in place to limit spread of COVID-19*
- *Formulate federal transportation policy*
- *Communicate clearly and accurately in a timely manner*
- *Review capital project plans*

Mid-Term (within one year):

- *Conduct public awareness campaigns with a focus on communities of color*
- *Research transit's impact on COVID-19 spread and its role in promoting public health recovery*
- *Pursue coordinated pilot programs*
- *Update long-term capital program*
- *Strengthen emissions reductions efforts*
- *Review and enhance plans for transit-oriented development with a focus on racial equity and public health*
- *Revise regional transit goals*

Information Item

Report on Monthly Financial Results for February 2020

Ms. Bea Reyna-Hickey, Chief Financial Officer, presented the year-to-date financial results using the summary page of the dashboard only. She stated that the Service Boards started the year with two very solid months before the onset of COVID-19 impacts. Ridership was 2.4% higher than budgeted, with each Service Board reporting favorable results. This in turn kept operating revenue results close to budget.

Ms. Reyna-Hickey noted that while January 2020 sales tax results will show strong growth of 8% due to the severe cold last year, the RETT is off to a poor start and contributed to a 5% shortfall in CTA's public funding. Operating expense performance was good, aided by virtually snow-free weather, with Metra and Pace Suburban Service reporting the largest favorable expense variances. Net results were mixed, with CTA and ADA Paratransit reporting unfavorable variances, while Metra and Pace were favorable to budget. The regional recovery ratio was more than one percentage point favorable to budget, primarily due to Metra's results.

Ms. Reyna-Hickey spoke briefly about the Service Boards' ridership and fare revenue losses in March and reported that the RTA would be providing advance PTF payments of \$35.4 million on April 17th to offset those losses until CARES Act funding becomes available. She said that when the March financial results are presented next month, they are expected to show the Service Board and regional recovery ratios on a downward trajectory due to COVID-19 mitigation efforts, and that some form of recovery ratio relief will be needed to navigate through the difficult months ahead. She closed by stating that the RTA and Service Board finance teams continue to work together closely to solve the many problems our transit system suddenly faces.

Action Items

Ordinance authorizing the execution of 2020 Federal Funding Allocation Agreements between NE-IL, NW-IN, SW-WI, amending the 2020-2024 Capital Program and amending and extending ICE-funded projects

Ms. Jill Leary presented three ordinances related to the region's five-year transit capital program.

The first is authorization to execute the full 2020 federal formula allocation attachments to the Letter of Understanding between Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin. The following are changes recommended in the first ordinance. On February 9, 2020, the FTA published the 2020 full Federal Fiscal Year allocations for the four federal formula programs (5307, 5337, 5339, and 5310). The first three formula programs are funding capital projects. As you know, the RTA is the designated recipient of these funds and charged with the calculations of apportionments between Northeastern Illinois, Southeastern Wisconsin and Northwestern Indiana. The Illinois portion of the capital funding is split between the service boards in accordance with historically established shares. The Section 5310 funds go directly to the RTA for competitive distribution within the region. Overall, the 2020 appropriations are a little over \$524 million, a three percent decrease compared to the previous year or \$16.8 million less than the 2019 federal appropriations. The federal funding allocations were approved by the CMAP Policy Committee on March 12. Today, we are asking for your approval of the ordinance and to execute the agreements with Indiana and Wisconsin Regional Planning Commissions stating these funding allocations.

The second is an amendment of the 2020-2024 Capital program incorporating changes in program revenues and expenses for CTA, Metra and Pace. This quarter we are asking you to approve a total net funding increase to the five-year Capital Program of \$62.78M that affects both current and out-years. The total net increase for CTA is \$63.67M, for Metra \$1.1M and a decrease for Pace of \$2M. The total regional net increase includes about \$86M of additional federal discretionary funding, nearly \$2M in reprogrammed/carry-over and service board/local funds and a decrease of nearly \$25M stemming from the FTA 2020 Federal Fiscal Year allocations mentioned for the first ordinance.

And finally, the third is a time extension for implementation of CTA, Metra and Pace's Innovation, Coordination, and Enhancement (ICE) funded projects. This ordinance requests approval of the twelve-month extension for four CTA, two Metra and two Pace projects that were outlined in the Board memo.

RTA staff has reviewed these requests and found them to be justified as outlined.

Director Holt moved, and Director Troiani seconded the adoption of the following ordinances:

- 2020-08 This ordinance authorizes the execution of federal formula funding allocations based on the Letter of Understanding (LOU) agreements between Northeastern Illinois and Northwestern
- 2020-09 This ordinance approves an amendment to the 2020-2024 Capital Program and incorporates changes in program revenue and expenses for CTA, Metra, and Pace.
- 2020-10 This ordinance approves time extensions of CTA's, Metra's and Pace's Innovation, Coordination, and Enhancement (ICE) funded projects.

The motion carried on the following leave for last unanimous rolls call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Ordinance authorizing the allocation of CARES Act funding

Ms. Jill Leary explained that the proposed ordinance authorizes the execution of federal formula funding allocations based on the Letter of Understanding (LOU) agreements between our region and Northwestern Indiana and between our region and Southeastern Wisconsin. The agreements reflect the share of the region's CARES Act funding allocations for the following federal transit formula programs: Federal §5307 Urbanized Area including §5340 Growing and High Density State formula programs, and §5337 State of Good Repair.

The Fixing America's Surface Transportation (FAST) Act authorizes federal transportation funding to the regional Urbanized Areas (UZAs) and the CARES Act allocates funding through the same funding mechanism. The RTA, as the designated recipient of these federal formula programs, first sub-allocates the funding to Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin based on the U.S. Census and operating data for each region.

The ordinance was amended and distributed to the Board to include the funding allocations for our region, northeastern Illinois, as outlined in the Executive Director report.

The regional planning commissions of Northwestern Indiana and Southeastern Wisconsin have approved RTA’s recommended CARES Act federal formula funding apportionment sub-allocations. The Chicago Metropolitan Agency for Planning’s (CMAP) Transportation Committee and MPO Policy Committee will also endorse the recommended allocations, following RTA Board approval and we will also provide written notification to the Federal Transit Administration (FTA) of the allocated capital federal funding to all recipients in the region.

Region	CARES Act Apportionment
Illinois (RTA)	\$ 1,438,225,458.65
Indiana (NIRPC/NICTD)	75,483,911.75
Wisconsin (SEWRPC)	741,648.61
Total	\$ 1,514,451,019.00

Director Sager moved, and Director Kotel seconded the adoption of the following ordinance:

2020-11 This ordinance authorizes the execution of federal formula funding allocations based on the Letter of Understanding (LOU) agreements between Northeastern Illinois and Northwestern Indiana and between Northeastern Illinois and Southeastern Wisconsin. The agreements reflect the share of the region’s CARES Act funding allocations for the following federal transit formula programs: Federal §5307 Urbanized Area including §5340 Growing and High Density State formula programs, and §5337 State of Good Repair.

The motion carried on the following leave for last unanimous rolls call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Ordinance authorizing the issuance of \$250 million in RTA Working Cash Notes

Ms. Reyna-Hickey explained that the proposed ordinance authorizes the RTA to issue up to \$250 million of working cash notes through a direct placement with a drawdown revolving feature and repayment over two years. The RTA series 2020A will retire the existing series 2018A working cash notes of \$150 million. Staff followed a competitive process, sent out a request for terms sheets to 39 firms, and received five responses. The RTA began this process early in the year as part of the RTA’s role to buffer the Service Boards against delays in Public Transportation Fund receipts.

Staff began negotiations with the five responding firms and elected to move forward with JP Morgan Chase. We were originally going to borrow \$150 million but given the COVID-19 pandemic we decided to add another \$100 million. Ms. Reyna-Hickey indicated in her earlier presentation about the Service Board financial results, our plan is to provide an advance payment of PTF to the Service Boards tomorrow to help with cash flow until CARES Act funds begin to flow.

Director Andalcio moved, and Director Kotel seconded the adoption of the following ordinance:

2020-12 This ordinance, authorizes the RTA to issue up to \$250 million of working cash notes ("Notes") through a direct placement facility with a draw down revolving feature so that repayment is on an ongoing basis over a 2-year period, as permitted by Section 4.04 of the RTA Act. The notes will help retire existing notes in the amount of \$150 million, as well as provide the opportunity to address cash flow interruptions related to the State's late payments and the impact of the COVID-19 pandemic on public transit funding in the RTA region.

The motion carried on the following leave for last unanimous rolls call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Ordinance authorizing a contract amendment with Granicus LLC for Board meeting services

Director Kotel moved, and Director Frega seconded the adoption of the following ordinance:

2020-13 This ordinance authorizes the execution of a contract amendment with Granicus, LLC to continue providing the RTA with a platform for the management and online delivery of Board meeting documents and audio/video streams. The proposed contract amendment will increase the contract value by \$35,542.28, from \$157,849.08 to \$193,391.36.

The motion carried on the following leave for last unanimous rolls call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Ordinance authorizing an amendment to Project Management Services Task Order #3 for support for the RTA's ERP Implementation Project

Director Troiani moved, and Director Andalcio seconded the adoption of the following ordinance:

2020-14 This ordinance authorizes an amendment to the contract with Brisk Business, Inc. (PO 1807) for project management services. The amendment would amend the previously awarded Task Order for support of the RTA's ERP Implementation Project from \$480,000 to a value not to exceed \$680,000.

The motion carried on the following leave for last unanimous rolls call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Travel Expenditures

Director Higgins moved, and Director Frega seconded the approval of the expenditures as submitted. The motion carried on the following leave for last unanimous roll call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

ADJOURNMENT

There being no further business to come before the Board of Directors, Director Pang moved and Director Higgins seconded that the meeting adjourn. The motion carried on the following leave for last unanimous roll call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

The Board meeting concluded at 10:15 a.m.

AUDREY MACLENNAN
Secretary of the Authority

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 8, 2020

**Re: Presentation of Quarterly Performance Report – First
Quarter 2020**



**Regional
Transportation
Authority**

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

Staff will make a presentation of regional performance metrics for the first quarter of 2020 compared to 2019. This quarterly report is presented at the same Board meeting at which the Board is being asked to review the operating budgets of the Service Boards for substantial accordance with budget. Complete performance results are not yet available and, therefore, are not included with this memo.

Prepared by: Capital Programming & Planning

LPR/JL/JHH/PF

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 11, 2020

Re: Resolutions Certifying Financial Results - First Quarter 2020



**Regional
Transportation
Authority**

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604
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Staff is requesting Board adoption of resolutions certifying that the operating financial results of the Service Boards, ADA Paratransit, and the region as a whole, through the first quarter of 2020, are not in substantial accordance with budget. The system-wide operating deficit of the Service Boards, including Pace ADA Paratransit, was \$450.5 million for the first quarter. This result is \$12.3 million, or 2.8%, unfavorable to the adopted budget. However, for the month of March, the system-wide operating deficit was 14.6% unfavorable to budget due to the onset of COVID-19 mitigation efforts. The regional system-generated revenue recovery ratio of 43.5%, which excludes ADA Paratransit, was 3.5 percentage points unfavorable to budget for the first quarter, but was 12.4 percentage points unfavorable for the month of March, indicating a rapid deterioration of the Service Board financial results.

Summary of Financial Results

CTA

The CTA's operating deficit of \$258.0 million was \$21.0 million, or 8.9%, unfavorable to budget, and its recovery ratio of 45.2% was 5.9 percentage points unfavorable to budget. Operating revenues of \$145.1 million were \$20.3 million unfavorable to budget and operating expenses of \$403.1 million were \$0.7 million unfavorable to budget. CTA's recovery ratio worsened from 0.1 percentage points favorable in February to 17.2 percentage points unfavorable in March as ridership declined by as much as 80% after the Governor's Stay-at-Home order took effect.

Metra

Metra's operating deficit of \$107.5 million was \$5.6 million, or 4.9%, favorable to budget, and its recovery ratio of 49.4% was 0.1 percentage points favorable to budget. Operating revenues of \$91.6 million were \$6.2 million unfavorable to budget and operating expenses of \$199.2 million were \$11.8 million favorable to budget. Metra's recovery ratio worsened from 2.9 percentage points favorable in February to 8.0 percentage points unfavorable in March as ridership declined by up to 95% after the Governor's Stay-at-Home order took effect.

Pace Suburban Service

Pace's operating deficit of \$41.6 million was \$4.3 million, or 9.3%, favorable to budget, and its recovery ratio of 28.8% was 0.7 percentage points unfavorable to budget. Operating revenues of \$12.5 million were \$1.1 million unfavorable to budget and operating expenses of \$54.1 million were \$5.3 million favorable to budget. Pace's recovery ratio worsened from 0.5 percentage points unfavorable in February to 2.3 percentage points unfavorable in March as ridership declined by as much as 67% after the Governor's Stay-at-Home order took effect.

Regional ADA Paratransit

ADA Paratransit's operating deficit of \$43.3 million was \$1.2 million, or 2.8%, unfavorable to budget, and its recovery ratio of 10.9% was flat to budget. Operating revenues of \$3.6 million were \$0.1 million favorable to budget and operating expenses of \$46.9 million were \$1.3 million unfavorable to budget. The ADA Paratransit operating deficit variance worsened from 2.1% unfavorable in February to 7.3% unfavorable in March due to reduced ridership.

Region as a Whole

The regional operating deficit of \$450.5 million was \$12.3 million, or 2.8%, unfavorable to budget. Operating revenues of \$252.8 million were \$27.4 million unfavorable to budget and operating expenses of \$703.3 million were \$15.1 million favorable to budget. The regional recovery ratio of 43.5% was 3.5 percentage points unfavorable to budget for the quarter. The full year recovery ratio was budgeted at 50.2%, just above the 50% statutory requirement.

Future Results and Recovery Ratio Relief

Federal CARES Act funding should begin to flow to the Service Boards later this month or early next month, replacing expected shortfalls from budget of both fare revenue and public funding. CARES Act funding which is requisitioned to replace lost fare revenue is expected to be properly included as Service Board operating revenue, which should allow the CTA, Metra, and Pace operating deficits and recovery ratios to recover to acceptable levels in the second quarter and beyond. However, since the CARES Act funding is expected to be exhausted sometime in 2021, recovery ratio relief from the State of Illinois will likely be needed after that time, depending on ridership and service levels as we emerge from the COVID-19 crisis.

Prepared by: Finance, Innovation, and Technology

LPR/BRH/WDL/DKA/SR
Attachments

RESOLUTION NO.

WHEREAS, pursuant to section 4.11(c)(2) of the Regional Transportation Authority Act (the “RTA Act”) the Board of Directors of the Regional Transportation Authority (the “RTA”) determines whether the quarterly financial condition and results of operations of the public transportation services subject to the jurisdiction of the Chicago Transit Authority (the “CTA”) are substantially in accordance with the CTA’s approved budget for that period, not by way of audit but rather through the assessment of data compiled from the financial statements and reports required by section 4.11(c)(2) to be provided by the CTA for such purpose;

WHEREAS, the RTA Board adopted the 2020 operating budget of the Service Boards on December 19, 2019;

WHEREAS, the adopted budget for the CTA includes a budgeted operating deficit and a budgeted system-generated revenue recovery ratio, which reflect and measure the financial condition and results of operations of the public transportation services subject to the jurisdiction of the CTA; and

WHEREAS, the year-to-date operating results of the CTA, through the first quarter of 2020, were:

	<u>YTD</u>
Operating Deficit (in millions)	
Actual	<u>\$258.0</u>
Budget	<u>\$237.0</u>
System-Generated Revenue Recovery Ratio	
Actual	<u>45.2%</u>
Budget	<u>51.0%</u>

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the RTA hereby finds that the year-to-date financial condition and results of operations of the public transportation services subject to the jurisdiction of the CTA, through the first quarter of 2020, **are not substantially in accordance with CTA’s budget as adopted by the RTA Board on December 19, 2019 due to rapidly deteriorating financial trends and the resulting contribution of such trends to the unfavorable regional system-generated revenue recovery ratio result.**

BE IT FURTHER RESOLVED, that a copy of this resolution be submitted to the Governor, the Mayor of Chicago, and the Auditor General of Illinois in accordance with Section 4.11(e) of the RTA Act.

RESOLUTION NO.

WHEREAS, pursuant to section 4.11(c)(2) of the Regional Transportation Authority Act (the “RTA Act”) the Board of Directors of the Regional Transportation Authority (the “RTA”) determines whether the quarterly financial condition and results of operations of the public transportation services subject to the jurisdiction of the Commuter Rail Division of the RTA (“Metra”) are substantially in accordance with Metra’s approved budget for that period, not by way of audit but rather through the assessment of data compiled from the financial statements and reports required by section 4.11(c)(2) to be provided by Metra for such purpose;

WHEREAS, the RTA Board adopted the 2020 operating budget of the Service Boards on December 19, 2019;

WHEREAS, the adopted budget for Metra includes a budgeted operating deficit and a budgeted system-generated revenue recovery ratio, which reflect and measure the financial condition and results of operations of the public transportation services subject to the jurisdiction of Metra; and

WHEREAS, the year-to-date operating results of Metra, through the first quarter of 2020, were:

	<u>YTD</u>
Operating Deficit (in millions)	
Actual	<u>\$107.5</u>
Budget	<u>\$113.1</u>
System-Generated Revenue Recovery Ratio	
Actual	<u>49.4%</u>
Budget	<u>49.5%</u>

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the RTA hereby finds that the year-to-date financial condition and results of operations of the public transportation services subject to the jurisdiction of Metra, through the first quarter of 2020, **are not substantially in accordance with Metra’s budget as adopted by the RTA Board on December 19, 2019 due to rapidly deteriorating financial trends and the resulting contribution of such trends to the unfavorable regional system-generated revenue recovery ratio result.**

BE IT FURTHER RESOLVED, that a copy of this resolution be submitted to the Governor and the Auditor General of Illinois in accordance with Section 4.11(e) of the RTA Act.

RESOLUTION NO.

WHEREAS, pursuant to section 4.11(c)(2) of the Regional Transportation Authority Act (the “RTA Act”) the Board of Directors of the Regional Transportation Authority (the “RTA”) determines whether the quarterly financial condition and results of operations of the public transportation services subject to the jurisdiction of the Suburban Bus Division of the RTA (“Pace”) are substantially in accordance with Pace’s approved budget for that period, not by way of audit but rather through the assessment of data compiled from the financial statements and reports required by section 4.11(c)(2) to be provided by Pace for such purpose;

WHEREAS, the RTA Board adopted the 2020 operating budget of the Service Boards on December 19, 2019;

WHEREAS, the adopted budget for Pace Suburban Service includes a budgeted operating deficit and a budgeted system-generated revenue recovery ratio, which reflect and measure the financial condition and results of operations of the public transportation services subject to the jurisdiction of Pace; and

WHEREAS, the year-to-date operating results of Pace Suburban Service, through the first quarter of 2020, were:

	<u>YTD</u>
Operating Deficit (in millions)	
Actual	<u>\$41.6</u>
Budget	<u>\$45.9</u>
System-Generated Revenue Recovery Ratio	
Actual	<u>28.8%</u>
Budget	<u>29.5%</u>

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the RTA hereby finds that the year-to-date financial condition and results of operations of the public transportation services subject to the jurisdiction of Pace Suburban Service, through the first quarter of 2020, **are not substantially in accordance with Pace’s budget as adopted by the RTA Board on December 19, 2019 due to rapidly deteriorating financial trends and the resulting contribution of such trends to the unfavorable regional system-generated revenue recovery ratio result.**

BE IT FURTHER RESOLVED, that a copy of this resolution be submitted to the Governor and the Auditor General of Illinois in accordance with Section 4.11(e) of the RTA Act.

RESOLUTION NO.

WHEREAS, pursuant to section 4.11(c)(2) of the Regional Transportation Authority Act (the “RTA Act”) the Board of Directors of the Regional Transportation Authority (the “RTA”) determines whether the quarterly financial condition and results of operations of the public transportation services subject to the jurisdiction of the Suburban Bus Division of the RTA (“Pace”) are substantially in accordance with Pace’s approved budget for that period, not by way of audit but rather through the assessment of data compiled from the financial statements and reports required by section 4.11(c)(2) to be provided by Pace for such purpose;

WHEREAS, the RTA Board adopted the 2020 operating budget of the Service Boards on December 19, 2019;

WHEREAS, the adopted budget for Pace Regional ADA Paratransit includes a budgeted operating deficit and a budgeted system-generated revenue recovery ratio, which reflect and measure the financial condition and results of operations of the public transportation services subject to the jurisdiction of Pace; and

WHEREAS, the year-to-date operating results of Pace Regional ADA Paratransit, through the first quarter of 2020, were:

	<u>YTD</u>
Operating Deficit (in millions)	
Actual	<u>\$43.3</u>
Budget	<u>\$42.1</u>
System-Generated Revenue Recovery Ratio	
Actual	<u>10.9%</u>
Budget	<u>10.9%</u>

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the RTA hereby finds that the year-to-date financial condition and results of operations of the public transportation services subject to the jurisdiction of Pace Regional ADA Paratransit, through the first quarter of 2020, **are not substantially in accordance with Pace’s Regional ADA Paratransit budget as adopted by the RTA Board on December 19, 2019 due to a rapidly deteriorating operating deficit variance.**

BE IT FURTHER RESOLVED, that a copy of this resolution be submitted to the Governor and the Auditor General of Illinois in accordance with Section 4.11(e) of the RTA Act.

RESOLUTION NO.

WHEREAS, section 4.01(b) of the Regional Transportation Authority Act (the “RTA Act”) requires the Board of Directors of the Regional Transportation Authority (the “RTA”) to prepare an annual budget and financial plan that show that the level of fares and charges for mass transportation provided by, or under grant or purchase of service contracts of the Service Boards, is sufficient to cause the aggregate of all projected revenues from such fares and charges received in each fiscal year to equal at least 50% of the aggregate costs of providing such public transportation in such fiscal year;

WHEREAS, pursuant to section 4.11(c)(2) of the RTA Act, the Board of the RTA determines whether the quarterly financial condition and results of operations of the public transportation services subject to the jurisdiction of its Service Boards - the Chicago Transit Authority, the Commuter Rail Division, and the Suburban Bus Division - are substantially in accordance with the RTA’s approved budgets for the Service Boards for that period, not by way of audit but rather through the assessment of data compiled from the financial statements and reports required by section 4.11(c)(2) to be provided by the Service Boards for such purpose;

WHEREAS, the RTA Board adopted the 2020 operating budget of the Service Boards on December 19, 2019;

WHEREAS, the budgets approved by the RTA for the Service Boards include a budgeted operating deficit and a budgeted system-generated revenue recovery ratio, which reflect and measure the financial condition and results of operations of the public transportation services subject to the jurisdiction of the Service Boards;

WHEREAS, the year-to-date combined operating deficit of the Service Boards, including Pace Regional ADA Paratransit, through the first quarter of 2020, was:

	YTD	
Operating Deficit (in millions)		
Actual	<u>\$450.5</u>	
Budget	<u>\$438.1</u>	; and

WHEREAS, the system-generated revenue recovery ratio of the entire regional public transportation system, apart from ADA Paratransit services, through the first quarter of 2019, was:

	<u>YTD</u>
System-Generated Revenue Recovery Ratio	
Actual	<u>43.5%</u>
Budget	<u>47.0%</u>

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the RTA hereby finds that the operating results of the entire regional public transportation system, through the first quarter of 2020, are not substantially in accordance with the budget as adopted by the RTA Board on December 19, 2019 **due to a rapidly deteriorating operating deficit variance and a recovery ratio result which is currently projected to end the year well below the 50% statutory requirement. The imminent availability of federal CARES Act funding to offset ongoing fare revenue shortfalls is expected to restore Service Board and regional financial results to acceptable levels by the second quarter.**

BE IT FURTHER RESOLVED, that a copy of this resolution be submitted to the Governor, the Mayor of Chicago, and the Auditor General of Illinois, in accordance with Section 4.11(e) of the RTA Act.



**Regional
Transportation
Authority**

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

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 12, 2020

**Re: Ordinance authorizing an amendment to the 2020 Service Board
and Agency Operating Funding Amounts**

Staff is requesting Board adoption of an ordinance which amends the 2020 RTA operating funding amounts. The proposed amendment recognizes the imminent availability of federal CARES Act funding, which is intended to backfill lost fare revenue and anticipated shortfalls in public funding caused by COVID-19 mitigation efforts and related job losses. In accordance with section 4.11(c)(1) of the RTA Act, revised 2020 operating budgets are required to be submitted by the Service Boards by August 4, 2020 for consolidation into a revised 2020 regional operating budget to be considered for Board adoption. The revised mainline Service Board budgets shall incorporate the amended RTA funding amounts contained herein, provide an updated ridership and fare revenue forecast, and indicate the resulting amount of each Service Board's apportionment of CARES Act funding expected to be needed to support 2020 operating expense levels. Funding for ADA Paratransit is proposed to be amended lower due to sharply reduced demand for this service during the pandemic. Reducing the ADA Paratransit funding level releases additional sales tax to the mainline Service Boards, mitigating the overall RTA funding shortfall.

Previous Actions

Date	Ordinance	Purpose
09/12/19	2019-49	Adoption of 2020 Operating Funding Amounts
12/19/19	2019-65	Adoption of Regional 2020 Budget and Capital Program
04/16/20	2020-11	Adoption of CARES Act Federal Funding Allocations

The RTA Board approved the 2020 operating funding amounts for the Service Boards on September 12, 2019 and subsequently adopted the Service Board and regional operating budgets, which conformed to those funding amounts, on December 19, 2019.

COVID-19 Impacts

The implementation of COVID-19 mitigation efforts has had a profound impact on the entire country, including immediate and likely lasting declines in transit ridership and funding. In Illinois, Governor Pritzker issued a Stay-at-Home order effective March 21. By the end of that month, RTA system daily ridership had fallen to approximately 15% of normal levels, with each Service Board and ADA Paratransit reporting ridership losses of at least 70% which have continued through April and into May. RTA sales tax receipts are expected to fall by as much as 50% in the near term, with some recovery expected as we move into the summer months, before deteriorating again with an assumed resurgence in COVID-19 cases and renewed mitigation efforts in late autumn. For the full calendar year, sales tax is projected to decrease by 28.5% versus 2019, with commensurate drops in State PTF levels and Real Estate Transfer Tax receipts.

The following table shows the currently anticipated changes in RTA funding categories by Service Board, totaling \$543.1 million, and the currently projected amount of CARES Act funding that would need to be drawn down to offset the 2020 mainline RTA funding decreases. No CARES Act offset is shown for ADA Paratransit because the lower RTA funding level should be sufficient to meet the greatly reduced demand for ADA Paratransit service. For the RTA, the Agency's 2% share of the region's CARES Act funding is not currently projected to fully cover the expected sales tax loss. The resulting projected \$7.7 million shortfall will be addressed in a budget revision including potential use of RTA reserves.

It should be noted that due to the extreme uncertainty of the current environment, the projected funding losses shown in the table below and the resulting amended funding amounts contained in Schedule I-A are a best estimate, created in collaboration with the Service Board finance teams, but subject to revision as the year progresses. Such changes will require a corresponding change in the amount of CARES Act funding drawn down by the Service Boards to offset actual RTA funding losses.

2020 Impact (millions)	CTA	Metra	Pace	ADA	RTA	Total
Sales Tax ¹	(\$156.2)	(\$121.6)	(\$47.2)	(\$51.9)	(\$36.5)	(\$413.4)
PTF ²	(\$83.3)	(\$15.1)	(\$6.2)	-	-	(\$104.6)
RETT	(\$25.2)	-	-	-	-	(\$25.2)
RTA Funding Change	(\$264.6)	(\$136.7)	(\$53.4)	(\$51.9)	(\$36.5)	(\$543.1)
CARES Act Funding Offset	\$264.6	\$136.7	\$53.4	-	\$28.8	\$483.5
Total Funding Change	-	-	-	(\$51.9)	(\$7.7)	(\$59.6)

¹ Includes ICE funding and, for Pace, SCMF.

² Includes PTF on RETT. Assumes State 5% PTF cut ends in July 2020.

COVID-related impacts on the State of Illinois budget are not yet known, but could include extension of, or additional, cuts to transit funding. Like the adopted 2020 budget, the 1.5% surcharge on RTA sales tax receipts is assumed to remain in place through the calendar year, but the 5% cut to State PTF payments is assumed to end at the start of SFY 2021 in July 2020. An extension or increase of the 5% PTF cut would worsen the 2020 funding impact, as would any State actions increasing the 1.5% surcharge on RTA sales tax receipts or reducing the Reduced Fare Reimbursement, ADA Paratransit funding, or ASA/AFA support for debt service on RTA-issued SCIP bonds. While State payments to the RTA continued to flow reliably in April, any future worsening of State delays will also have a deleterious effect on regional funding due to increased RTA short-term borrowing expense to buffer the impact of such delays on the Service Boards.

Revised Budgets Required

The funding amendment ordinance requires the Service Boards to submit revised 2020 operating budgets to the RTA within 75 days of RTA Board adoption, which translates to August 4. This period should give the Service Board staffs time to refine ridership and fare revenue forecasts based on more recent actual results and share these assumptions with their Boards. At a minimum, revised Service Board budgets should:

1. Include actual operating results for January through June 2020.
2. Contain a revised ridership and fare revenue forecast for the balance of 2020.
3. Allocate a corresponding amount of the Service Board's share of CARES Act funding as operating revenue, to offset projected fare revenue shortfalls from the original budget.
4. Incorporate the amended RTA funding amounts contained in Schedule I-A. Monthly detail will be provided to the Service Boards by RTA staff.
5. Allocate a corresponding amount of the Service Board's share of CARES Act funding as public funding, to offset projected public funding shortfalls from the original budget.
6. Revise operating expense levels, at Service Board discretion.

Pace will be required to submit a revised ADA Paratransit operating budget conforming to the proposed RTA funding level of \$129.4 million, which includes State ADA Paratransit funding. RTA recently received from the State the July 2019 through April 2020 portions of the \$8.4 million of ADA funding appropriated in the SFY 2020 budget. Because the heightened degree of uncertainty in the current environment makes it particularly difficult to forecast demand for ADA Paratransit service, at year end Pace may require additional funding to be provided from the RTA's ADA Paratransit reserve, subject to approval of the RTA Board.

The resulting Service Board budgets should be balanced, meet required 2020 recovery ratios, and all other criteria for adoption listed in section 4.11(b)(2) of the RTA Act. After evaluation by RTA staff, the proposed Service Board budgets will be considered for adoption at the August RTA Board meeting, along with a revised RTA Agency Budget, forming an amended 2020 Regional Operating Budget.

Recovery Ratio Considerations

The ongoing loss of fare revenue related to lower ridership will cause the Service Board and Regional recovery ratios to fall out of compliance with RTA Board and RTA Act requirements as 2020 progresses. Because the CARES Act funding is being provided specifically to replace revenue lost due to the COVID-19 pandemic, staff has concluded that CARES Act funding requisitioned by the Service Boards to replace fare revenue shortfalls from budget may be included as operating revenue, consistent with generally accepted accounting principles. Approval of that provision by the RTA Board is included in the attached ordinance in order to allow the Service Boards and Region to meet the required recovery ratios during the CARES Act funding drawdown period. In the meantime, recovery ratio relief should be a legislative priority for the RTA as the Service Boards seek to right size the transit system in preparation for what could be an extended period of reduced ridership upon emergence from the current crisis.

CARES Act Requisitions

It is important to recognize that the federal section 5307 CARES Act funding serves a dual purpose: replacement of fare revenue losses due to decreased ridership and replacement of public funding losses due to reductions in sales tax, PTF, and RETT receipts. To ensure transparency, the Service Boards will be directed to submit requisitions to the FTA in a consistent manner. Specifically, requisitions for fare revenue replacement should occur shortly after the close of monthly financial results, and such requisitioned amounts should be identified as operating revenue within a Service Board's normal monthly results submittal to the RTA for proper inclusion in recovery ratio calculations.

Separately, requisitions for public funding replacement should not occur until receipt of a given month's sales tax results from the RTA. At that same time, RTA will provide an accounting of each Service Board's total public funding shortfall from the original budget for that month, and requisitions are not to exceed that amount. This disciplined approach will allow the region to preserve more of our combined \$1.438 billion apportionment of CARES Act funding for the 2021 budget, the call for which is also on the May RTA Board meeting agenda.

Requested Action

The Board is requested to approve the attached ordinance which amends the 2020 RTA operating funding amounts, recognizes the availability of federal CARES Act funding, and directs the Service Boards to submit revised 2020 operating budgets within 75 days. In addition, the ordinance standardizes the CARES Act funding requisition process across the Service Boards and authorizes the inclusion of CARES Act funding associated with fare revenue replacement as operating revenue for recovery ratio purposes.

Prepared by: Finance, Innovation, and Technology

LPR/BRH/WDL/DKA
Attachments

ORDINANCE NO.

**AMENDMENT TO THE 2020 OPERATING FUNDING AMOUNTS OF
THE SERVICE BOARDS AND THE AUTHORITY**

WHEREAS, the Regional Transportation Authority (the “Authority” or the “RTA”) adopted the 2020 operating and capital funding estimates for the Service Boards and the Authority on September 12, 2019;

WHEREAS, the Regional Transportation Authority (the “Authority” or the “RTA”) adopted the 2020 operating budgets and capital programs of the Service Boards and the Authority on December 19, 2019;

WHEREAS, COVID-19 mitigation efforts that began in March 2020 are currently anticipated to reduce RTA sales tax, Public Transportation Fund, and Real Estate Transfer Tax receipts by over \$500 million for the 2020 budget year;

WHEREAS, Section 4.11(c)(1) of the Regional Transportation Authority Act (the “Act”) requires the Regional Transportation Authority (the “Authority” or the “RTA”), to advise the Service Boards of any significant change in the amount of operating funding available for a given budget year, and further requires that the affected Service Board(s) submit revised operating budgets in response, if deemed necessary by the Authority;

WHEREAS, the \$2 trillion Federal Coronavirus Aid, Relief, and Economic Security (“CARES”) Act was enacted on March 27, 2020, providing approximately \$25 billion of supplemental Federal Transit Administration (“FTA”) §5307 and §5340 (Urbanized Area) and §5337 (State of Good Repair) funding for transit systems nationwide;

WHEREAS, RTA Ordinance 2020-11 recognizes the allocation of the RTA region’s share of \$1.438 billion of CARES Act funding to the RTA and Service Boards in the following amounts: RTA \$28,764,509; CTA \$817,487,351; Metra \$479,216,723; and Pace \$112,756,876;

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

WHEREAS, for purposes of meeting the 50% regional system-generated recovery ratio requirement, Section 4.01(b)(i) of the RTA Act allows inclusion of Reduced Fare Reimbursement funding from the State of Illinois, and all other operating revenues consistent with generally accepted accounting principles;

WHEREAS, COVID-19 mitigation efforts are expected to have a material impact on RTA funding receipts and Service Board fare revenue well into the 2021 budget year, with no additional federal or State financial aid currently anticipated;

WHEREAS, the Service Boards require revised estimates of 2020 RTA funding by month in order to determine the amount of their CARES Act funding to program for 2020, which in turn will determine the remainder of their CARES Act funding projected to be available for developing the 2021 regional operating budget; and

WHEREAS, the 2020 funding requirement for ADA Paratransit service in the RTA region is projected to be significantly reduced due to decreased ridership and lower purchased transportation expense.

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

- 1) The amounts of RTA funding estimated to be available for funding the 2020 operating deficits of the Service Boards are amended as set forth in Schedule I-A attached hereto, and the projected cash flow of RTA funding to the Service Boards by month is amended as set forth in Schedule I-B. The RTA staff is hereby directed to provide the CTA, Metra, and Pace budget staffs with a detailed projection of the monthly RTA funding levels corresponding to the revised annual amounts shown in Schedule I-A, including a current projection of the monthly amount of CARES Act funding required to maintain original 2020 budgeted funding levels. Due to extreme uncertainty in the current environment, the funding projections contained in the attached schedules should be viewed as best estimates and are subject to change significantly as the year progresses.
- 2) The \$1.438 billion of CARES Act funding shall be allocated among the regional agencies as follows: RTA \$28,764,509; CTA \$817,487,351; Metra \$479,216,723; and Pace \$112,756,876. Only the amounts estimated to be needed to offset 2020 public funding shortfalls from the original 2020 budget are set forth in Schedules I-A and I-B.
- 3) The Service Boards are hereby directed to submit revised 2020 operating budgets to the RTA within seventy-five (75) days of receipt of a copy of this Ordinance from the Executive Director. Revised budgets must, at a minimum, incorporate the amended RTA funding amounts and the amounts shown as "Available CARES Act Funding" in Schedule I-A, contain updated ridership and fare revenue projections, and allocate additional CARES Act funding to offset the projected shortfalls of fare revenue from the original 2020 budgets. Revised budgets must be balanced, meet the recovery ratio requirements set forth in Schedule I-A, and meet all other criteria for adoption specified in section 4.11(b)(2) of the RTA Act.

- 4) The revised mainline Service Board budgets may retain the originally budgeted 2020 operating expense levels at the discretion of the individual CTA, Metra, and Pace Boards of Directors, except that actual expense results through June should be incorporated. For the remainder of the 2020 budget year, the Service Boards are strongly encouraged to implement actions to reduce operating expenses whenever possible, particularly in the fourth quarter, since any such savings will preserve a like amount of the region's finite apportionment of CARES Act funding for use in development of the 2021 regional operating budget.
- 5) In accordance with Section 4.11(c)(1) of the RTA Act, Pace is hereby directed to develop and submit to the RTA, within seventy-five (75) days of receipt of a copy of this Ordinance from the Executive Director, a revised 2020 ADA Paratransit operating budget incorporating the revised ADA Paratransit funding level set forth in Schedule I-A. Due to the current uncertainty in such a revised budget, RTA ADA Paratransit Reserve funds may be relied upon to satisfy the 2020 year-end funding requirement for ADA Paratransit, if needed, subject to the approval of the RTA Board.
- 6) The RTA staff is hereby directed to develop a revised Agency operating budget which incorporates the amended RTA funding amount and the amount shown as "Available CARES Act Funding" in Schedule I-A.
- 7) The Service Boards are hereby directed to submit CARES Act funding requisitions for fare revenue replacement to the FTA, after the monthly close of financial results, in the amount of their actual fare revenue shortfalls from the original 2020 fare revenue budget for that month or as otherwise required or permitted by FTA. Such requisitioned amounts are to be reported as operating revenue in monthly financial results submittals to the RTA, and such amounts are approved for inclusion in the calculation of system-generated revenue recovery ratios as allowed by Section 4.01(b)(i) of the RTA Act.
- 8) The Service Boards are hereby directed to submit CARES Act funding requisitions for public funding replacement to the FTA after the monthly close of financial results, in the amount of their accrued public funding shortfalls for that month from revised 2020 public funding estimates as provided in this ordinance, or as otherwise required or permitted by FTA. The Service Boards are directed to update their monthly shortfalls after receipt of monthly sales tax results from the RTA in the subsequent periods. Such requisitioned amounts are to be reported to the RTA staff for inclusion in monthly financial results presentations to the RTA Board. The RTA staff is hereby directed to provide an accounting of actual public funding shortfalls from the original 2020 budget along with the monthly sales tax results.
- 9) 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, allocation of operating funds among the Service Boards.

- 10) All provisions of previously adopted ordinances and resolutions not expressly amended or repealed by this amendatory ordinance remain in full force and effect.
- 11) 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 to make conforming changes to the 2020 regional operating budget.

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

	2020 Budget	2020 Change	2020 Amended
CTA			
Sales Tax I	409,156	(129,334)	279,822
Sales Tax II	59,879	(20,281)	39,598
PTF II	72,819	(18,566)	54,253
25% PTF on RETT	16,729	(5,686)	11,043
RETT	68,630	(25,177)	43,453
Non-Statutory Funding - PTF I ¹	235,735	(59,025)	176,710
Non-Statutory Funding - Sales Tax I ¹	5,463	(4,552)	910
Innovation, Coordination, and Enhancement (ICE) Funding ²	6,398	(2,019)	4,379
Total RTA Funding for Operations	874,809	(264,640)	610,169
Available CARES Act Funding - Public Funding Replacement	0	264,640	264,640
Total Funding for Operations	874,809	(0)	874,809
System-Generated Revenue Recovery Ratio	54.75%		54.75%
Metra			
Sales Tax I	316,947	(99,790)	217,157
Sales Tax II	48,652	(16,479)	32,173
PTF II	59,165	(15,085)	44,081
Non-Statutory Funding - PTF I ¹	0	0	0
Non-Statutory Funding - Sales Tax I ¹	4,439	(3,699)	740
Innovation, Coordination, and Enhancement (ICE) Funding ²	5,198	(1,641)	3,558
Total RTA Funding for Operations	434,402	(136,693)	297,709
Available CARES Act Funding - Public Funding Replacement	0	136,693	136,693
Total Funding for Operations	434,402	(0)	434,402
System-Generated Revenue Recovery Ratio	52.5%		52.5%
Pace Suburban Service			
Sales Tax I	100,141	(31,512)	68,629
Sales Tax II	16,217	(5,493)	10,724
PTF II	19,722	(5,028)	14,694
Suburban Community Mobility Fund (SCMF)	26,658	(8,414)	18,244
South Suburban Job Access Fund (SSJA)	7,500	0	7,500
Non-Statutory Funding - PTF I ¹	4,811	(1,205)	3,606
Non-Statutory Funding - Sales Tax I ¹	1,480	(1,233)	247
Innovation, Coordination, and Enhancement (ICE) Funding ²	1,733	(547)	1,186
Total RTA Funding for Operations	178,261	(53,432)	124,829
Available CARES Act Funding - Public Funding Replacement	0	53,432	53,432
Total Funding for Operations	178,261	(0)	178,261
System-Generated Revenue Recovery Ratio	30.3%		30.3%
Pace ADA Paratransit Service			
Sales Tax II and PTF II	172,862	(51,859)	121,003
State Funding for ADA Paratransit	8,395	0	8,395
Total RTA Funding for Operations	181,257	(51,859)	129,398
System-Generated Revenue Recovery Ratio	10.0%		10.0%
RTA Agency and Debt Service			
Sales Tax I - RTA Debt Service, JSIF, Agency and Regional Programs	126,927	(36,516)	90,411
Total RTA Funding for Operations	126,927	(36,516)	90,411
Available CARES Act Funding - Public Funding Replacement	0	28,765	28,765
Total Funding for Operations	126,927	(7,751)	119,175
Total Regional Operating Funding³	1,795,655	(59,610)	1,736,045

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

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

³ Total funding decrease results from the combination of ADA Paratransit funding decrease and RTA CARES Act funding shortfall.

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

	CTA	Metra	Pace	Pace ADA
Jan-20	-	-	-	14,405
Feb-20	-	-	-	14,405
Mar-20	-	-	-	14,405
Apr-20	59,899	28,692	11,460	14,405
May-20	61,318	27,369	10,933	14,919
Jun-20	62,739	26,300	10,512	7,923
Jul-20	56,518	26,380	10,457	9,322
Aug-20	64,419	33,097	13,094	7,923
Sep-20	64,448	34,044	13,446	7,923
Oct-20	72,704	39,522	15,540	7,923
Nov-20	79,319	38,485	15,201	7,923
Dec-20	75,731	38,502	22,711	7,923
Jan-21	84,529	41,613	16,218	-
Feb-21	79,135	40,063	15,462	-
Mar-21	86,558	44,415	17,125	-
Apr-21	27,492	15,917	6,101	-
Total ^{1,2,3}	874,809	434,402	178,261	129,398

¹ Estimated cash disbursements from 2020 funds total \$1.617 billion. Of these funds, \$474.6 million or 29.4% are not expected to be available until the first half of 2021.

² Includes projected CARES Act funding receipts which lag sales tax receipts by 1 month.

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

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 12, 2020

Re: Ordinance approving the 2021 Budget Call for the Annual Budget, Two-Year Financial Plan, and Five-Year Capital Program



**Regional
Transportation
Authority**

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The proposed ordinance approves and releases the 2021 Budget and Capital Program Call (the “Budget Call”). The Budget Call defines the schedule and information requirements that the Service Boards must follow for the development of the 2021 Budget, which includes the 2021 Operating Budget, 2022-2023 Two-Year Financial Plan, and 2021-2025 Five-Year Capital Program. These requirements focus on ensuring that the RTA has sufficient information to adequately evaluate the Service Boards’ budgets, coordinate resource allocation, and ultimately recommend adoption of the consolidated regional budget and capital program as outlined by the RTA Act.

The Budget Call contains an overview of the current economic environment and outlook, and includes a budget calendar that identifies key milestones and due dates. It also contains financial schedules and tables that are representative of the information necessary for the Service Boards to include in developing their budgets for submittal to the RTA.

What’s New for 2021

- 2021 RTA operating funding levels are expected to be as much as 20% below previously planned levels.
- Given the significant economic and cultural challenges facing transit agencies across the country due to COVID-19, each Service Board’s response to the Budget Call should provide a plan for recovery that will allow it to meet the evolving needs of its constituents in a safe and fiscally-responsible manner.
- A CARES Act funding drawdown plan must be included as shown in the operating revenue and public funding sections of Exhibits B and C.
- The capital program for each Service Board should identify capital projects to be undertaken in the 2021-2025 program period in accordance with the capital program strategic core requirements and goals identified through the performance-based capital allocations committee developed collaboratively by the RTA and Service Boards in 2020.
- Service Boards will no longer be required to submit Exhibit F regarding historical fare revenue and ridership data.

Budget Development Process and Budget Calendar

Even though the world has changed due to the ongoing COVID-19 pandemic, the general steps of the 2021 budget development process will be similar to previous years. Staff intends to present proposed RTA funding levels to the RTA Board prior to the statutory September 15th deadline, in August if realistic. Consideration of the funding levels in August gives Board members an earlier opportunity to understand the issues involved in the current year's proposal and provides the Service Board finance teams with more time to prepare their budgets before the RTA's submission deadline of October 16th.

Following the submission of the Service Boards' proposed budgets, the RTA will assemble a consolidated regional budget while the Service Boards conduct their public hearing process. After consideration of input from the public, the Service Boards will present their budgets and capital programs to their Boards for review and adoption in November, and then submit the adopted budgets to the RTA by November 15th. Following the process initiated with the 2018 budget, the RTA's public hearings and County Board presentations will be held after the Service Boards submit their adopted budgets and capital programs to the RTA. Budget information will be posted on the RTA website well in advance of the RTA public hearings in order to provide opportunity for public review and input.

Review of the budgets at a special RTA Finance Committee meeting in late November has again been included as part of the budget approval process. This year's calendar also continues to include opportunities for public participation in the capital program development process through presentations to the CMAP Transportation Committee and postings on the RTA website. These steps will allow the RTA to inform and receive input from the public as the capital program is developed, as required by state and federal law. Finally, the budget and capital program will be considered for adoption by the RTA Board at its December 17th Board meeting.

Information Requirements

Information requirements for the budget include operating, capital program, and long-term debt, as well as providing audited results, estimates, and projections when applicable. The Service Boards are expected to identify the underlying assumptions used to formulate any projections they provide. In order for the RTA to effectively evaluate the financial implications of operations, the Service Boards must also submit the service plans used to develop their budgets, and must highlight any material changes to the existing baseline service levels along with the rationale for such changes.

Consistent with the criteria outlined in the RTA Act, the RTA will assess the Service Board budgets both from a financial and operational perspective, seeking to verify that they demonstrate financial viability, operational efficiency, and program effectiveness on both a short- and long-term basis.

The RTA requires detailed information on both potential capital projects and potential revenue sources available for the Five-Year Capital Program. Based on RTA Board direction last December, a performance-based capital allocations committee was formed of RTA and Service Board staff. The committee's work will be presented at the July RTA Board meeting in draft form and then released for a 45-day public review and comment period, followed by a final draft and a request for Board approval. In anticipation of this work being approved during this calendar year, it is necessary as a part of this budget call to collect information to implement the new Investment Framework that is under development.

This information will support the development of preliminary Five-Year Capital Program funding amounts to be considered for adoption by the RTA Board no later than September 15, as well as the Five-Year Capital Program to be adopted in December. In addition to the five-year capital program, each Service Board will be required to provide an updated set of "Ten-Year [Priority Projects](#)" that reflects the Agency's top capital funding priorities.

Next Steps

The objective of the RTA in the budget development process is to determine the allocation of resources that will enable the transit system to best provide service to the region, thus satisfying the RTA's accountability to constituents. The 2021 budget process will again focus on collaborative and active communication with the Service Boards throughout the planning period to ensure comprehensive budgets and capital programs will be ready for review by the RTA Board in December.

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

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

ORDINANCE NO.

WHEREAS, the Regional Transportation Authority Act (the “RTA Act”) requires the Regional Transportation Authority (the “RTA”) to subject the operating and capital plans and expenditures of the Service Boards in the metropolitan region with regard to public transportation to continuing review so that the RTA may budget and expend its funds with maximum effectiveness and efficiency;

WHEREAS, Section 4.01 of the RTA Act (i) authorizes the RTA to establish forms and schedules to be used and information required to be provided in the development of operating and capital budgets by the Service Boards, (ii) requires the Service Boards to furnish to the RTA such information as may be required by the RTA, and (iii) authorizes the RTA to develop financial practices to be followed by the Service Boards in the budgeting and expenditure of public funds, and assumptions and projections that the Service Boards must follow in preparing their operating and capital budgets;

WHEREAS, regional CARES Act funding for transit of \$1.438 billion has been apportioned and allows FTA grants for reimbursement of lost revenue due to the coronavirus public health emergency, providing a mechanism to replace both RTA public funding shortfalls from budget and Service Board fare revenue shortfalls from budget;

WHEREAS, COVID-19 mitigation efforts are expected to have a material impact on RTA funding receipts and Service Board fare revenue well into the 2021 budget year, with no additional federal or State financial aid currently anticipated; and

WHEREAS, the RTA has developed the 2021 Budget and Capital Program Call (the “Budget Call”), which establishes guidelines and instructions regarding information that the RTA requires from the Service Boards in order to execute its responsibilities and authority under the RTA Act.

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

- 1) The RTA adopts and authorizes the release of the 2021 Budget and Capital Program Call, substantially in the form attached hereto.
- 2) The Executive Director is authorized and directed to transmit the 2021 Budget and Capital Program Call to the Service Boards.
- 3) The Executive Director is authorized and directed to take such other actions as may be needed to implement and enforce this ordinance and the 2021 Budget and Capital Program Call.

2021 Budget and Capital Program Call

Instructions / Requirements
For CTA / Metra / Pace

Overview

This document defines the items that the Service Boards should use to develop the 2021 Budget and Capital Program (hereafter referred to as the “Budget Call”), which includes the 2021 Operating Budget, Two-Year (2022-2023) Financial Plan, Five-Year (2021-2025) Capital Program, and Ten-Year (2021-2030) Priority Projects. These requirements focus on ensuring that the RTA has sufficient information to adequately evaluate the Service Boards’ budgets, financial plans, and capital programs, coordinate resource allocation, and ultimately recommend adoption of the consolidated regional budget, as outlined in the RTA Act. The objective of this process is to determine the allocation of resources so that the transit system can best provide service to the region, for both its customers and the taxpayers. To achieve this end, the RTA will again focus on a collaborative budget development process with the Service Boards.

The RTA and Service Boards have collaboratively developed a new framework for Capital Programming. The new requirements for the Capital Program are described in Sections 4 and 5 of this document. The budget calendar includes additional opportunities for public input to the capital program development process in conformance with federal and state law. The complete Budget Call process is outlined in the paragraphs below. Please provide the correct Exhibit with each section of the submission.

Exhibit A (Budget Calendar) provides a comprehensive timeline for the annual planning process that identifies key milestone activities and due dates. One of the critical dates in Exhibit A is October 16th, the deadline for the Service Boards to submit their proposed budgets and capital programs to the RTA. In the event that a Service Board is unable to provide a proposed budget by this date, it must submit a draft budget, which will enable the RTA to prepare a consolidated regional budget for review by the RTA Board and for presentation to the public in advance of public hearings.

Exhibits B – through E in the Budget Call are financial schedules and tables that identify the information necessary for the Service Boards to include in developing their budgets. The intent of the exhibits is to present the information requirements; however, the Service Boards can submit the information outlined in these exhibits in the formats they currently use to develop their own budgets. The Service Boards’ budget submission to the RTA should include the formal budget documents submitted to their Boards and released to the public, if available, as well as supporting information and all relevant underlying assumptions. Pace will be required to prepare separate plans for Suburban Service and ADA Paratransit service. Beginning with the 2021 Budget Call, the Service Boards will no longer be required to complete and submit Exhibit F regarding historical fare revenue and ridership.

Exhibit G requests project and financing information for projects in the 2021-2025 capital program. This Exhibit has been revised this year to collect information necessary to implement the new Investment Framework that was discussed during the performance-based capital allocations committee. Exhibit H requests 10-year priority project and financing information. Exhibit I requests project and financing information on the Service Boards’ proposed use(s) of ICE funding for 2021-2023. Exhibit J requests financing plan information, which includes information about the Service Boards’ proposed long-term debt issuances or other financing agreements. Exhibit K is a submission checklist that the Service Boards

may use in conjunction with the Budget Call to ensure that they have provided all of the information that the RTA has requested.

Economic Outlook

Growth in national Gross Domestic Product (GDP), the value of all goods and services produced in the United States, was 2.6% in 2019, compared to 2.9% in 2018. The Congressional Budget Office's current projections of real economic growth in 2020 and 2021 will likely change significantly due to the onset of the novel coronavirus in the first quarter of 2020.

The national unemployment rate finished 2019 at 3.5%, which quickly took a turn for the worse in 2020 as the effects of COVID-19 resulted in many American job losses. In early May, the Bureau of Labor Statistics (BLS) reported the April national unemployment rate had risen to 14.7%, a level which already exceeds the 2008-2009 great recession peak unemployment rate of 10.0%. The Congressional Budget Office (CBO) expects the national unemployment rate to worsen further to 16% during the third quarter. Locally, the Illinois Department of Employment Security (IDES) reported that the unemployment rate in the RTA region finished 2019 at a historically low 3.3%, but increased to 5.2% in March 2020 and is expected to worsen in line with the national rate when April IDES statistics are released.

The average price of gasoline in the region has dropped sharply to \$2.03 per gallon in April 2020, down more than a full dollar from prior year. The U.S. Energy Information Administration (EIA) reported the national average similarly plummeted to \$1.94 in April 2020. Demand for gasoline has been directly impacted by the Governor's Stay at Home Order put in place on March 21. The strict containment measures enacted in mid-March 2020 have dramatically reduced all forms of travel, resulting in minimal transit ridership across all Service Boards and ADA Paratransit in the near term.

According to the National Association of Realtors (NAR), pending home sales in March 2020 plummeted by 20.8% nationally from the prior month, and fell by 16.3% versus March 2019. This decline, again prompted by the coronavirus pandemic, restricted overall housing activity as evidenced by the extremely poor performance of the City of Chicago's Real Estate Transfer Tax (RETT) receipts in the first quarter.

Given the economic downturn in progress and the difficulties of accurately forecasting in the current environment, the journey to achieving a new level of normalcy will be among the greatest challenges American public transportation has ever faced.

Funding Outlook

The RTA region finished 2019 within budgeted operating deficit levels. This strong performance continued briefly in 2020 prior to the onset of COVID-19 pandemic impacts in March. As a result of virus mitigation efforts and associated job losses, RTA funding for 2020 is currently projected to fall more than \$500 million short of originally budgeted levels. The current expectation for 2021 is that sales tax will rebound by approximately 15% from 2020, but may still remain more than 20% below previously expected levels. These projections will be refined prior to RTA Board adoption of 2021 RTA funding levels.

In response to the national COVID-19 crisis, the RTA region is expected to gain access to \$1.438 billion in federal CARES Act funding in 2020 to relieve both operating revenue and public funding shortfalls across the Service Boards and RTA Agency. Any CARES Act funding not planned to be drawn down in 2020 will

carry over to 2021 and is required to be shown in the fare revenue and public funding sections of Exhibits B and C.

RTA 2016 budget ordinance 2015-55 rescinded the RTA's Fund Balance and Fund to Budget policies and instead made each Service Board responsible for maintaining its own fund balance and reserve plan to cover unforeseen shortfalls in revenue or increases in expenses until service levels and fares can be adjusted. Ordinance 2015-55 further required that each Service Board provide an annual update to its fund balance and reserve plan as a part of its budget submission, due by October 16th, 2020. The RTA will continue to be responsible for managing delays in State payments for operating funding and debt service, borrowing within its statutory limit as necessary to keep operating funding flowing to the Service Boards in a timely manner.

Service Board Information Requirements

- 1. Environmental Outlook and Recovery Plan.** Each Service Board will submit a narrative regarding the environmental outlook for the budget year. The environmental outlook is to address items such as the Service Board's transportation market, service delivery (including service plan information outlined below), and fare policies. The narrative should identify, describe, and quantify any assumptions, risks and opportunities associated with the 2021 Budget, 2022-2023 Two-Year Financial Plan, and the Five-Year (2021-2025) Capital Program.

Given the significant economic and cultural challenges facing transit agencies across the country due to COVID-19, each Service Board's response to the Budget Call should provide a plan for recovery that will allow it to meet the evolving needs of its constituents in a safe and fiscally-responsible manner. These recovery plans must include a discussion of the changes that the Service Board plans to make in the 2021 budget year and in the years that follow to continue to achieve the vision and goals of *Invest in Transit*, the Regional Transit Strategic Plan adopted by the RTA Board in January 2018, in light of the current crisis:

- Deliver value on our investment – strategies that maximize our collective investment through diversifying funding sources, setting clear priorities and contribute to economic strength and competitiveness.
- Build on the strengths of our network – strategies which prioritize in six key market areas, influence roadway design for transit and pedestrian treatments, seek innovative opportunities, facilitate seamless connections and tailor services to meet travel needs.
- Stay competitive – strategies which improve bus speed and reliability, advance bus priority, invest in technology, pursue regulation of private mobility services where appropriate, invest in continued Ventra mobile app development, conduct research, survey and data transfer, and improve amenities.

- 2. Service Plans.** As is traditionally part of the Budget Call, the RTA is also requesting service plan information from each Service Board to:

- Ensure that revenue and expense projections are consistent with service levels;

- Communicate to the general public the amount of service that will be provided on a year-over-year basis;
- Be able to coordinate with Service Board staff across the region in case of needed service reductions, service cuts, and service coordination in advance of public notification.

Given the impact of COVID-19 on revenue and ridership in 2020, it is expected that each Service Board will need to make adjustments in the 2021 budget year in order to meet budget and statutory requirements. Thus, the following information is requested from each Service Board:

- a. How will the Service Board adjust levels of service to meet constituent needs?
- b. Provide a description of the service reductions that will be implemented, the nature of the line or route cuts, a description of the potential impacts on other Service Boards, and the rationale for identifying the changes to be made.
- c. If a Service Board anticipates introducing new service, what are the parameters of the new service and what is its source of funding? If new service will be implemented as a result of receiving grant funding, identify the grant program, the amount awarded, and provide a description of the service (can be taken from the grant proposal).
- d. What is the estimated impact of proposed service adjustments on operating revenues and expenses in the 2021 budget and 2022-2023 financial planning years?

3. Financial Statements, Recovery Ratio Calculation, Staffing Levels, Operating Statistics, Energy Consumption, and Fare Revenue Data. The following information is to be submitted to the RTA:

- a. A detailed Schedule of Revenues and Expenses: These statements request actual operating results for 2019, an estimate for 2020, a proposed 2021 budget, and 2022-2023 plan. These schedules will allow the RTA to develop the consolidated regional budget. Revenue and expense categories presented in the budget should be consistent with the categories provided to the RTA in the Service Boards' monthly and annual financial reports and should include CARES Act funding as two separate line items within operating revenue and public funding. The Service Boards must demonstrate that in the budget and plan years the balance among system generated revenues, authorized credits, and expenses is adequate to achieve the Service Board's recovery ratio requirement. The Service Boards should detail these plans in Exhibits B and C. The RTA requests that the Service Boards provide a detailed public funding section in their response to the Budget Call. Within the public funding section, the Service Boards should identify all operating grants from local, state, and federal authorities, including those funds provided and estimated by the adopted RTA funding amounts. The RTA requests that the Service Boards plan for any CARES Act funding intended to replace lost sales tax, PTF, and RETT revenue in a separate line item. Local Dial-a-Ride reimbursements and Public/Municipal contracted services reimbursements may continue to be classified as operating revenues. Reduced fare reimbursement from the State and required annual contributions to CTA from Cook County and the City of Chicago should also be classified as operating revenue. Further details can be found in Exhibit B.

- b. All figures used to calculate the recovery ratio on a budgetary basis for each Service Board: Exhibit C provides for CARES Act funding which replaces lost fare revenue to be included as operating revenue for recovery ratio purposes, and also shows each recovery ratio credit currently available to CTA, Metra, and Pace. The Service Boards should use Exhibit C of the Budget Call or a similar schedule to develop their projected recovery ratios. Consistent with the RTA Act, Pace must prepare the recovery ratio calculation on separate schedules for Pace Suburban Service and Regional ADA Paratransit service. ADA Paratransit will be excluded from other operating services in calculating the statutory regional recovery ratio. In the event it does not intend to use an available credit, the Service Board should explicitly inform the RTA in their response to the Budget Call.
 - c. Staffing levels summarized by department (Exhibit D): This schedule should be detailed in a format that is consistent with the Service Board’s Organizational Chart and includes both the number of employees and Full Time Equivalents (FTE). When actual numbers are not available, the Service Board should provide their best estimate for the 2019 actual, 2020 estimate, 2021 budget, and 2022-2023 financial planning years.
 - d. Operating, Service Plan, and Energy Consumption data (Exhibit E): Operating statistics and energy consumption data should be provided by mode. The statistics should be consistent with budgeted financial trends and the agency’s service plan. Each Service Board should provide operating statistics for the 2019 actual, 2020 estimate, 2021 budget, and 2022-2023 financial planning years.
- 4. Five-Year Capital Program:** The capital program for each Service Board should identify capital projects to be undertaken in the 2021-2025 program period in accordance with the capital program strategic core requirements and goals identified through the performance-based capital allocations committee developed collaboratively by the RTA and Service Boards in 2020:
- Strategic core requirements of the Capital Program:
 - Enhance Safety and Security
 - Achieve Full Accessibility
 - Meet Regulatory Requirement
 - Improve Equity
 - Strategic goals from *Invest in Transit*:
 - Deliver Value on our Investment
 - Build on the Strengths of Our Network
 - Stay Competitive

Projects should be proposed to the assumed funding levels for each agency that correspond to RTA Board adopted levels. The RTA requests that the Service Boards provide a preliminary estimate of additional funding from Service Board/local revenues including Service Board bond proceeds, anticipated federal flexible/discretionary funds, RTA ICE funds and any debt repayment

amounts. It is requested that preliminary funding estimates be submitted by July 17, 2020 for inclusion in the funding amounts for RTA Board adoption.

In addition, please provide the following items in your budget submission:

- A. Submit all projects to be included in the 2021-2025 Capital Program. This submission should include an indication regarding each project's impact on the strategic core requirements and goals as summarized above, as well as a list of regional plans (e.g. ON TO 2050, Invest in Transit) in which the project is included. Service Boards can submit project information that was submitted for (Service Board) Board approval in the format(s) they currently use for their own 2021-2025 Capital Program development, provided the new strategic core requirements and goals information is included.
- B. Submit Exhibit G for each project. General guidance on elements of Exhibit G are below, with emphasis on items that are new this year:
 - For each project, provide the geographic location of the assets included using identifiers such as milepost, street intersection, station or bridge names, garage name, or rail line. The RTA will use this information to provide accurate reflections of the project location for analysis and public communication purposes. Please separate projects that include multiple, disconnected locations into separate projects.
 - Complete a project scope for all projects and include a complete description showing all significant elements of the project including goals, deliverables, tasks, and timeframe. For rolling stock projects, identify vehicles to be replaced and/or a description of new services, the number of vehicles being purchased, the vehicle size, and whether the vehicles incorporate alternative fuel technology. For RTA or state bond funded projects, please be as specific as possible regarding what asset(s) is being purchased with these funds and the location of the project. For example, if you are going to purchase 75 buses, but only 11 are to be funded with RTA bonds, please reflect this.
 - Provide a project justification that includes the purpose of the project and the qualitative and quantifiable impacts of completing the project including significant impacts related to the evaluation criteria identified (i.e. ridership growth, travel time savings, SGR backlog reductions, safety improvements etc.). Describe specific benefits of the project to Service Board operations, passengers, community residents, and public stakeholders. Include the impact of the completed project on the operating budget. Particular attention should be given to progression toward achieving a SGR.
 - Provide an estimated or actual project start date and estimated project completion date. This information will be used to monitor project status.
 - Indicate which capital program strategic core requirements and goals are most impacted by the project. This information will be used to communicate the impact of the capital program on achieving the goals and requirements of *Invest in Transit*.

- Indicate the regional and agency plans in which the project is included. This information will be used to communicate the impact of the capital program in achieving the goals of regional and agency plans.
- C. The Service Boards must articulate their methodology for analyzing priorities and selecting projects to be funded in the 2021-2025 Capital Program. Each Service Board should provide any revisions to their TAM Plans and reaffirm that the processes outlined in the TAM Plan were used to identify the projects in their capital program. RTA will use this to understand each Service Board’s approach to TAM, and to inform RTA’s Strategic Asset Management (SAM) activities that will commence in the 2021-22 budget cycle.
- 5. Ten-Year Priority Projects 2021-2030:** Each Service Board is required to provide an updated set of 10-year priority projects that reflects the Agency's top capital funding priorities. Submit an Exhibit H, or spreadsheet with the same information as Exhibit H, for all priority projects, for modifying the levels of prior-year priority projects, or for removing a project that was previously submitted. This information will be used to update the RTA's list of capital needs and understanding of progress toward the *Invest in Transit* Priority Projects. This year, the following information is also requested for these projects:
- Indicate which capital program core requirements and goals are most impacted by the project.
 - Indicate the regional and agency plans in which the project is included.
- 6. ICE Projects:** Complete Exhibit I for each proposed ICE project. Explain how the project meets the requirements of the ICE program to advance the goals and objectives of the Regional Transit Strategic Plan and enhance the coordination and integration of public transportation and develop and implement innovations to improve the quality and delivery of public transportation. This year, the following information is also requested for these projects:
- Indicate if the project has been included in ICE Program previously.
 - Provide an estimated or actual project start date and estimated project completion date.
 - Indicate which capital program core requirements and goals are most impacted by the project.
 - Indicate the regional and agency plans in which the project is included.
- 7. Financing Plan:** The following information regarding proposed financing plans should be added to the Service Boards’ proposed budget or submitted separately to the RTA as part of the response to the Budget Call (Exhibit J):

Proposed Financing Plan

If a Service Board has issued new debt since the adoption of the 2020 Budget or is planning to issue debt or enter into other financing agreements (e.g. TIFIA or RIFF loans, vendor financing) as

part of their 2021 Budget, Two-Year Financial Plan, or Five-Year Capital Program, the following three items should be added to their response to the Budget Call.

- a. A description of each new or proposed long-term debt instrument to be used in the Budget, Two-Year Financial Plan, and/or Five-Year Capital Program. Provide a description of the purpose of the debt instrument, the value of the proposed issuance (at par), the interest rate(s), the issuance date, the date of the first principal payment, and the maturity date. Estimates can be used if actual values are not currently known. The Service Board should also provide a brief description of any debt limitations imposed on the funds being used to secure the debt instrument in question. If a debt instrument will be financed by utilizing a variable rate, includes balloon payments, uses credit enhancements, capitalizes interest, and/or defers principal payments, then the Service Board should identify this in their response to the Budget Call. If a Service Board intends to capitalize interest, the amount and period should be disclosed. If a new issuance intends to refund outstanding debt, the gain or loss from the refunding should also be disclosed.
 - b. If a debt instrument is secured by funds appropriated by the RTA, then a schedule of the annual principal and interest payments projected to be made through the financial planning years should be provided. The Service Board should identify the expense category from which the principal and interest payments will be made for the 2021 Budget and 2022-2023 Financial Planning years. If interest is capitalized on any such debt instruments, the amount and period should be disclosed.
 - c. If a debt instrument is secured by federally appropriated funds (e.g. Grant Anticipation Revenue Vehicles), then a description on the impact to federal capital funds should be provided. This description should take into consideration debt limits imposed by the RTA in Ordinance 2008-82 and amended in Ordinances 2010-120 and 2019-49, which defines a limit on the amount of federal funding a Service Board may use in any given year for debt service. Provide an estimate of the principal and interest payments through the five-year capital program for each proposed bond issuance using federal capital funds. The total use of federal capital funds for debt service should also be clearly identified in the schedules of the Service Board's Five-Year Capital Program.
- 8. Transfers to Operations:** RTA Ordinance 2007-48, adopted on September 14, 2007, stipulates that any use of capital funds for operations must not have a materially adverse impact on the State of Good Repair of the Service Board's capital assets. The Service Boards must provide the RTA justifications for any request in the 2021-2025 Capital Plan to use federal formula capital funds for operations.

2021 Proposed Budget and Capital Program Calendar

Date (2020)	Requirements
21-May	Budget and Capital Program Call Released: RTA releases the requirements that the Service Boards use to develop the 2021 Budget and Capital Program, which includes the Annual Budget, Two-Year (2022-2023) Financial Plan, and Five-Year (2021-2025) Capital Program. The 2021 Budget and Capital Program Call focuses on ensuring that the RTA has sufficient information to adequately evaluate the Service Boards' budgets and capital programs, coordinate resource allocation, and ultimately recommend adoption of the consolidated regional 2021 budget. RTA Board action required.
1-Jun	Preliminary Federal Funding: Preliminary federal funds for region as a whole posted on RTA website.
26-Jun	Capital Program Process Presentation: RTA Capital Programming staff presents Capital Program Development Process before Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee.
mid-Jul	Preparatory Funding Amounts Released: The RTA provides preliminary estimates to each of the Service Boards which include the operating funding amounts for the budget for the upcoming year and the financial plan for the subsequent two years, the budgetary recovery ratio for the upcoming year, and the preliminary capital program amounts for the upcoming five years.
Jul-Aug	Preparatory Funding Amounts Working Session(s): RTA Staff will convene with the Service Boards to advance the baseline estimates established in the preparatory funding amounts.
17-Jul	Preliminary Capital Funding Amounts: Service Boards submit estimates of capital funds to be used in support of their capital programs including federal, state, local and bond proceeds.
1-Aug	Preliminary Capital Funding Amounts Released: Preliminary capital funding amounts released and posted on RTA website.
20-Aug	Funding Amounts Presentation: RTA staff presents to the RTA Board the proposed funding amounts and recovery ratios to be used by each Service Board in developing their operating budget, financial plan, and capital program. If adopted, posted on RTA website, otherwise deferred to September Board meeting.
15-Sep	Statutorily Required Date for Adoption of Funding Amounts and Recovery Ratios: RTA Board will consider adoption of funding amounts and recovery ratios at September Board meeting, if not adopted in August. Adopted funding amounts and recovery ratios posted on RTA website, if not previously posted. The Service Boards and RTA will also exchange language and requirements for noticing of public hearings at this time.
16-Oct	Service Board Proposed Budget Submittal and Public Hearing Schedule: Service Boards provide their proposed Budgets, Reserve Plan, and information requirements to the RTA. <i>If proposed Budgets are not complete, a draft Budget should be provided that includes all available information and estimates of unavailable information.</i> The Service Boards also provide a proposed public hearing schedule at this time. If dates are not final, provide a proposed time frame in which public hearings will be conducted.
Oct - Nov	Service Board Budget and Capital Program Public Presentations: Service Boards release their proposed Budgets to the public. The Service Boards hold public hearings on their proposed Budget, Two-Year Financial Plan, and Five-Year Capital Programs, and present these proposals to the County Boards in the region.
15-Nov	Statutorily Required Date for Service Board Adopted Budget Submissions: Service Board Budgets, Two-year Financial Plans, and Five-Year Capital Program proposals are submitted to the RTA after being formally adopted by their Boards.
mid-Nov	Consolidated Budget Summary: RTA produces a summary of the consolidated proposed regional operating budget, financial plan, and capital program and posts it to the RTA website at least five days prior to the scheduled RTA public hearings.
Nov-Dec	RTA Budget and Capital Program Public Presentations: The RTA holds public hearings on the proposed regional Budget, Two-Year Financial Plan, and Five-Year Capital Program, and presents the proposed regional budget to the County Boards in the region.
19-Nov	RTA Finance Committee Review: Service Boards present budgets at a special meeting of the RTA Finance Committee and discuss critical issues and key assumptions with the RTA Board.
19-Nov	RTA Public Hearings: RTA staff holds a public hearing on the consolidated regional budget, financial plan, and capital program at the RTA offices. Hearing will be live-streamed to RTA-staffed locations in Suburban Cook County and the Collar Counties.
17-Dec	2021 Budget Adoption: RTA Board meets to consider adoption of the regional Budget, Financial Plan, and Five-Year Capital Program.
March 2021	Regional Input on Capital Program Development: Service Boards present overview of their capital programs before Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee and invite input regarding development of next year's program.
30-Apr-21	Ten-Year Financial Plan: The RTA produces a consolidated ten-year financial plan based on the adopted 2021 Budget. The Service Boards and RTA work collaboratively to produce a coordinated, regional financial plan.

Instructions:

- (1) The Schedule of Revenue and Expenses should include 2019 actual results, the current year (2020) estimate, the upcoming budget year (2021), and Two-Year Financial Plan (2022-2023) by revenue and expense class.
- (2) Include all operating grants provided by Local, State and Federal governments that the RTA does not provide in the funding amounts. Local contributions for directly operated services can continue to be classified as operating revenues.
- (3) Expense categories should be consistent with what is reported to the RTA in the Service Boards' monthly and annual financial reports, with greater detail provided as demonstrated below. Include a separate schedule if necessary.
- (4) Each Service Board should provide a beginning and ending Fund Balance.

Service Board Schedule of Revenue and Expense (1)					
Summary by Class					
(dollars in thousands)					
	2019	2020	2021	2022	2023
	Actual	Estimate	Budget	Plan	Plan
Operating Revenue					
Fare Revenue					
CARES Act Funding - Fare Revenue Replacement					
Reduced Fare Reimbursement					
All Other Revenue					
Advertisement					
Concessions					
Lease and Rentals					
Local Reimbursements for Service					
Investment Income					
Total Operating Revenue					
Public Funding (2)					
Adopted RTA Sales Tax and PTF amounts					
City of Chicago Real Estate Transfer Tax					
Non-RTA Operating Grants					
Homeland Security Grants					
CMAQ/JARC/New Freedom Grants					
CARES Act Funding - Public Funding Replacement					
Total Revenues					

Service Board Schedule of Revenue and Expense (1)

Summary by Class

(dollars in thousands)

Expenses (3)

Labor				
Base Salary				
Overtime				
Fringe Benefits				
Material				
Fuel				
Power				
Security				
Risk Management (I & D/Ins & Claims)				
Legal Fees				
Insurance/Claims				
Purchased Transportation Service				
All Other Expenses				
Debt Service - Pension Bonds				
Debt Service - Other				
Leases and Rentals				
Contract Services				
Miscellaneous				
Total Expenses				
Beginning Fund Balance (4)				
Ending Fund Balance				

Instructions:

- (1) Local funding and reimbursements for directly operated services can continue to be classified as operating revenues.
- (2) Includes Capital Farebox Revenue.

Budgetary Recovery Ratio Calculation Worksheet					
(in thousands)					
	2019	2020	2021	2022	2023
	Actual	Estimate	Budget	Plan	Plan
<u>CTA</u>					
Fare Revenue					
CARES Act Funding - Fare Revenue Replacement					
Reduced Fare Reimbursement					
Other (1)					
Total Operating Revenue					
Add: Senior/Disabled Ride Free Credit					
Add: In-Kind Revenue					
Total Revenue for Budgetary Recovery Ratio Calculation					
Operating Expenses					
Add: In-Kind Expenses					
Less: Pension Obligation Bond (POB) Debt Service					
Less: ICE-Funded Operating Expenses					
Less: Depreciation Expense					
Less: Security Exclusion					
Total Expenses for Budgetary Recovery Ratio Calculation					
CTA Budgetary Basis Recovery Ratio					
<u>Metra</u>					
Fare Revenue (2)					
CARES Act Funding - Fare Revenue Replacement					
Reduced Fare Reimbursement					
Other (1)					
Operating Revenue					
Add: Senior/Disabled Ride Free Credit					
Total Revenue for Budgetary Recovery Ratio Calculation					
Operating Expenses					
Less: Security Exemption					
Less: Depreciation Expense					
Less: Transportation Facility Leases					
Less: ICE-Funded Operating Expenses					
Less: Debt service on bond issuances					
Less: Pension expense in excess of actual contributions					
Total Expenses for Metra Budgetary Recovery Ratio Calculation					
Metra Budgetary Basis Recovery Ratio					

Budgetary Recovery Ratio Calculation Worksheet
(in thousands)

	2019 Actual	2020 Estimate	2021 Budget	2022 Plan	2023 Plan
<u>Pace Suburban Service</u>					
Fare Revenue					
CARES Act Funding - Fare Revenue Replacement					
Reduced Fare Reimbursement					
Other (1)					
Operating Revenue					
Add: Senior/Disabled Ride Free Credit					
Add: In-kind Revenue					
Total Revenue for Pace Budgetary Recovery Ratio Calculation					
Operating Expenses					
Add: In-kind Expenses					
Less: ICE-Funded Operating Expenses					
Less: SSJA-Funded Operating Expenses					
Less: Debt service on bond issuances					
Less: Pension expense in excess of actual contributions					
Total Expenses for Pace Budgetary Recovery Ratio Calculation					
Pace Budgetary Basis Recovery Ratio					
<u>ADA Paratransit Services</u>					
ADA Services Revenue					
Other (1)					
Total Revenue for Pace ADA Budgetary Recovery Ratio Calculation					
Operating Expenses					
Less: Capital Cost of Contracting					
Total Expenses for Pace ADA Budgetary Recovery Ratio Calculation					

Instructions: Provide both the number of FTE's and the number of employees. The detail should be consistent with the Service Boards' Organizational Chart, best estimates should be provided when exact numbers are not available.

# of Full Time Equivalent (FTE) and Employees					
By Department (Example)	2019	2020	2021	2022	2023
	Actual	Estimate	Budget	Plan	Plan
Executive Office					
Labor Relations					
Finance					
Marketing					
Bus Operations					
Bus Heavy Maintenance					
Rail Operations					
Rail Maintenance					
Service Board Total					

Instructions:

Operating Statistics should be provided by mode and should be consistent with financial schedules and service level estimates.

Schedule of Operating Statistics and Energy Consumption

(in thousands)

	2019	2020	2021	2022	2023
<u>Operating Information Detail</u>	Actual	Estimate	Budget	Plan	Plan
Ridership (unlinked)					
Passenger Miles					
Vehicle Revenue Miles					
Vehicle Revenue Hours					
Vehicle Deadhead Miles					
Gallons of Fuel Consumed - Revenue Service					
Kilowatt Hours Consumed - Revenue Service					

**Please Select Service Board
TEN-YEAR PRIORITY PROJECTS 2021-2030**

Submit this form for all priority projects that reflect your Agency's top capital funding priorities.

Project Name and Description			
Project Priority Status:		<input type="checkbox"/> New Priority Project <input type="checkbox"/> Previous Priority - Unchanged <input type="checkbox"/> Previous Priority - Modified	
Project Number (if known):			
Mode:		Please Select Mode:	
Asset Category:		Please Select Asset Category:	
Project Classification:		Please Select Project Classification:	
Capital Program Strategic Goals Most Impacted by this project (Select 1):		<input type="checkbox"/> Deliver Value on Our Investment <input type="checkbox"/> Build on the Strengths of Our Network <input type="checkbox"/> Stay Competitive	
Capital Program Strategic Core Requirements Most Impacted by this Project (Select up to 2):		<input type="checkbox"/> Enhance Safety and Security <input type="checkbox"/> Achieve Full Accessibility <input type="checkbox"/> Meet Regulatory Requirement <input type="checkbox"/> Improve Equity	
Plan Basis for Project (Select all that apply):		<input type="checkbox"/> ON TO 2050 Regional Plan <input type="checkbox"/> Invest in Transit Plan <input type="checkbox"/> Agency TAM Plan <input type="checkbox"/> Other Plan <input type="checkbox"/> Not Included in a Plan	
Project Description:			
Project Justification:			
Project Funding:		Total Funded/Programmed Amount:	
		Total Unfunded (2021-2030) Amount:	

**Please Select your Service Board
2021 ICE Project Submittal**

Project Name and Description					
Capital vs. Operating	Please Select Capital or Operating				
Capital Only Section - skip to "All Projects" if project is Operating					
Has this project been in the ICE Program previously?	Please Select Yes or No				
If yes, which years were they included in the ICE Program?	(Enter Year)	(Enter Year)	(Enter Year)		
Estimated or Actual Project Start Date (month/year)					
Estimated Project Completion Date (month/year)					
Project Location:					
Project Number:					
Related Project Numbers:					
Mode:	Please Select Mode:				
Asset Category:	Please Select Asset Category:				
Useful Life :					
Project Classification:	Please Select Project Classification:				
Capital Program Strategic Goals Most Impacted by this project (Select 1):	<input type="checkbox"/> Deliver Value on Our Investment <input type="checkbox"/> Build on the Strengths of Our Network <input type="checkbox"/> Stay Competitive				
Capital Program Strategic Core Requirements Most Impacted by this Project (Select up to 2):	<input type="checkbox"/> Enhance Safety and Security <input type="checkbox"/> Achieve Full Accessibility <input type="checkbox"/> Meet Regulatory Requirement <input type="checkbox"/> Improve Equity				
Plan Basis for Project (Select all that apply):	<input type="checkbox"/> ON TO 2050 Regional Plan <input type="checkbox"/> Invest in Transit Plan <input type="checkbox"/> Agency TAM Plan <input type="checkbox"/> Other Plan <input type="checkbox"/> Not Included in a Plan				
All Projects - must complete for both Capital and Operating					
Justification (Explain how it is an Innovation, Coordination, or Enhancement project. Include a description of project impacts and benefits.)					
Explain how the project supports the Strategic Plan goal area(s) that are checked.					
Funding:	Funding Source	2021	2022	2023	
	ICE Funding:				
	2021-2023 ICE Funding Total	\$ -			

Instructions: If a Service Board intends to issue debt or enter into other financing agreements (e.g. TIFIA or RIFF loans, vendor financing) in their proposed Budget, Two-year Financial Plan, or Five-Year Capital Program, fill out Exhibit J in accordance with items 7 a-c in the Budget and Capital Program Call. Best estimates may be used.

Proposed Bond Issuance or Other Financing Agreements

Total value of proposed debt instrument (at par):	_____	\$
Estimated interest rate(s):	_____	%
Estimated date of issuance:	mm/dd/yyyy	
Date of first principal payment:	mm/dd/yyyy	
Total value of first principal payment:	_____	\$
Date of first interest payment:	mm/dd/yyyy	
Total value of first interest payment:	_____	\$
Date of maturity:	mm/dd/yyyy	
Total capitalized interest (if any):	_____	\$

Funding Source(s) and Purpose:

Description of debt limitations on the proposed funding source (i.e. RTA Ordinance 2008-82, or Additional Bonds Test):

A description of the financing technique (i.e. fixed-rate, variable-rate, balloon payment, and/or capitalized interest).

.....
 If applicable, as described in items 7-b or 7-c of the Budget and Capital Program Call, provide the following:

Operating expense impact	2021 Budget	2022 Plan	2023 Plan
Expense Category (i.e. other expenses)			
Principal	\$	\$	\$
Interest	\$	\$	\$

Federal Capital funds impact	2021 Budget	2022 Plan	2023 Plan	2024	2025
Principal	\$	\$	\$	\$	\$
Interest	\$	\$	\$	\$	\$

2021 Budget and Capital Program: Submission Checklist

The RTA staff will evaluate each of the Service Boards' Proposed Operating Budget, Two-Year Financial Plans, and their Five-Year Capital Program in accordance with the RTA Act. Primarily, the evaluations will focus on ensuring that the Service Boards:

1. achieve a balanced budget between revenues and expenses,
2. include a fare policy that allows each Service Board to meet its required recovery ratio,
3. use reasonable assumptions in the development of their budget,
4. are consistent with the Strategic Plan, and
5. respond to the Budget and Capital Program Call requirements and processes, including use of RTA Board-approved funding amounts.

Information Requirements

In order to further clarify the information requested in the 2021 Budget and Capital Program Call and ensure consistency in data between the Service Boards, the following questions were developed by staff. The Service Boards should review these questions before submitting their response documents.

Complete
Incomplete
Missing
Not Applicable

1. Environmental Outlook

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Do the documents submitted provide a qualitative and quantitative summary of the regional economy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Does the environmental outlook identify risks or opportunities in the current economic climate? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Does the environmental outlook clearly identify the relevant assumptions on which the Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program were developed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Does the environmental outlook address one or more of the bulleted strategic planning issues identified in the Environmental outlook section of the Budget Call? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. Service Plans

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Do the documents provided clearly identify whether service levels will be increased, decreased, or remain the same? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. If a Service Board intends to increase service, does it clearly identify the sources of the Operating and/or Capital funds needed to do so? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. If a Service Board intends to decrease service, are the type of service reductions described, including a rationale for the approach followed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. If the Service Board intends to increase or decrease service, are the estimates of the impact on operating revenue and expenses included? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. If a Service Board intends to adjust service levels due to major construction during the budget year, are financial impacts identified? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. If a Service Board is adjusting service levels, have they considered and identified potential impacts on the other Service Boards where adjustments will take place? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Financial Statement, Recovery Ratio Calculations, Staffing Levels, Operating Statistics, Energy Consumption Information, and Fare Revenue and Use Data.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Are the schedules of revenues and expenses, recovery ratio calculations, staffing levels, and operating statistics presented for the actual, current, budget, and financial planning years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Does the Service Board provide documentation of all non-RTA local, state, and federal government contributions and grants? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Does the Service Board provide a recovery ratio calculation document that identifies each of the same expense exclusions, revenue inclusions, and in-kind revenue and expenses as demonstrated in Exhibit C of the Budget Call? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. If a Service Board does not intend to use a credit in their recovery ratio calculation, did the Service Board exclude it from their recovery ratio calculation schedule? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Does the Service Board summarize their staffing levels by department and include both FTEs and the number of employees? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Does the Service Board provide an updated organizational chart? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Are the departmental staffing schedules consistent with organizational chart of the Service Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Complete	Incomplete	Missing	Not Applicable
3. (Continued) Financial Statement, Recovery Ratio Calculations, Staffing Levels, Operating Statistics, Energy Consumption Information, and Fare Revenue and Use Data.				
H. Are the operating statistics and energy consumption data presented by mode?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Are increases and decreases in the operating statistics and energy consumption data consistent with increases and decreases in revenues, expenses, and service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Does the Service Board provide its revenue and ridership data for 2019?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Does the Service Board provide an updated fund balance and reserve plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Five-Year Capital Program				
A. Does the Service Board properly identify all projects and funding changes to existing projects in the Five-Year Capital Program? This can be on forms or spreadsheets submitted by the Service Board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Does the Service Board identify and properly categorize all federal, state, and local funding (i.e. federal grants, state bonds, SB or RTA bond proceeds, and local funds) to be applied toward the Five-Year Capital Program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Did the Service Board submit Exhibit G for each new project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. For each Exhibit G submitted, is the form complete? If not, what sections of the form were not completed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Does the Service Board articulate clearly their methodology for prioritization of capital projects? Did they provide a draft of their TAM plan and a narrative on efforts underway to meet Federal requirement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Does the Service Board provide an update on its progress toward achieving a State of Good Repair, by asset category?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Ten-Year Unfunded Priorities 2021-2030:				
A. Does the Service Board submit an Exhibit H for each new, modified, or deleted project? Alternatively, this information can be submitted on a spreadsheet by the Service Board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. For each Exhibit H submitted, is the form complete? If not, what sections of the form were not completed? If a spreadsheet was submitted does it contain all the information requested on Exhibit H?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. ICE Projects				
A. Does the Service Board submit Exhibit I for each proposed ICE project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. For each Exhibit I submitted, is the form complete? If not, what sections of the form were not completed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. For each Exhibit I submitted, does the Service Board explain how the project advances the goals and objectives of the Regional Transit Strategic Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financing Plan				
A. Does the Service Board describe each of the proposed bond issuances or other financing agreements (e.g. TIFIA or RIFF loans, vendor financing) in accordance with item 7-a of the Budget Call?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. If a Service Board intends to use RTA allocated funds (i.e. sales tax and PTF) to secure debt, are estimated principal and interest payments identified for the Budget and Two-Year Financial Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. If the Service Board plans to use RTA funds to secure debt, does the Service Board identify the operating expense category the debt service payments will come from?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. If the Service Board is planning to use federally appropriated funds to secure debt, are estimated principal and interest payments for that debt instrument identified for each year of the Five-Year Capital Program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. If a Service Board intends to refund outstanding debt with a proposed debt instrument, is the potential gain or loss described?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Transfers to Operations				
A. If the Service Board intends to transfer funds from capital to operations, do they provide a justification?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. If the Service Board intends to transfer funds from capital to operations in the Operating Budget, Two-Year Financial Plan, or Five-Year Capital Program, have they shown qualitatively and quantitatively that it will not have a material impact on the State of Good Repair of the Service Board's capital assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**Regional
Transportation
Authority**

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

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 8, 2020

Re: Ordinance amending the 2020-2024 Capital Program

Staff is requesting Board approval of an ordinance amending the 2020-2024 Capital Program and incorporating changes in program revenue and expenses for CTA, Metra, Pace, and Pace ADA.

Previous Actions

Date	Ordinance No.	Purpose
04/16/2020	2020-09	Amendment of the 2020-2024 Capital Program

2020-2024 Capital Program Funding Updates

This amendment redistributes Rebuild Illinois Bond funds within the five-year Capital Program. The overall regional amount and amount allocated to each Service Board remains the same. However, there are changes to the year in which the funding is allocated as well as to some projects funded by Rebuild Illinois. This amendment moves all funding for projects that are included in the spring 2020 IDOT funding application to the current year in the Capital Program, so that once the applications are approved RTA can grant the funds to the Service Boards.

As shown in the table below, the overall net funding for the five-year capital program is unchanged. As a result of the Rebuild Illinois Bond funding redistribution, a total of \$1,017.45 billion has shifted from the 2021-2024 outyears to 2020.

2020 and 2021-2024 Capital Funding Changes (All Service Boards) (in millions)	2020	2020	2020	2021-24	2021-24	2021-24
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$524.07	-	\$524.07	\$2,279.67	-	\$2,279.67
Federal Discretionary/Federal Flexible	156.20	-	156.20	461.36	-	461.36
Rebuild Illinois Bonds	509.70	1,017.45	1,527.15	2,090.30	(1,017.45)	1,072.85
Rebuild Illinois PAYGO	227.00	-	227.00	908.00	-	908.00
RTA	5.32	-	5.32	140.71	-	140.71
SB and Local Funds	11.86	-	11.86	21.70	-	21.70
SB Bond Proceeds	668.80	-	668.80	363.43	-	363.43
Reprogrammed/Carryover	1.75	-	1.75	-	-	-
CTA Debt Repayment	(348.60)	-	(348.60)	(772.61)	-	(772.61)
Total:	\$1,756.08	\$1,017.45	\$2,773.54	\$5,492.55	(\$1,017.45)	\$4,475.09

2020 and 2021-2024 Capital Program Funding Changes (in millions)	2020	2020	2020	2021-24	2021-24	2021-24
	Current	Change	Proposed	Current	Change	Proposed
CTA	\$1164.00	\$577.65	\$1741.65	\$2933.39	(577.65)	\$2355.74
Metra	481.68	367.37	849.05	2103.37	(367.37)	1736.00
Pace	106.28	72.24	178.51	439.78	(72.24)	367.55
Pace ADA	4.00	0.20	4.20	16.00	(0.20)	15.80
RTA	0.12	-	0.12	-	-	-
Total	\$1,756.08	\$1,017.45	\$2,773.54	\$5,492.55	(\$1,017.45)	\$4,475.09

2020-2024 CTA Proposed Capital Program Amendment

CTA's proposed amendment shifts \$577.65M from the 2021-2024 outyears to 2020.

2020 and 2021-2024 CTA Capital Program Funding Changes (in millions)	2020	2020	2020	2021-24	2021-24	2021-24
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$303.96	\$ -	\$303.96	\$1,322.21	-	\$1,322.21
Federal Discretionary/Federal Flexible	146.94	-	146.94	461.05	-	461.05
Rebuild Illinois Bonds	247.78	577.65	825.43	991.12	(577.65)	413.47
Rebuild Illinois PAYGO	141.88	-	141.88	567.50	-	567.50
RTA	-	-	-	-	-	-
SB and Local Funds	1.71	-	1.71	0.70	-	0.70
SB Bond Proceeds	668.80	-	668.80	363.43	-	363.43
CTA Debt Repayment	(348.60)	-	(348.60)	(772.61)	-	(772.61)
Reprogrammed/Carryover	1.54	-	1.54	-	-	-
Total CTA Available:	\$1,164.00	\$577.65	\$1,741.65	\$2,933.39	(577.65)	\$2,355.74

The following are the projects included in CTA's grant application:

- Forest Park Branch - Phase 1
- Blue Line Station Improvements
- All Stations Accessibility Program (ASAP)
- Green Line Cottage Grove Station
- Green Line Improvements
- Non-Revenue Maintenance Facility
- Rail Yard Improvements
- Facilities Critical Needs
- Rehabilitate Blue Line - Grand, Chicago & Division Station Renovation
- 5000 Series Rail Car Overhaul
- Replace Buses (1000 Series)
- Non-Revenue Vehicles – Diesel Locomotives

2020-2024 Metra Proposed Capital Program Amendment

The proposed amendment for Metra shifts \$367.37M from the 2021-2024 outyears to 2020.

2020 Metra Capital Program Funding Changes (in millions)	2020	2020	2020	2021-24	2021-24	2021-24
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$178.18	\$ -	\$178.18	\$775.09	\$ -	\$775.09
Federal Discretionary/Federal Flexible	9.25	-	9.25	0.31	-	0.31
Rebuild Illinois Bonds	205.17	367.37	572.53	872.17	(367.37)	504.8
Rebuild Illinois PAYGO	73.78	-	73.78	295.1	-	295.1
RTA	5.20	-	5.20	140.71	-	140.71
SB and Local Funds	9.90	-	9.90	20.00	-	20.00
Reprogrammed/Carryover	0.21	-	0.21	-	-	-
Total Metra Available:	\$481.68	\$367.37	\$849.05	\$2,103.37	(367.37)	\$1,736.00

The following are the projects included in Metra’s grant application:

- Locomotive Purchases
- Metra Electric Station Rehabilitations
 - 79th Street Station
 - 87th Street Station
 - 95th Street Station
 - 103rd Street Station
 - 111th Street Station
- Central Warehouse Facility
- Smart Crossing Gate Systems
- Yard Improvement and Expansion
- Crew Facilities

2020-2024 Pace Proposed Capital Program Amendment

The proposed amendment for Pace shifts \$72.24M from the 2021-2024 outyears to 2020.

2020 Pace Capital Program Funding Changes (in millions)	2020	2020	2020	2021-24	2021-24	2021-24
	Current	Change	Proposed	Current	Change	Proposed
Federal Formula	\$41.93	\$ -	\$41.93	\$182.37	\$ -	\$182.37
Federal Discretionary/Federal Flexible	-	-	-	-	-	-
Rebuild Illinois Bonds	52.75	72.24	124.99	211.01	(72.24)	138.77
Rebuild Illinois PAYGO	11.35	-	11.35	45.40	-	45.40
RTA	-	-	-	-	-	-
SB and Local Funds	0.25	-	0.25	1.00	-	1.00
SB Bond Proceeds	-	-	-	-	-	-
Total Pace Available:	\$106.28	\$72.24	\$178.51	\$439.78	(\$72.24)	\$367.55

The following are the projects included in Pace’s grant application:

- Wheeling Bus Maintenance and Storage Facility A/E Services & Construction and Old Willow Road A/E Services & Construction Improvements
- New I-55 Garage A/E Services, Construction and Road Improvements
- River Division Expansion and Improvements A/E Services, Construction and Land
- Joliet Transit Center Construction
- Harvey Transportation Center Improvements A/E Services and Construction
- Orland Square Mall Bus Stop Improvements

2020-2024 Pace ADA

The proposed amendment for Pace ADA shifts \$0.20M from the outyears to 2020.

2020 Pace ADA Capital Program Funding Changes (in millions)	2020 Current	2020 Change	2020 Proposed	2021-24 Current	2021-24 Change	2021-24 Proposed
Rebuild Illinois Bonds	\$4.00	\$0.20	\$4.20	\$16.00	(\$0.20)	\$15.80
Total RTA Available:	\$4.00	\$0.20	\$4.20	\$16.00	(\$0.20)	\$15.80

The following project is included in Pace’s grant application:

- ADA Communications Technology and Transfer Locations

Prepared by: Capital Programming

JL/LN/TJ/TPO/BL
Attachments.

ORDINANCE NO.

AMENDMENT TO THE 2020-2024 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 2020-2024 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 2020-2024 set forth in Schedules II-A and II-B to Ordinance 2020-09 adopted on April 16, 2020, 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 2020-09 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 2020-2024 Capital Program.

2020-2024 CAPITAL PROGRAM REVENUES

Schedule II-A
2020-XX May 21, 2020

CTA	2020		2021	2022	2023	2024	TOTAL
	Prior Year Reprogrammed Funding	New Funding					
FTA							
\$5307/\$5340 Urbanized Area Formula	\$ 0	\$ 131,501,104	\$ 132,235,501	\$ 134,219,034	\$ 136,232,319	\$ 138,275,804	\$ 672,463,762
\$5337 State of Good Repair Formula	0	158,031,066	176,594,379	179,243,295	181,931,944	184,660,924	\$ 880,461,608
\$5339 Bus and Bus Facilities	0	14,428,584	14,377,763	14,593,430	14,812,231	15,034,516	\$ 73,246,524
Subtotal FTA	\$ 0	\$ 303,960,754	\$ 323,207,643	\$ 328,055,760	\$ 332,976,494	\$ 337,971,244	\$ 1,626,171,895
Federal-Flexible/Discretionary							
Federal Surface Transportation Program (STP)	0	6,334,000	0	13,930,000	0	0	20,264,000
CMAQ	0	33,890,857	17,270,230	0	38,693,631	0	89,854,718
Sec. 5303 UWP Planning	0	720,000	420,000	420,000	420,000	420,000	2,400,000
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	146,944,857	123,690,230	120,350,000	145,113,631	71,896,130	607,994,848
Subtotal All Federal	\$ 0	\$ 450,905,611	\$ 446,897,873	\$ 448,405,760	\$ 478,090,125	\$ 409,867,374	\$ 2,234,166,743
State							
State Bond Funds	0	825,434,188	20,000,000	142,031,547	90,446,213	160,994,052	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	\$ 967,309,188	\$ 161,875,000	\$ 283,906,547	\$ 232,321,213	\$ 302,869,052	\$ 1,948,281,000
RTA							
RTA ICE Funds	35,098	0	0	0	0	0	35,098
RTA Bonds	0	0	0	0	0	0	0
Subtotal RTA	\$ 35,098	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,098
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	485,400	160,000	105,000	105,000	105,000	960,400
Service Board Bond Proceeds	1,500,000	267,601,874	143,373,782	77,500,000	77,500,000	0	567,475,656
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	\$ 1,500,000	\$ 670,504,847	\$ 201,007,002	\$ 85,405,000	\$ 77,605,000	\$ 105,000	1,036,126,849
Subtotal State/RTA/Local	\$ 1,535,098	\$ 1,637,814,035	\$ 362,882,002	\$ 369,311,547	\$ 309,926,213	\$ 302,974,052	2,984,442,947
TOTAL CTA FUNDING	\$ 1,535,098	\$ 2,088,719,646	\$ 809,779,875	\$ 817,717,307	\$ 788,016,338	\$ 712,841,426	\$ 5,218,609,690
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	\$ 1,535,098	\$ 1,740,117,680	\$ 616,535,298	\$ 624,518,942	\$ 594,879,856	\$ 519,806,101	\$ 4,097,392,975

METRA														
FTA														
\$5307/\$5340 Urbanized Area Formula	\$	167,887	\$	85,544,989	\$	85,945,707	\$	87,234,892	\$	88,543,416	\$	89,871,567	\$	437,308,458
\$5337 State of Good Repair Formula		0		92,638,901		103,520,842		105,073,655		106,649,760		108,249,506		516,132,664
Subtotal FTA	\$	167,887	\$	178,183,890	\$	189,466,549	\$	192,308,547	\$	195,193,176	\$	198,121,073	\$	953,441,122
Federal-Flexible/Discretionary														
Federal Surface Transportation Program (STP)		0		9,250,212		0		0		0		0		9,250,212
CMAQ		0		0		306,000		0		0		0		306,000
Subtotal Fed Flexible	\$	0	\$	9,250,212	\$	306,000	\$	0	\$	0	\$	0	\$	9,556,212
Subtotal Federal	\$	167,887	\$	187,434,102	\$	189,772,549	\$	192,308,547	\$	195,193,176	\$	198,121,073	\$	962,997,334
State														
State Bond Funds		0		572,532,600		119,141,600		144,926,300		138,100,000		102,631,300		1,077,331,800
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	\$	646,307,600	\$	192,916,600	\$	218,701,300	\$	211,875,000	\$	176,406,300	\$	1,446,206,800
RTA														
RTA ICE Funds		0		5,198,000		5,302,000		5,408,000		0		0		15,908,000
RTA Funds		43,401		0		0		0		0		0		43,401
RTA Bonds		0		0		0		0		130,000,000		0		130,000,000
Subtotal RTA	\$	43,401	\$	5,198,000	\$	5,302,000	\$	5,408,000	\$	130,000,000	\$	0	\$	145,951,401
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		3,900,000		0		0		0		0		3,900,000
Subtotal SB/Local	\$	0	\$	9,900,000	\$	5,000,000	\$	5,000,000	\$	5,000,000	\$	5,000,000	\$	29,900,000
Subtotal State/RTA/Local	\$	43,401	\$	661,405,600	\$	203,218,600	\$	229,109,300	\$	346,875,000	\$	181,406,300	\$	1,622,058,201
TOTAL METRA AVAILABLE	\$	211,288	\$	848,839,702	\$	392,991,149	\$	421,417,847	\$	542,068,176	\$	379,527,373	\$	2,585,055,535

PACE								
\$5307/\$5340 Urbanized Area Formula	\$	0	\$ 39,935,471	\$ 42,597,225	\$ 43,236,183	\$ 43,884,726	\$ 44,542,997	\$ 214,196,602
\$5339 Bus and Bus Facilities		0	1,990,150	1,983,140	2,012,887	2,043,080	2,073,726	10,102,983
Subtotal FTA	\$	0	\$ 41,925,621	\$ 44,580,365	\$ 45,249,070	\$ 45,927,806	\$ 46,616,723	\$ 224,299,585
Federal-Flexible/Discretionary								
CMAQ		0	0	0	0	0	0	0
Subtotal Fed Flexible	\$	0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal Federal	\$	0	\$ 41,925,621	\$ 44,580,365	\$ 45,249,070	\$ 45,927,806	\$ 46,616,723	\$ 224,299,585
State								
State Bond Funds		0	124,987,880	4,000,000	34,752,500	52,752,500	47,269,620	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	\$ 136,337,880	\$ 15,350,000	\$ 46,102,500	\$ 64,102,500	\$ 58,619,620	\$ 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	\$ 136,587,880	\$ 15,600,000	\$ 46,352,500	\$ 64,352,500	\$ 58,869,620	\$ 321,762,500
TOTAL PACE AVAILABLE	\$	0	\$ 178,513,501	\$ 60,180,365	\$ 91,601,570	\$ 110,280,306	\$ 105,486,343	\$ 546,062,085

PACE ADA

State

State Bond Funds

	<u>0</u>	<u>4,200,000</u>	<u>4,000,000</u>	<u>4,000,000</u>	<u>4,000,000</u>	<u>3,800,000</u>	<u>20,000,000</u>
Subtotal State	\$ 0	\$ 4,200,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 3,800,000	\$ 20,000,000
TOTAL PACE ADA AVAILABLE	\$ 0	\$ 4,200,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 3,800,000	\$ 20,000,000

RTA								
RTA								
RTA Funds	\$	0	120,000	\$	0	\$	0	
Subtotal RTA	\$	0	\$	120,000	\$	0	\$	120,000
TOTAL RTA AVAILABLE	\$	0	\$	120,000	\$	0	\$	120,000

REGIONAL TOTAL

FTA

\$5307/\$5340 Urbanized Area Formula	\$ 167,887	\$ 256,981,564	\$ 260,778,433	\$ 264,690,109	\$ 268,660,461	\$ 272,690,368	\$ 1,323,968,822
\$5337 State of Good Repair Formula	0	250,669,967	280,115,221	284,316,950	288,581,704	292,910,430	1,396,594,272
\$5339 Bus and Bus Facilities	0	16,418,734	16,360,903	16,606,317	16,855,311	17,108,242	83,349,507
Subtotal FTA	\$ 167,887	\$ 524,070,265	\$ 557,254,557	\$ 565,613,377	\$ 574,097,476	\$ 582,709,040	\$ 2,803,912,602

Federal-Flexible/Discretionary

Federal Surface Transportation Program (STP)	0	15,584,212	0	13,930,000	0	0	29,514,212
CMAQ	0	33,890,857	17,576,230	0	38,693,631	0	90,160,718
Sec. 5303 UWP Planning	0	720,000	420,000	420,000	420,000	420,000	2,400,000
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	\$ 156,195,069	\$ 123,996,230	\$ 120,350,000	\$ 145,113,631	\$ 71,896,130	\$ 617,551,060
SUBTOTAL FEDERAL	\$ 167,887	\$ 680,265,334	\$ 681,250,787	\$ 685,963,377	\$ 719,211,107	\$ 654,605,170	\$ 3,421,463,662

State

State Bond Funds	0	1,527,154,668	147,141,600	325,710,347	285,298,713	314,694,972	2,600,000,300
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	\$ 1,754,154,668	\$ 374,141,600	\$ 552,710,347	\$ 512,298,713	\$ 541,694,972	\$ 3,735,000,300

RTA

RTA ICE Funds	35,098	5,198,000	5,302,000	5,408,000	0	0	15,943,098
RTA Funds	43,401	120,000	0	0	0	0	163,401
RTA Bonds	0	0	0	0	130,000,000	0	130,000,000
Subtotal RTA Funding	\$ 78,499	\$ 5,318,000	\$ 5,302,000	\$ 5,408,000	\$ 130,000,000	\$ 0	\$ 146,106,499

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	6,485,400	5,160,000	5,105,000	5,105,000	5,105,000	26,960,400
Other Local Funds	0	3,900,000	0	0	0	0	3,900,000
Illinois Long Range Transportation Funds	0	1,221,600	220,000	0	0	0	1,441,600
Service Board Bond Proceeds	1,500,000	267,601,874	143,373,782	77,500,000	77,500,000	0	567,475,656
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	\$ 1,500,000	\$ 680,654,847	\$ 206,257,002	\$ 90,655,000	\$ 82,855,000	\$ 5,355,000	\$ 1,067,276,849
SUBTOTAL State/RTA/Local	\$ 1,578,499	\$ 2,440,127,515	\$ 585,700,602	\$ 648,773,347	\$ 725,153,713	\$ 547,049,972	\$ 4,948,383,648

TOTAL REGIONAL FUNDING

	\$ 1,746,386	\$ 3,120,392,849	\$ 1,266,951,389	\$ 1,334,736,724	\$ 1,444,364,820	\$ 1,201,655,142	\$ 8,369,847,310
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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

	\$ 1,746,386	\$ 2,771,790,883	\$ 1,073,706,812	\$ 1,141,538,359	\$ 1,251,228,338	\$ 1,008,619,817	\$ 7,248,630,595
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Proposed Changes to RTA 2020 Capital Program

2020-XX May 21, 2020

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	NC:NC	22,000,000	0	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	5307Tollway	1,871,405	NC:NC	1,871,405	0	11,700,000	11,700,000	11,800,000	11,935,738	49,007,143
021.803	021.803	16-12-0009 -- Bus Maintenance Activities	5339Tollway	12,128,595	NC:NC	12,128,595	0	2,300,000	2,300,000	2,200,000	2,064,262	20,992,857
021.806	021.806	16-17-0001 -- Life Extending Bus Overhaul - 430 Standard (1000 Series) - Plan to OH 630 of 1,030	5307Tollway	0	NC:NC	0	0	11,243,281	15,815,340	5,219,779	0	32,278,400
021.806	021.806	16-17-0001 -- Life Extending Bus Overhaul - 430 Standard (1000 Series) - Plan to OH 630 of 1,030	5339Tollway	0	NC:NC	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	NC:NC	19,107,750	0	0	0	0	0	19,107,750
031.054	031.054	-- Purchase up to 70 Electric Buses and up to nine chargers	CMAQTollway	0	NC:NC	0	0	15,380,016	0	23,223,454	0	38,603,470
031.054	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Interest	5307Tollway	53,665	NC:NC	53,665	0	0	0	0	0	53,665
031.054	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Principal	5307Tollway	3,902,186	NC:NC	3,902,186	0	0	0	0	0	3,902,186
031.054	031.054	-- Replace Buses - Option to Purchase 500 of 1,030	100%Rebuild Illinois	376,199	NC:NC	48,164,004	47,787,805	0	0	0	0	48,164,004
031.054	031.054	16-96-0061 -- Replace Buses - Option to Purchase 500 of 1,030 FY21	5339Tollway	2,155,703	NC:NC	2,155,703	0	1,783,638	12,092,041	1,563,761	12,153,991	29,749,134
031.054	031.054	16-96-0061 -- Replace Buses - Option to Purchase 500 of 1,030 FY21	100%CTA Bond	0	NC:NC	0	0	0	0	0	0	0
031.054	031.054	16-96-0061 -- Replace Buses - Option to Purchase 500 of 1,030 FY21	5307Tollway	14,539,266	NC:NC	14,539,266	0	13,389,198	14,731,001	80,734,459	30,902,475	154,296,399
031.054	031.054	-- Replace Buses - Standard - (Base order 100)	5307Tollway	17,454,294	NC:NC	17,454,294	0	0	0	0	0	17,454,294

			<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>
031.054	031.054	16-96-0061 -- Replace Remaining (6400 Series) Base of 100 - Standard Buses	100% CTA Bond	35,604,546	NC: NC	35,604,546	0	0	0	0	0	35,604,546
Total I Rolling Stock				129,193,609		176,981,414	47,787,805	87,891,845	78,638,382	157,619,582	79,722,120	580,853,343
<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	8,890,857	NC: NC	8,890,857	0	0	0	0	0	8,890,857
Total 11 Modernization				8,890,857		8,890,857	0	0	0	0	0	8,890,857
<u>6 Miscellaneous</u>												
406.501	404.035	-- Bus Slow Zone Elimination Program - CMAQ	CMAQ Tollway	0	NC: NC	0	0	1,651,885	0	15,025,200	0	16,677,085
406.501	406.501	xx-xx-xxx -- Bus Priority Zone Study	IL-Long Ser. Bd. Range	375,000	NC: NC	375,000	0	125,000	0	0	0	500,000
Total 6 Miscellaneous				375,000		375,000	0	1,776,885	0	15,025,200	0	17,177,085
Total				138,459,466		186,247,271	47,787,805	89,668,730	78,638,382	172,644,782	79,722,120	606,921,285
<u>Rail</u>												
<u>1 Rolling Stock</u>												
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	5307 Tollway	14,147,323	NC: NC	14,147,323	0	0	0	0	10,766,017	24,913,340
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	100% CTA Bond	41,846,711	NC: NC	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	5337 Tollway	33,221,612	NC: NC	33,221,612	0	18,550,813	0	22,044,105	0	73,816,530
022.903	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 346 cars	100% Rebuild Illinois	16,202,454	NC: NC	221,537,500	205,335,046	0	0	0	0	221,537,500
022.906	022.906	16-12-0010 -- Rail Car Maintenance Activities	5307 Tollway	0	NC: NC	0	0	2,200,000	0	0	2,200,000	4,400,000
022.906	022.906	16-12-0010 -- Rail Car Maintenance Activities	100% PAYGO	19,000,000	NC: NC	19,000,000	0	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	9,637,150	NC: NC	9,637,150	0	8,800,000	11,000,000	11,000,000	5,235,082	45,672,232
132.056	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	100% CTA Bond	62,353,288	NC: NC	62,353,288	0	4,169,608	0	0	0	66,522,896
132.056	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400) - 5307	5307 Tollway	0	NC: NC	0	0	35,415,734	42,065,364	0	27,339,277	104,820,375

			<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>
132.056	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400) - 5337	5337 Tollway	0	NC: NC	0	0	5,128,262	30,058,648	0	55,375,546	90,562,456
132.056	132.056	-- Purchase Rail Cars - 7000 Series Option One 156	100% Rebuild Illinois	0	NC: NC	0	0	0	48,350,547	90,446,213	155,634,348	294,431,108
Total 1 Rolling Stock				196,408,538		401,743,584	205,335,046	93,264,417	150,474,559	142,490,318	275,550,270	1,063,523,148
<u>11 Modernization</u>												
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	NC: NC	3,978,519	0	0	0	0	0	3,978,519
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Improvements -- EARMARK (YNB) (Montrose and Irving Park)	100% Rebuild Illinois	6,300,000	NC: NC	15,100,000	8,800,000	0	0	0	0	15,100,000
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Traction Improvements -- (YNB) (Barry, Damen, and Canal)		0	100%: Rebuild Illinois	0	0	11,203,455	52,477,545	0	0	63,681,000
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Traction Improvements -- EARMARK (YNB) (Barry, Damen, and Canal)	100% Rebuild Illinois	10,000,000	NC: NC	0	(10,000,000)	8,796,545	41,203,455	0	0	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	NC: NC	0	0	11,330,879	0	0	0	11,330,879
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line- Harlem Station Bus Bridge		0	100%: Rebuild Illinois	19,687,000	19,687,000	0	0	0	0	19,687,000
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line- Harlem Station Bus Bridge - EARMARK	100% Rebuild Illinois	9,875,000	NC: NC	16,400,000	6,525,000	0	0	0	0	16,400,000
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	100% CTA RPM Bonds	179,152,307	NC: NC	179,152,307	0	46,704,985	0	0	0	225,857,292
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	100% CMAQ	24,846,875	NC: NC	24,846,875	0	0	0	0	0	24,846,875
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization - Support Service CMAQ	100% CMAQ	153,125	NC: NC	153,125	0	0	0	0	0	153,125
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity)	Core Capacity Tollway	99,387,500	NC: NC	99,387,500	0	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 Capacity Tollway	612,500	NC: NC	612,500	0	612,500	612,500	612,500	401,041	2,851,041

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization -Support Service CTA Bond RPM	100%CTA RPM Bonds	1,104,070	NC:NC	1,104,070	0	287,831	0	0	0	1,391,901
Total 11 Modernization				335,409,896		360,421,896	25,012,000	178,323,695	193,681,000	100,000,000	65,476,130	897,902,721
<u>2 Track & Structure</u>												
121.500	121.500	16-00-0030 -- Tactical Traction Power (Equipment/Cable/Enclosures)	100%CTA Bond	4,196,875	NC:NC	4,196,875	0	4,196,875	0	0	0	8,393,750
181.500	181.500	16-98-0015 -- Brown Line - Track Improvements	100%CTA Bond Trans. Tax	7,347,373	NC:NC	7,347,373	0	0	0	0	0	7,347,373
181.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	100%PAYGO	24,000,000	NC:NC	24,000,000	0	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	5337Tollway	6,303,495	NC:NC	6,303,495	0	14,000,000	14,000,000	0	0	34,303,495
181.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5307Tollway	7,696,505	NC:NC	7,696,505	0	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 Trans. Tax	9,908,467	NC:NC	9,908,467	0	0	0	0	0	9,908,467
181.500	181.500	16-98-0015 -- LL & SML - Track Improvements	100%CTA Bond Trans. Tax	11,342,833	NC:NC	11,342,833	0	0	0	0	0	11,342,833
181.500	181.500	16-98-0015 -- Red & Blue Line Subway - Track Improvements	100%CTA Bond Trans. Tax	15,007,594	NC:NC	15,007,594	0	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	NC:NC	0	(1,975,000)	0	0	0	5,359,704	5,359,704
195.028	195.028	-- Forest Park Branch - Advanced Utility Work	100%Rebuild Illinois	56,000,000	NC:NC	82,963,000	26,963,000	0	0	0	0	82,963,000
195.028	195.028	-- Forest Park Branch - Halsted to IMD		0	100%: Rebuild Illinois	12,075,000	12,075,000	0	0	0	0	12,075,000
195.028	195.028	-- Forest Park Branch - Morgan Substation and Hermitage Traction Power Improvements (Phase I)	100%Rebuild Illinois	0	NC:NC	50,453,000	50,453,000	0	0	0	0	50,453,000
197.005	197.005	-- Green Line Improvements - West and South	100%Rebuild Illinois	68,505,000	NC:NC	0	(68,505,000)	0	0	0	0	0
Total 2 Track & Structure				212,283,142		231,294,142	19,011,000	44,628,492	38,000,000	38,000,000	43,359,704	395,282,339
<u>3 Electrical, Signal, & Communications</u>												
121.500	121.500	16-00-0030 -- Blue Line O'Hare Branch Traction Power Improvements	100%CTA Bond Trans. Tax	20,206,695	NC:NC	20,206,695	0	0	0	0	0	20,206,695
Total 3 Electrical, Signal, & Communications				20,206,695		20,206,695	0	0	0	0	0	20,206,695
<u>4 Support Facilities & Equipment</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>	
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	100% Rebuild Illinois	10,959,423	NC: NC	10,900,000	(59,423)	0	0	0	0	10,900,000
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	5307 Tollway	1,958,137	NC: NC	1,958,137	0	0	0	0	0	1,958,137
073.500	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	0	11,850,000
073.500	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	100% CTA Bond	4,937,000	NC: NC	4,937,000	0	0	0	0	0	4,937,000
073.500	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% Rebuild Illinois	29,625,000	NC: NC	67,500,000	37,875,000	0	0	0	0	67,500,000
073.500	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% CTA Bond	0	NC: NC	0	0	9,875,000	0	0	0	9,875,000
086.500	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100% CTA Bond	0	NC: NC	0	0	3,333,095	0	0	0	3,333,095
086.500	086.500	-- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	5307 Tollway	0	NC: NC	0	0	4,000,000	0	0	0	4,000,000
086.500	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100% Rebuild Illinois	473,165	NC: NC	473,165	0	0	0	0	0	473,165
Total 4 Support Facilities & Equipment				47,952,725		85,768,302	37,815,577	21,158,095	3,950,000	3,950,000	0	114,826,397
5 Stations & Passenger Facilities												
141.273	141.273	-- Green Line Cottage Grove		0	100%: Rebuild Illinois	15,000,000	15,000,000	0	0	0	0	15,000,000
141.273	141.273	16-02-0004 -- Green Line Cottage Grove --EARMARK	100% Rebuild Illinois	12,000,000	NC: NC	60,000,000	48,000,000	0	0	0	0	60,000,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program - Austin	100% Rebuild Illinois	0	NC: NC	5,300,000	5,300,000	0	0	0	0	5,300,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program - California	100% Rebuild Illinois	0	NC: NC	30,330,000	30,330,000	0	0	0	0	30,330,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program - Elevator Replacement	100% Rebuild Illinois	0	NC: NC	25,370,000	25,370,000	0	0	0	0	25,370,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program - Montrose	100% Rebuild Illinois	0	NC: NC	17,000,000	17,000,000	0	0	0	0	17,000,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program (ASAP)	100% Rebuild Illinois	15,600,000	NC: NC	0	(15,600,000)	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>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - All Stations Accessibility Program (ASAP) - Austin	STPTollway	6,334,000	NC:NC	6,334,000	0	0	13,930,000	0	0	20,264,000
141.273	141.273	16-02-0004 -- Rehabilitate Rail Stations - Systemwide	5337Tollway	1,975,000	NC:NC	1,975,000	0	5,925,000	0	0	0	7,900,000
141.273	141.273	16-02-0004 -- Station Security Enhancements	100%CTA Bond Trans. Tax	2,964,899	NC:NC	2,964,899	0	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	NC:NC	32,856,000	32,856,000	0	0	0	0	32,856,000
197.005	197.005	-- Green Line Improvements - Station Repairs to Green West and South Lines	100%Rebuild Illinois	0	NC:NC	69,885,000	69,885,000	0	0	0	0	69,885,000
Total 5 Stations & Passenger Facilities				38,873,899		267,014,899	228,141,000	8,889,900	16,894,900	0	0	292,799,699
<u>6 Miscellaneous</u>												
406.501	406.501	16-18-0003 -- Blue Line Core Capacity Study	IL-Long Ser. Bd. Range	323,730	NC:NC	323,730	0	0	0	0	0	323,730
Total 6 Miscellaneous				323,730		323,730	0	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	NC:NC	8,049,400	0	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	NC:NC	77,500,000	0	77,500,000	77,500,000	77,500,000	0	310,000,000
Total 7 Extensions and Expansions				85,549,400		85,549,400	0	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 Trans. Tax	846,714	NC:NC	846,714	0	120,046	91,260	0	0	1,058,020
Total 8 Contingencies & Administration				846,714		846,714	0	120,046	91,260	0	0	1,058,020
Total				937,854,739		1,453,169,362	515,314,623	456,082,248	480,591,719	361,940,318	384,386,104	3,136,169,751
<u>System</u>												
<u>4 Support Facilities & Equipment</u>												
0228	0228	-- Software/Hardware Enhancements	100%ICE 2016	35,098	NC:NC	35,098	0	0	0	0	0	35,098
061.059	061.059	16-98-0003 -- Asset Management System Enhancements	IL-Long Ser. Bd. Range	470,250	NC:NC	470,250	0	0	0	0	0	470,250
073.500	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100%Rebuild Illinois	461,891	NC:NC	20,462,000	20,000,109	0	0	0	0	20,462,000

		<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>	
073.500	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100% CTA Bond	2,468,750	NC: NC	2,468,750	0	0	0	0	2,468,750	
073.500	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	5337 Tollway	1,975,000	NC: NC	1,975,000	0	0	0	0	1,975,000	
073.500	073.500	16-99-0002 -- Facilities Maintenance	5337 Tollway	3,086,638	NC: NC	3,086,638	0	8,000,000	8,000,000	8,000,000	6,000,000	33,086,638
073.500	073.500	16-99-0002 -- Facilities Maintenance	100% CTA Bond	4,913,362	NC: NC	4,913,362	0	0	0	0	4,913,362	
073.500	073.500	16-99-0002 -- Facilities Maintenance	100% PAYGO	12,000,000	NC: NC	12,000,000	0	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	NC: NC	2,965,163	0	2,799,788	2,621,456	2,429,175	2,226,525	13,042,107
073.500	073.500	16-99-0002 -- Office Building - Principal	5307 Tollway	3,225,000	NC: NC	3,225,000	0	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	NC: NC	1,300,000	0	0	0	0	0	1,300,000
086.500	086.500	16-13-0003 -- Non-Revenue Vehicles - Lease	5337 Tollway	1,500,000	NC: NC	1,500,000	0	0	0	0	0	1,500,000
Total 4 Support Facilities & Equipment				34,401,152		54,401,261	20,000,109	26,189,788	26,186,456	26,189,175	24,186,525	157,153,205
<u>6 Miscellaneous</u>												
061.059	061.059	-- Information Technology Maintenance	5337 Tollway	1,362,850	NC: NC	1,362,850	0	0	0	0	0	1,362,850
061.059	061.059	16-98-0003 -- Upgrade Office Computer Systems	5307 Tollway	0	NC: NC	0	0	1,300,000	1,300,000	1,300,000	0	3,900,000
061.059	061.059	-- Upgrade Office Computer Systems (TOPS)	5307 Tollway	1,700,000	NC: NC	1,700,000	0	0	0	0	0	1,700,000
061.059	061.059	16-98-0003 -- Upgrade\Support IT & Communication Systems	5307 Tollway	0	NC: NC	0	0	400,000	400,000	400,000	0	1,200,000
070.513	073.500	-- Skokie Clean Room - Bench Test Equipment	100% CTA Bond	5,900,000	NC: NC	5,900,000	0	0	0	0	0	5,900,000
070.513	073.500	-- Skokie Clean Room - Bench Test Equipment	5307 Tollway	0	NC: NC	0	0	4,400,000	0	0	0	4,400,000
086.500	086.500	16-13-0003 -- CTA Open Fare Payment System - Equipment (Lease) - VENTRA	100% PAYGO	15,000,000	NC: NC	15,000,000	0	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 - all Tollway	5,940,000	NC: NC	5,940,000	0	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 Trans. Tax	4,743,840	NC: NC	4,743,840	0	4,743,840	4,743,840	0	0	14,231,520
406.501	406.501	-- Bus Priority Network Plan	UWP Ser. Bd.	375,000	NC: NC	375,000	0	0	0	0	0	375,000
406.501	406.501	xx-xx-xxx -- Transit System Network Design Study	IL-Long Ser. Bd. Range	350,000	NC: NC	350,000	0	150,000	0	0	0	500,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2021	2022	2023	2024	Total
Total 6 Miscellaneous				35,371,690		35,371,690	0	31,911,040	27,361,040	22,631,000	20,940,000	138,214,770
8 Contingencies & Administration												
195.027	195.027	16-14-0007 -- Rehabilitate Blue Line - Contingencies	100% Rebuild Illinois	4,659,548	NC:NC	0	(4,659,548)	0	0	0	0	0
310.001	310.001	16-19-0001 -- Program Development - UWP	CMAQ Ser. Bd.	525,000	NC:NC	525,000	0	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	NC:NC	6,606,375	0	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	NC:NC	0	0	0	0	4,235,365	6,606,375	10,841,740
310.001	310.001	16-19-0001 -- Support Service for 5307	5307 Tollway	1,315,011	NC:NC	1,315,011	0	1,824,850	1,852,223	1,566,672	1,382,758	7,941,514
310.001	310.001	16-19-0001 -- Support Service for 5337	5337 Tollway	1,580,311	NC:NC	1,580,311	0	2,437,002	2,473,557	2,092,217	1,846,609	10,429,696
310.001	310.001	16-19-0001 -- Support Service for 5339	5339 Tollway	144,286	NC:NC	144,286	0	198,413	201,389	170,341	150,609	865,038
310.001	310.001	16-19-0001 -- Support Service for CMAQ	CMAQ Ser. Bd.	0	NC:NC	0	0	0	0	0	0	0
310.001	310.001	16-19-0001 -- Support Service for HLS	Other - all Tollway	60,000	NC:NC	60,000	0	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	8,020	NC:NC	8,020	0	0	0	0	0	8,020
310.001	310.001	16-19-0001 -- Support Service for RTA Bonds	100% Rebuild Illinois	790,000	NC:NC	0	(790,000)	0	0	0	0	0
310.001	310.001	-- Support Services for CMAQ	CMAQ Tollway	0	NC:NC	0	0	238,329	0	444,977	0	683,306
310.001	310.001	16-19-0001 -- Support Services for CTA Bond	100% CTA Bond	2,224,192	NC:NC	2,224,192	0	770,723	0	0	0	2,994,915
310.001	310.001	16-19-0001 -- Support Services for CTA Bond 2020	100% CTA Bond	0	NC:NC	0	0	0	0	0	0	0
Total 8 Contingencies & Administration				17,912,743		12,463,195	(5,449,548)	12,683,492	11,741,344	11,474,582	10,571,351	58,933,964
Total				87,685,585		102,236,146	14,550,561	70,784,320	65,288,840	60,294,757	55,697,876	354,301,939
Total CTA				1,163,999,790		1,741,652,779	577,652,989	616,535,298	624,518,941	594,879,857	519,806,100	4,097,392,975

		<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%Rebuild Illinois	90,666,300	NC:NC	73,916,300	(16,750,000)	53,641,600	60,000,000	60,000,000	52,631,300	300,189,200
5006	5006	-- NEW GALLERY CARS PURCHASE	100%PAYGO	0	NC:NC	0	0	10,075,000	33,175,000	0	55,175,000	98,425,000
5006	5006	-- NEW GALLERY CARS PURCHASE	100%Bond	0	NC:NC	0	0	0	0	130,000,000	0	130,000,000
5006	5006	-- NEW GALLERY CARS PURCHASE	Fed. FormulaTollway	0	NC:NC	0	0	0	16,350,000	17,430,000	9,620,000	43,400,000
5009	5009	-- CAR REHAB (NIPPON SHARYO HIGHLINERS)	Fed. FormulaTollway	7,250,000	NC:NC	7,250,000	0	7,000,000	14,000,000	7,850,000	7,859,442	43,959,442
5010	5010	-- CAR AND LOCOMOTIVE CAMERAS	Fed. FormulaTollway	2,000,000	NC:NC	2,000,000	0	2,250,000	2,000,000	2,000,000	2,000,000	10,250,000
5109	5109	-- LOCOMOTIVE PURCHASE	100%Rebuild Illinois	24,550,000	NC:NC	138,916,300	114,366,300	0	0	0	0	138,916,300
5109	5109	-- LOCOMOTIVE PURCHASE	100%PAYGO	12,425,000	NC:NC	12,425,000	0	0	0	53,175,000	0	65,600,000
5204	5204	-- LOCOMOTIVE REBUILD 100-149,215,216	Fed. FormulaTollway	8,000,000	NC:NC	8,000,000	0	9,635,000	5,050,000	0	0	22,685,000
5207	5207	18-10-0006 -- CAR REHAB (NIPPON SHARYO P-3)	100%Discr.	43,401	NC:NC	43,401	0	0	0	0	0	43,401
5207	5207	-- CAR REHAB (NIPPON SHARYO P-3)	Fed. FormulaTollway	11,267,887	NC:NC	11,267,887	0	8,800,000	9,150,000	0	0	29,217,887
5207	5207	-- CAR REHAB (NIPPON SHARYO P-3)	100%PAYGO	5,000,000	NC:NC	5,000,000	0	0	0	0	0	5,000,000
5207	5207	-- CAR REHAB (NIPPON SHARYO P-5)	Fed. FormulaTollway	10,675,000	NC:NC	10,675,000	0	6,524,000	0	10,000,000	0	27,199,000
5306	5306	-- F59 LOCOMOTIVE ENGINE UPGRADE	100%PAYGO	23,250,000	NC:NC	23,250,000	0	36,750,000	10,000,000	0	0	70,000,000
5401	5401	-- TRACTION MOTORS	Fed. FormulaTollway	1,500,000	NC:NC	1,500,000	0	1,800,000	1,800,000	1,800,000	1,800,000	8,700,000
5402	5402	-- LOCOMOTIVE AND CAR IMPROVEMENTS	Fed. FormulaTollway	500,000	NC:NC	500,000	0	2,000,000	2,000,000	2,000,000	2,000,000	8,500,000
5403	5403	-- WHEEL REPLACEMENT	Fed. FormulaTollway	1,000,000	NC:NC	1,000,000	0	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	NC:NC	11,250,000	0	0	0	0	0	11,250,000
5405	5405	-- ALTERNATIVE FUEL LOCOMOTIVES	100%Rebuild Illinois	10,000,000	NC:NC	10,000,000	0	0	0	0	0	10,000,000
5406	5406	-- DC TO AC CONVERSION	100%Rebuild Illinois	19,000,000	NC:NC	19,000,000	0	25,000,000	37,000,000	0	0	81,000,000
AE-105	AE-105	-- CAR REHAB (NIPPON SHARYO P-6)	Fed. FormulaTollway	0	NC:NC	0	0	0	500,000	10,010,000	17,000,000	27,510,000

			<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>
AE-106	AE-106	-- CAR REHAB (NIPPON SHARYO P-7)	Fed. Formula Tollway	0	NC:NC	0	0	0	0	12,000,000	15,000,000	27,000,000
Total 1 Rolling Stock				238,377,588		335,993,888	97,616,300	166,475,600	194,025,000	309,265,000	166,085,742	1,171,845,230
2 Track & Structure												
4739	4739	-- 275-OLD 96th AVENUE	100% Rebuild Illinois	600,000	NC:NC	600,000	0	8,000,000	0	0	0	8,600,000
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Rebuild Illinois	6,100,000	NC:NC	156,100,000	150,000,000	0	0	0	0	156,100,000
5314	5314	-- TIES AND BALLAST	Fed. Formula Tollway	1,440,000	NC:NC	1,440,000	0	2,880,000	3,600,000	1,600,000	5,670,000	15,190,000
5330	5330	-- CREATE-P2	100% PAYGO	14,500,000	NC:NC	14,500,000	0	6,500,000	0	0	0	21,000,000
5338	5338	-- BRIDGES	Fed. Formula Tollway	500,000	NC:NC	500,000	0	500,000	250,000	250,000	250,000	1,750,000
5411	5411	-- TIES, BALLAST, & SW HEATERS	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	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	NC:NC	2,700,000	0	2,646,000	2,492,000	2,340,000	0	10,178,000
5413	5413	-- TIES AND BALLAST (50/50)	Fed. Formula Tollway	3,170,000	NC:NC	3,170,000	0	0	0	0	0	3,170,000
5420	5420	-- NCS IMPROVEMENTS	100% Ser. Bd.	800,000	NC:NC	800,000	0	880,000	968,000	1,065,000	1,167,000	4,880,000
5421	5421	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	1,250,000	NC:NC	1,250,000	0	250,000	250,000	250,000	250,000	2,250,000
5422	5422	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	750,000	NC:NC	750,000	0	250,000	250,000	250,000	250,000	1,750,000
5423	5423	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	1,250,000	NC:NC	1,250,000	0	300,000	250,000	250,000	250,000	2,300,000
5425	5425	-- RAIL REPLACEMENT	Fed. Formula Tollway	1,650,000	NC:NC	1,650,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,650,000
5426	5426	-- RAIL REPLACEMENT	Fed. Formula Tollway	250,000	NC:NC	250,000	0	500,000	500,000	500,000	500,000	2,250,000
5427	5427	-- RAIL REPLACEMENT	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	1,500,000	1,300,000	1,500,000	1,500,000	6,800,000
5428	5428	-- RAIL REPLACEMENT	Fed. Formula Tollway	250,000	NC:NC	250,000	0	2,500,000	2,100,000	2,500,000	2,500,000	9,850,000
5429	5429	-- RAIL REPLACEMENT	Fed. Formula Tollway	750,000	NC:NC	750,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,750,000
5430	5430	-- RONDOUT TRACK	Fed. Formula Tollway	3,757,339	NC:NC	3,757,339	0	0	0	0	0	3,757,339
5431	5431	-- CROSSINGS (ROAD & TRACK)	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	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	NC:NC	1,500,000	0	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	NC:NC	1,500,000	0	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	NC:NC	1,000,000	0	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	NC:NC	250,000	0	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	NC:NC	2,500,000	0	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	NC:NC	2,000,000	0	0	0	0	0	2,000,000

		<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>	
5441	5441	-- BRIDGE A110/56	Fed. Formula Tollway	1,150,000	NC:NC	1,150,000	0	0	4,000,000	5,000,000	14,150,000	24,300,000
5442	5442	-- BRIDGE A318	Fed. Formula Tollway	147,000	NC:NC	147,000	0	2,500,000	0	0	0	2,647,000
5443	5443	-- HICKORY CREEK BRIDGE	Fed. Formula Tollway	2,881,000	NC:NC	2,881,000	0	0	0	0	0	2,881,000
5444	5444	-- CATENARY STRUCTURE REHAB	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	750,000	750,000	750,000	750,000	4,000,000
5445	5445	-- CREATE EW-2 BRIDGE LIFT	100% Rebuild Illinois	8,000,000	NC:NC	8,000,000	0	0	0	0	0	8,000,000
5446	5446	-- EVANSTON BRIDGE REPAINTING	100% PAYGO	3,300,000	NC:NC	3,300,000	0	0	0	0	0	3,300,000
BA-100	BA-100	-- TIES AND BALLAST (50/50)	Fed. Formula Tollway	0	NC:NC	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	NC:NC	0	0	250,000	0	0	0	250,000
BC-100	BC-100	-- UNDERCUTTING & SURFACING	Fed. Formula Tollway	0	NC:NC	0	0	500,000	0	500,000	500,000	1,500,000
BG-100	BG-100	-- BRIDGES	Fed. Formula Tollway	0	NC:NC	0	0	400,000	400,000	400,000	400,000	1,600,000
BG-108	BG-108	-- STONEY CREEK-SWS	100% Rebuild Illinois	0	NC:NC	0	0	500,000	7,000,000	0	0	7,500,000
BG-109	BG-109	-- Z14A- PULASKI AVENUE	100% Rebuild Illinois	0	NC:NC	0	0	0	600,000	10,000,000	0	10,600,000
BG-110	BG-110	-- Z14C- KEYSTONE AVENUE	100% Rebuild Illinois	0	NC:NC	0	0	0	0	600,000	10,000,000	10,600,000
BG-111	BG-111	-- GRAND AVENUE	100% Rebuild Illinois	0	NC:NC	0	0	1,000,000	15,000,000	0	0	16,000,000
<i>Total 2 Track & Structure</i>				70,445,339		220,445,339	150,000,000	46,106,000	52,380,000	40,655,000	51,037,000	410,623,339
<i>3 Electrical, Signal, & Communications</i>												
4746	4746	-- IMPEDANCE BONDS	Fed. Formula Tollway	0	NC:NC	0	0	200,000	100,000	200,000	200,000	700,000
4842	4842	-- 16TH STREET INTERLOCKER	Fed. Formula Tollway	0	NC:NC	0	0	1,000,000	0	0	0	1,000,000
4947	4947	-- A-20 INTERLOCKING	Fed. Formula Tollway	0	NC:NC	0	0	6,000,000	6,000,000	0	0	12,000,000
5149	5149	-- LAKE STREET INTERLOCKER	Fed. Formula Tollway	2,500,000	NC:NC	2,500,000	0	3,000,000	4,300,000	7,000,000	7,000,000	23,800,000
5254	5254	-- SIGNAL SYSTEM UPGRADES	Fed. Formula Tollway	0	NC:NC	0	0	250,000	250,000	250,000	250,000	1,000,000
5350	5350	-- COMMUNICATIONS IMPROVEMENTS	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	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	NC:NC	1,500,000	0	550,000	0	0	0	2,050,000
5353	5353	-- SIGNAL SYSTEM IMPROVEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	0	0	0	0	1,000,000
5353	5353	-- SIGNAL SYSTEM UPGRADES	Fed. Formula Tollway	0	NC:NC	0	0	300,000	0	0	0	300,000
5354	5354	-- SIGNAL SYSTEM IMPROVEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	0	0	0	0	1,000,000

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>	
5355	5355	-- SIGNAL SYSTEM IMPROVEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	0	0	0	0	1,000,000
5355	5355	-- SIGNAL SYSTEM UPGRADES	Fed. Formula Tollway	0	NC:NC	0	0	100,000	100,000	250,000	250,000	700,000
5360	5360	-- HVAC REPLACEMENTS	Fed. Formula Tollway	2,000,000	NC:NC	2,000,000	0	0	0	0	0	2,000,000
5361	5361	-- MORGAN INTERLOCKING	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	3,000,000	0	0	0	6,000,000
5362	5362	-- WESTERN INTERLOCKING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	3,000,000	3,000,000	0	0	6,500,000
5363	5363	-- SUBSTATION IMPROVEMENTS	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	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	NC:NC	2,300,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,300,000
5447	5447	-- MWD LINE SIGNALS (50/50)	Fed. Formula Tollway	3,100,000	NC:NC	3,100,000	0	5,250,000	5,000,000	5,900,000	0	19,250,000
5448	5448	-- FACILITIES - ELECTRICAL	Fed. Formula Tollway	2,500,000	NC:NC	2,500,000	0	900,000	900,000	900,000	900,000	6,100,000
5449	5449	-- FACILITIES - ELECTRICAL	Fed. Formula Tollway	400,000	NC:NC	400,000	0	440,000	440,000	440,000	440,000	2,160,000
5450	5450	-- FACILITIES - ELECTRICAL	Fed. Formula Tollway	2,900,000	NC:NC	2,900,000	0	1,000,000	1,500,000	900,000	900,000	7,200,000
5451	5451	-- FACILITIES - ELECTRICAL	Fed. Formula Tollway	750,000	NC:NC	750,000	0	1,000,000	450,000	820,000	820,000	3,840,000
5452	5452	-- FACILITIES - ELECTRICAL	Fed. Formula Tollway	600,000	NC:NC	600,000	0	0	0	0	0	600,000
5455	5455	-- LAKE FOREST CROSSOVERS (METRA)	Fed. Formula Tollway	1,900,000	NC:NC	1,900,000	0	0	0	0	0	1,900,000
5456	5456	-- OAK LAWN CROSSINGS (IDOT)	100%Other - all	2,000,000	NC:NC	2,000,000	0	0	0	0	0	2,000,000
5456	5456	-- OAK LAWN CROSSINGS (Metra)	Fed. Formula Tollway	1,150,000	NC:NC	1,150,000	0	0	0	0	0	1,150,000
5456	5456	-- OAK LAWN CROSSINGS (VILLAGE)	100%Other - all	1,600,000	NC:NC	1,600,000	0	0	0	0	0	1,600,000
5457	5457	-- CUS INTERLOCKERS	Fed. Formula Tollway	2,500,000	NC:NC	2,500,000	0	0	0	0	0	2,500,000
CB-100	CB-100	-- SMART GATES	100%PAYGO	0	NC:NC	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	NC:NC	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	NC:NC	0	0	0	0	0	30,000,000	30,000,000
CI-100	CI-100	-- MED IMPROVEMENT PROJECT	Fed. Formula Tollway	0	NC:NC	0	0	4,000,000	0	0	0	4,000,000
CL-100	CL-100	-- FIBER OPTIC	Fed. Formula Tollway	0	NC:NC	0	0	0	0	21,250,000	8,500,000	29,750,000
Total 3 Electrical, Signal, & Communications				37,200,000		37,200,000	0	46,090,000	35,040,000	70,910,000	52,260,000	241,500,000
<u>4 Support Facilities & Equipment</u>												
4852	4852	-- FINANCIAL SYSTEM REPLACEMENT	Fed. Formula Tollway	2,100,000	NC:NC	2,100,000	0	0	0	0	1,000,000	3,100,000
4972	4972	-- 47th/49th STREET YARD FACILITY	Fed. Formula Tollway	6,500,000	NC:NC	6,500,000	0	0	0	0	0	6,500,000
4992	4992	-- HYBRID & ALT FUEL VEHICLES	100%ICE 2021	0	NC:NC	0	0	1,500,000	0	0	0	1,500,000

		<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>						
		<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>Total</u>	
4992	4992	-- HYBRID & ALT FUEL VEHICLES	100%ICE 2020	1,342,798	NC:NC	1,342,798	0	0	0	0	1,342,798	
5062	5062	-- AUTOMATIC PASSENGER COUNTERS	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
5171	5171	-- GPS/TRAIN TRACKING	100%ICE 2020	3,855,202	NC:NC	3,855,202	0	0	0	0	0	3,855,202
5259	5259	-- YARD EXPANSIONS		0	100%: Rebuild Illinois	5,000,000	5,000,000	0	0	0	0	5,000,000
5453	5453	-- CENTRAL WAREHOUSING		0	100%: Rebuild Illinois	10,000,000	10,000,000	0	0	0	0	10,000,000
5458	5458	-- YARD IMPROVEMENTS	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	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	NC:NC	1,000,000	0	1,000,000	1,000,000	800,000	800,000	4,600,000
5460	5460	-- YARD IMPROVEMENTS	Fed. Formula Tollway	1,100,000	NC:NC	1,100,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,100,000
5461	5461	-- YARD IMPROVEMENTS	Fed. Formula Tollway	500,000	NC:NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5462	5462	-- YARD IMPROVEMENTS	Fed. Formula Tollway	600,000	NC:NC	600,000	0	0	1,300,000	1,300,000	1,300,000	4,500,000
5463	5463	-- 14th ST. YARD FUELING FACILITY	Fed. Formula Tollway	4,000,000	NC:NC	4,000,000	0	0	0	0	0	4,000,000
5464	5464	-- WESTERN AVENUE EXPANSION	100% Rebuild Illinois	5,000,000	NC:NC	21,500,000	16,500,000	0	0	0	0	21,500,000
5465	5465	-- CAL AVE EXPANSION	100% Rebuild Illinois	5,000,000	NC:NC	21,000,000	16,000,000	0	0	0	0	21,000,000
5466	5466	-- CREW FACILITIES	100% Rebuild Illinois	5,000,000	NC:NC	16,000,000	11,000,000	0	0	0	0	16,000,000
5467	5467	-- RIGHT OF WAY EQUIPMENT	Fed. Formula Tollway	2,000,000	NC:NC	2,000,000	0	2,250,000	3,000,000	0	3,250,000	10,500,000
5467	5467	-- RIGHT OF WAY EQUIPMENT	100% PAYGO	10,000,000	NC:NC	10,000,000	0	10,000,000	10,000,000	10,000,000	3,000,000	43,000,000
5468	5468	-- EQUIPMENT & VEHIC MECH	Fed. Formula Tollway	3,500,000	NC:NC	3,500,000	0	5,000,000	1,000,000	3,000,000	0	12,500,000
5468	5468	-- EQUIPMENT & VEHIC MECH	100% PAYGO	0	NC:NC	0	0	0	0	0	5,000,000	5,000,000
5469	5469	-- AUTOMATED EXTERNAL DEFIBRILLATOR	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	1,000,000	0	0	0	2,000,000
5470	5470	-- OFFICE EQUIPMENT	Fed. Formula Tollway	275,000	NC:NC	275,000	0	275,000	275,000	275,000	275,000	1,375,000
5471	5471	-- IT COMPONENTS & SERVICES	100% Ser. Bd.	500,000	NC:NC	500,000	0	1,000,000	2,139,000	998,000	998,000	5,635,000
5471	5471	-- IT COMPONENTS & SERVICES	Fed. Formula Tollway	1,500,000	NC:NC	1,500,000	0	1,723,000	800,000	1,000,000	1,000,000	6,023,000
5472	5472	-- BUILDING IMPROVEMENTS	Fed. Formula Tollway	4,000,000	NC:NC	4,000,000	0	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	NC:NC	4,000,000	0	0	0	0	0	4,000,000
DC-101	DC-101	-- 47th STREET YARD HEATING	Fed. Formula Tollway	0	NC:NC	0	0	0	9,000,000	0	0	9,000,000
DE-101	DE-101	-- CENTRAL WAREHOUSING	Fed. Formula Tollway	0	NC:NC	0	0	0	15,000,000	0	0	15,000,000

			<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>
DH-101	DH-101	-- HILL/EOLA/14th St YD EXPANSION	Fed. Formula Tollway	0	NC: NC	0	0	0	0	0	4,000,000	4,000,000
Total 4 Support Facilities & Equipment				66,773,000		125,273,000	58,500,000	33,248,000	53,514,000	27,373,000	30,623,000	270,031,000
5 Stations & Passenger Facilities												
4479	4479	-- 59th/60th STREET STATION (Univ of Chic)	100% Rebuild Illinois	0	NC: NC	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	NC: NC	10,000,000	0	0	0	0	0	10,000,000
4676	4676	-- SOUTH WATER ST STA	Fed. Formula Tollway	0	NC: NC	0	0	1,550,000	0	0	0	1,550,000
4782	4782	-- HUBBARD WOODS STATION	Fed. Formula Tollway	0	NC: NC	0	0	7,000,000	0	0	0	7,000,000
4784	4784	-- VAN BUREN ST STATION	100% Rebuild Illinois	0	NC: NC	0	0	20,000,000	16,326,300	20,000,000	0	56,326,300
4878	4878	-- WEST CHICAGO STATION	Fed. Formula Tollway	0	NC: NC	0	0	4,000,000	0	0	0	4,000,000
4983	4983	-- HOMEWOOD STATION	100% Other - all	300,000	NC: NC	300,000	0	0	0	0	0	300,000
4983	4983	-- HOMEWOOD STATION	STP Tollway	9,250,212	NC: NC	9,250,212	0	0	0	0	0	9,250,212
5077	5077	-- STATION SIGNS	Fed. Formula Tollway	250,000	NC: NC	250,000	0	500,000	400,000	400,000	400,000	1,950,000
5180	5180	-- 147TH STREET STATION	100% Rebuild Illinois	10,000,000	NC: NC	10,000,000	0	0	0	0	0	10,000,000
5181	5181	-- CLARENDON HILLS STATION		0	100%: Rebuild Illinois	3,750,000	3,750,000	0	0	0	0	3,750,000
5182	5182	-- 79th STREET/CHATHAM		0	100%: Rebuild Illinois	750,000	750,000	0	0	0	0	750,000
5185	5185	-- 103RD STREET STATION (ROSEMOOR)		0	100%: Rebuild Illinois	750,000	750,000	0	0	0	0	750,000
5187	5187	-- HARVEY TRANSPORTATION CENTER		0	100%: Rebuild Illinois	4,000,000	4,000,000	0	0	0	0	4,000,000
5384	5384	-- ELMHURST	100% Ser. Bd.	1,000,000	NC: NC	1,000,000	0	0	0	0	0	1,000,000
5384	5384	-- ELMHURST	100% Rebuild Illinois	0	NC: NC	0	0	2,000,000	0	0	0	2,000,000
5385	5385	-- NEW LENOX	100% Ser. Bd.	1,000,000	NC: NC	1,000,000	0	0	0	0	0	1,000,000
5388	5388	-- SMART GATES		0	100%: Rebuild Illinois	1,500,000	1,500,000	0	0	0	0	1,500,000
5474	5474	-- OGILVIE TILE REPLACEMENT	Fed. Formula Tollway	250,000	NC: NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5475	5475	-- SYSTEMWIDE STATION SIGNS	Fed. Formula Tollway	1,000,000	NC: NC	1,000,000	0	1,000,000	2,000,000	2,000,000	2,000,000	8,000,000
5478	5478	-- ELEVATOR REPLACEMENT	100% PAYGO	300,000	NC: NC	300,000	0	450,000	600,000	600,000	600,000	2,550,000
5479	5479	-- SHELTERS	100% PAYGO	3,000,000	NC: NC	3,000,000	0	10,000,000	10,000,000	10,000,000	10,000,000	43,000,000
5480	5480	-- PLATFORM IMPROVMENTS	100% PAYGO	2,000,000	NC: NC	2,000,000	0	0	0	0	0	2,000,000

		<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>	
5480	5480	-- PLATFORM 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
5481	5481	-- SYSTEMWIDE STATION IMPS	Fed. Formula Tollway	3,000,000	NC:NC	3,000,000	0	3,000,000	3,500,000	3,500,000	5,500,000	18,500,000
5482	5482	-- STATION FAC IMPROVEMENTS	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	2,500,000	3,000,000	2,000,000	2,000,000	10,500,000
5483	5483	-- PARKING LOT IMPROVEMENTS	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
5484	5484	-- 115th STATION	Fed. Formula Tollway	850,000	NC:NC	850,000	0	0	0	0	0	850,000
5485	5485	-- WESTMONT	Fed. Formula Tollway	200,000	NC:NC	200,000	0	2,000,000	0	0	0	2,200,000
5486	5486	-- WAUKEGAN STATION	Fed. Formula Tollway	350,000	NC:NC	350,000	0	0	0	0	0	350,000
5487	5487	-- WEST HINSDALE	Fed. Formula Tollway	250,000	NC:NC	250,000	0	2,000,000	0	0	0	2,250,000
EA-100	EA-100	-- BICYCLE PARKING	CMAQ Ser. Bd.	0	NC:NC	0	0	382,400	0	0	0	382,400
EC-100	EC-100	-- OLYMPIA FIELDS	100% Rebuild Illinois	0	NC:NC	0	0	0	0	7,500,000	0	7,500,000
EC-101	5183	-- 87th STREET/WOODRUFF	100% Rebuild Illinois	0	NC:NC	10,750,000	10,750,000	0	0	0	0	10,750,000
EC-102	EC-102	-- 79th STREET/CHATHAM	Fed. Formula Tollway	0	NC:NC	0	0	5,000,000	0	0	0	5,000,000
EC-103	EC-103	-- 103rd STREET/ROSEMOOR	Fed. Formula Tollway	0	NC:NC	0	0	0	5,500,000	0	0	5,500,000
EC-104	5184	-- 95th STREET STATION (CSU)	100% Rebuild Illinois	0	NC:NC	19,000,000	19,000,000	0	0	0	0	19,000,000
EC-107	EC-107	-- RIVER FOREST STATION	Fed. Formula Tollway	0	NC:NC	0	0	0	0	3,000,000	0	3,000,000
EC-110	EC-110	-- GLEN ELLYN	Fed. Formula Tollway	0	NC:NC	0	0	0	3,000,000	0	0	3,000,000
EC-112	EC-112	-- ROGERS PARK	Fed. Formula Tollway	0	NC:NC	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	NC:NC	0	0	0	0	10,000,000	10,000,000	20,000,000
EC-114	5186	-- PULLMAN/111th STREET	100% Rebuild Illinois	0	NC:NC	20,750,000	20,750,000	0	0	0	0	20,750,000
EC-116	EC-116	-- ROUND LAKE	Fed. Formula Tollway	0	NC:NC	0	0	0	0	200,000	2,000,000	2,200,000
EC-117	EC-117	-- CONGRESS PARK	Fed. Formula Tollway	0	NC:NC	0	0	0	0	1,000,000	10,000,000	11,000,000
EC-118	EC-118	-- HIGHLANDS	Fed. Formula Tollway	0	NC:NC	0	0	0	0	500,000	0	500,000
EC-119	EC-119	-- WESTERN AVENUE	Fed. Formula Tollway	0	NC:NC	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	NC:NC	0	0	300,000	3,000,000	0	0	3,300,000
EC-121	EC-121	-- HICKORY CREEK STATION	Fed. Formula Tollway	0	NC:NC	0	0	0	0	500,000	5,000,000	5,500,000
Total 5 Stations & Passenger Facilities				48,000,212		109,250,212	61,250,000	74,932,400	61,876,300	72,450,000	56,750,000	375,258,912
<u>6 Miscellaneous</u>												
5195	5195	-- TRANSIT ASSET MANAGEMENT (TAM)	Fed. Formula Tollway	2,000,000	NC:NC	2,000,000	0	3,698,000	2,000,000	3,000,000	4,000,000	14,698,000
5488	5488	-- PROJECT DEVELOPMENT	Fed. Formula Tollway	500,000	NC:NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5489	5489	-- PROGRAM MANAGEMENT	Fed. Formula Tollway	10,000,000	NC:NC	10,000,000	0	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000

			<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>
5490	5490	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	300,000	0	0	1,200,000
5491	5491	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	400,000	500,000	500,000	2,300,000
5492	5492	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	400,000	500,000	500,000	2,300,000
5493	5493	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	400,000	500,000	500,000	2,300,000
5494	5494	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	200,000	500,000	500,000	2,100,000
5495	5495	-- INFRASTRUCTURE ENGINEERING	Fed. Formula Tollway	500,000	NC:NC	500,000	0	400,000	400,000	250,000	500,000	2,050,000
5496	5496	-- UNANTICIPATED CAPITAL	100% Ser. Bd.	1,000,000	NC:NC	1,000,000	0	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	NC:NC	1,700,000	0	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	NC:NC	0	0	3,802,000	0	0	0	3,802,000
ICE22	ICE22	-- RTA ICE FUNDED PROJECTS - TBD	100% ICE 2022	0	NC:NC	0	0	0	5,408,000	0	0	5,408,000
Total 6 Miscellaneous				18,200,000		18,200,000	0	23,443,600	21,901,000	18,687,000	19,835,000	102,066,600
<u>8 Contingencies & Administration</u>												
5498	5498	-- PROJECT ADMINISTRATION	Fed. Formula Tollway	1,000,000	NC:NC	1,000,000	0	1,000,000	1,000,000	750,000	1,000,000	4,750,000
5499	5499	-- CONTINGENCIES	Fed. Formula Tollway	887,551	NC:NC	887,551	0	795,549	826,379	950,932	909,387	4,369,798
5499	5499	-- CONTINGENCIES	Fed. Formula Tollway	801,000	NC:NC	801,000	0	900,000	855,168	1,027,244	1,027,244	4,610,656
Total 8 Contingencies & Administration				2,688,551		2,688,551	0	2,695,549	2,681,547	2,728,176	2,936,631	13,730,454
Total				481,684,690		849,050,990	367,366,300	392,991,149	421,417,847	542,068,176	379,527,373	2,585,055,535
Total Metra				481,684,690		849,050,990	367,366,300	392,991,149	421,417,847	542,068,176	379,527,373	2,585,055,535

		<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	5307Tollway	12,000,000	NC:NC	12,000,000	0	0	0	0	16,000,000	28,000,000
5501	5501	-- Fixed Route CNG Replacement Buses	5307Tollway	0	NC:NC	0	0	18,150,000	8,800,000	18,150,000	0	45,100,000
5501	5501	-- Fixed Route CNG Replacement Buses	100%Rebuild Illinois	0	NC:NC	0	0	0	0	18,150,000	0	18,150,000
5502	5502	-- Fixed Route CNG Expansion Buses	5307Tollway	0	NC:NC	0	0	0	9,900,000	0	0	9,900,000
5503	5503	-- Paratransit Vehicles - Replacement	5339Tollway	1,990,150	NC:NC	1,990,150	0	1,560,000	2,012,887	2,043,080	2,073,726	9,679,843
5503	5503	-- Paratransit Vehicles - Replacement	5307Tollway	0	NC:NC	0	0	0	587,113	1,141,920	1,631,274	3,360,307
5503	5503	-- Paratransit Vehicles - Replacement	100%Rebuild Illinois	0	NC:NC	0	0	0	0	3,705,000	9,490,000	13,195,000
5504	5504	-- Community Transit/On-Demand Vehicles	100%Rebuild Illinois	0	NC:NC	0	0	0	0	1,275,000	2,400,000	3,675,000
5504	5504	-- Community Transit/On-Demand Vehicles	5339Tollway	0	NC:NC	0	0	423,140	0	0	0	423,140
5504	5504	-- Community Transit/On-Demand Vehicles	5307Tollway	1,350,000	NC:NC	1,350,000	0	701,860	1,125,000	1,125,000	1,125,000	5,426,860
5505	5505	-- Vanpool Vehicles	100%Rebuild Illinois	0	NC:NC	0	0	0	0	9,905,000	1,470,000	11,375,000
5506	5506	-- Engine/Transmission Retrofits	5307Tollway	6,965,751	NC:NC	6,965,751	0	7,423,365	7,371,270	7,967,806	10,286,723	40,014,915
5506	5506	-- Engine/Transmission Retrofits	100%Rebuild Illinois	0	NC:NC	0	0	0	0	10,217,500	2,409,620	12,627,120
<i>Total 1 Rolling Stock</i>				22,305,901		22,305,901	0	28,258,365	29,796,270	73,680,306	46,886,343	200,927,185
<i>3 Electrical, Signal, & Communications</i>												
5510	5510	17-94-0044 -- Intelligent Bus System Upgrades	100%PAYGO	625,000	NC:NC	625,000	0	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	0	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	NC:NC	43,135,380	4,382,880	0	0	0	0	43,135,380
5413	5413	-- Farebox Replacement	100%PAYGO	7,500,000	NC:NC	7,500,000	0	5,000,000	5,000,000	0	0	17,500,000
5520	5520	-- Improve Support Facilities	5307Tollway	1,450,000	NC:NC	1,450,000	0	0	0	0	0	1,450,000
5520	5520	-- Improve Support Facilities	100%PAYGO	50,000	NC:NC	50,000	0	500,000	1,000,000	1,500,000	1,500,000	4,550,000

			<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>
5521	5521	-- Computer Systems/Hardware & Software	100%PAYGO	425,000	NC:NC	425,000	0	500,000	1,000,000	1,500,000	1,500,000	4,925,000
5521	5521	-- Computer Systems/Hardware & Software	5307Tollway	475,000	NC:NC	475,000	0	0	0	0	0	475,000
5522	5522	-- Support Equipment/Non-Revenue Vehicles	100%PAYGO	0	NC:NC	0	0	350,000	1,000,000	1,500,000	1,500,000	4,350,000
5522	5522	-- Support Equipment/Non-Revenue Vehicles	5307Tollway	1,000,000	NC:NC	1,000,000	0	0	0	0	0	1,000,000
5523	5523	-- Capital Cost of Contracting	5307Tollway	6,194,720	NC:NC	6,194,720	0	6,322,000	6,452,800	6,500,000	6,500,000	31,969,520
5524	5524	-- Preventive Maintenance	5307Tollway	9,000,000	NC:NC	9,000,000	0	9,000,000	9,000,000	9,000,000	9,000,000	45,000,000
5529	5529	-- Office Equipment/Furniture	100%PAYGO	0	NC:NC	0	0	0	0	850,000	850,000	1,700,000
Total 4 Support Facilities & Equipment				64,847,220		69,230,100	4,382,880	21,672,000	23,452,800	20,850,000	20,850,000	156,054,900
<u>5 Stations & Passenger Facilities</u>												
5425	5425	-- Orland Square Mall Bus Stop		0	100%: Rebuild Illinois	640,000	640,000	0	0	0	0	640,000
5530	5530	-- Improve Passenger Facilities	100%PAYGO	0	NC:NC	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	NC:NC	1,550,000	0	500,000	1,000,000	1,500,000	1,500,000	6,050,000
5532	5532	-- Bus Tracker Sign Deployment	100%PAYGO	750,000	NC:NC	750,000	0	500,000	1,000,000	1,500,000	1,500,000	5,250,000
5533	5533	-- Posted Stops Program	100%PAYGO	450,000	NC:NC	450,000	0	0	0	0	0	450,000
5534	5534	-- Joliet Transit Center	100% Rebuild Illinois	7,500,000	NC:NC	7,800,000	300,000	0	0	0	0	7,800,000
5535	5535	-- Harvey Transportation Center	100% Rebuild Illinois	1,000,000	NC:NC	8,400,000	7,400,000	0	0	0	0	8,400,000
5536	5536	-- I-55 Park-n-Rides	100% Rebuild Illinois	0	NC:NC	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	NC:NC	0	0	0	0	3,500,000	31,500,000	35,000,000
Total 5 Stations & Passenger Facilities				11,250,000		19,590,000	8,340,000	4,500,000	3,102,500	14,000,000	36,000,000	77,192,500
<u>6 Miscellaneous</u>												
5540	5540	-- Vision Plan Implementation Study	5307Tollway	1,500,000	NC:NC	1,500,000	0	1,000,000	0	0	0	2,500,000
5541	5541	-- Unanticipated Capital	100% Ser. Bd.	250,000	NC:NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
Total 6 Miscellaneous				1,750,000		1,750,000	0	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	NC:NC	43,752,500	40,252,500	0	0	0	0	43,752,500
5526	5526	-- River Division Expansion	100% Rebuild Illinois	2,000,000	NC:NC	21,260,000	19,260,000	0	0	0	0	21,260,000
5527	5527	-- North Shore Division Expansion	100% Rebuild Illinois	0	NC:NC	0	0	2,000,000	18,000,000	0	0	20,000,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	<u>Current</u>	2021	2022	2023	2024	Total
5528	5528	-- Southwest Division Expansion	100% Rebuild Illinois	0	NC:NC	0	0	2,000,000	16,000,000	0	0	18,000,000
Total 7 Extensions and Expansions				5,500,000		65,012,500	59,512,500	4,000,000	34,000,000	0	0	103,012,500
Total				106,278,121		178,513,501	72,235,380	60,180,365	91,601,570	110,280,306	105,486,343	546,062,085
Total Pace				106,278,121		178,513,501	72,235,380	60,180,365	91,601,570	110,280,306	105,486,343	546,062,085

			<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	NC: NC	4,200,000	200,000	4,000,000	4,000,000	4,000,000	3,800,000	20,000,000
<i>Total 4 Support Facilities & Equipment</i>				4,000,000		4,200,000	200,000	4,000,000	4,000,000	4,000,000	3,800,000	20,000,000
<i>Total</i>				4,000,000		4,200,000	200,000	4,000,000	4,000,000	4,000,000	3,800,000	20,000,000
<i>Total Pace ADA</i>				4,000,000		4,200,000	200,000	4,000,000	4,000,000	4,000,000	3,800,000	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												
System												
6 Miscellaneous												
9999	9999	16-94-0006 -- Access to Transit Program	100%RTA Capital Reserves	120,000	NC:NC	120,000	0	0	0	0	0	120,000
Total 6 Miscellaneous				120,000		120,000	0	0	0	0	0	120,000
Total				120,000		120,000	0	0	0	0	0	120,000
Total RTA				120,000		120,000	0	0	0	0	0	120,000
Grand Total:				1,756,082,601		2,773,537,270	1,017,454,669	1,073,706,812	1,141,538,358	1,251,228,339	1,008,619,810	7,248,630,595

To: Board of Directors
From: Leanne P. Redden, Executive Director



**Regional
Transportation
Authority**

Date: May 8, 2020

Re: Ordinance authorizing a contract for on-call signage maintenance and storage services

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

Action Requested

The proposed ordinance authorizes the Executive Director to execute a contract with Western Remac to provide professional, on-call maintenance and storage services to address any interagency transit information products throughout the region. The proposed contract term is for five years at an amount not-to-exceed \$405,840. The RTA is funding 100% of this contract. Western Remac will meet the 5% DBE goal established for this contract by retaining a certified DBE sub-consultant.

Background

The RTA's interagency signage program is part of a continuing mission to provide coordinated information so that our customers can more easily navigate the regional transit system. To address these needs, the RTA has led a collaborative process with our Service Boards (CTA, Metra and Pace), the City of Chicago, and other municipal partners to develop a modular system of interagency signage designed specifically for major transit hubs where passengers make connections between train and bus services.

In 2012, the RTA installed interagency signage at four demonstration locations. That same year, RTA staff successfully pursued a federal grant to expand the program to 19 additional locations at Metra and CTA train stations where high volumes of interagency rail-to-rail and rail-to-bus transfers occur. The RTA Board approved a site design contract for these expansions in May 2014 (Ordinance No. 2014-25) and an engineering contract in September 2015 (Ordinance No. 2015-41). Construction on the first bundle of the expansion signs ("Bundle 1") was approved by the RTA Board in April 2017 (Ordinance No. 2017-15) and completed in November 2018. Construction continued with the second bundle ("Bundle 2") which was approved by the RTA Board in June 2019 (Ordinance No. 2019-34) and will be substantially completed in May 2020. The RTA has now successfully signed 78% of the region's major transfer locations and is ready to construct the third and likely final Bundle of interagency signage ("Bundle 3") that is needed to complete this program.

Upon completion of the pending contract for Bundle 3, the RTA will have installed interagency signage at 23 major transit hubs. The proposed ordinance for on-call signage maintenance and storage services will effectively address the region's on-going maintenance needs for the next 5 years.

On-Call Signage Maintenance and Storage

The RTA issued an Invitation for Bid (IFB) on April 23, 2020 for on-call maintenance and storage of existing interagency signage products throughout the region. One vendor responded to the IFB. The scope of the work includes sign cleaning, graffiti removal, and storage services, as well as fabrication and installation of replacement signs as needed.

The RTA has found that Western Remac was a responsive and responsible bidder for the required scope of work.

Western Remac has submitted the RTA's Vendor/Contractor Certification that discloses the names of the principals and any contracted lobbyists, certifies that entering into this contract will not create a prohibited conflict of interest, and certifies that the firm and its principals have not been debarred or suspended from participating in public contracts and have not been convicted of procurement-related offenses. They have also agreed to update their Certification should any of the information change during the contract period.

Financial Impact

The total cost of the proposed five-year contract is not-to-exceed \$405,840. The contract will be funded by 100% RTA funds. RTA funding for the first year of this contract was approved as part of the RTA's 2020 budget. Funding for subsequent years is subject to annual budget appropriations by the RTA Board.

Prepared by: Capital Programming and Planning

LPR/JL/JHH/KDS/JSS
Attachments

ORDINANCE NO.

WHEREAS, one of the strategies outlined in *Invest in Transit*, the 2018-2023 Regional Transit Strategic Plan, is to facilitate seamless connections and physical integration of the three transit systems through coordinated schedules, regional maps, interagency wayfinding signage, and accessibility improvements.

WHEREAS, the Regional Transportation Authority (“the Authority”) has been providing coordinated information so that customers can more easily access and seamlessly navigate our public transportation system, and has led a collaborative process with the Service Boards and municipal partners to develop a modular system of interagency signage designed specifically for major transit hubs where passengers make connections between train and bus services;

WHEREAS, the Authority now requires on-call maintenance and storage services to ensure that existing, grant-funded transit information products at interagency locations are being addressed by maintenance professionals when they have become outdated, damaged, vandalized or removed in the field;

WHEREAS, after issuance of an Invitation for Bid, Western Remac is recommended by staff to provide the Authority with professional maintenance and storage services; and

WHEREAS, Western Remac has submitted the Authority’s Vendor/Contractor Certification that discloses the names of the principals and any contracted lobbyists, certifies that entering into this contract will not create a prohibited conflict of interest, and certifies that the firm and its principals have not been debarred or suspended from participating in public contracts and have not been convicted of procurement-related offenses. The firm has agreed to update the Certifications should any of the information change during the contract period.

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

1. The Executive Director of the Authority is hereby authorized to enter into a 5-year contract with Western Remac for professional, on-call maintenance and storage services at a cost not to exceed \$405,840. One hundred percent of this contract will be funded by the RTA.
2. The Executive Director is hereby authorized and directed to take such actions as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and said contract.

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 8, 2020

**Re: Ordinance authorizing a contract for fabrication and installation
of interagency signage – Bundle 3**



**Regional
Transportation
Authority**

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

Action Requested

The proposed ordinance authorizes the Executive Director to execute a contract with Western Remac to fabricate and install interagency transit signs at six expansion locations for an amount not-to-exceed \$442,755.00. Ninety percent of this contract will be externally funded through a federal grant from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The RTA is providing the required 10% local match of \$44,275.50 using RTA funds already budgeted for this purpose. Western Remac will meet the 12% DBE goal established for this contract by retaining a certified DBE sub-consultant.

Background

The RTA's interagency signage program is part of a continuing mission to provide coordinated information so that our customers can more easily navigate the regional transit system. To address these needs, the RTA has led a collaborative process with the Service Boards (CTA, Metra and Pace), the City of Chicago, and other municipal partners to develop a modular system of interagency signage designed specifically for major transit hubs where passengers make connections between train and bus services.

In 2012, the RTA installed interagency signage at four demonstration locations. That same year, RTA staff successfully pursued a federal grant to expand the program to 19 additional locations at Metra and CTA train stations where high volumes of interagency rail-to-rail and rail-to-bus transfers occur. The RTA Board approved a site design contract for these expansions in May 2014 (Ordinance No. 2014-25) and an engineering contract in September of 2015 (Ordinance No. 2015-41). Construction on the first bundle of the expansion signs ("Bundle 1") was approved by the RTA Board in April 2017 (Ordinance No. 2017-15) and completed in November 2018. Construction continued with the second bundle ("Bundle 2") which was approved by the RTA Board in June 2019 (Ordinance No. 2019-34) and will be substantially completed in May 2020. The RTA has now successfully signed 78% of the region's major transfer locations and is ready to construct the third and likely final Bundle of interagency signage ("Bundle 3") that is needed to complete this program.

Construction of Bundle 3

The RTA issued an Invitation for Bid (IFB) on April 6, 2020 for the fabrication and installation of interagency signage products for the Bundle 3 locations. Multiple vendors downloaded the IFB and one vendor responded. The scope of the work includes the fabrication of an integrated suite of wayfinding signs, route maps and schedules to be installed at six (6) locations throughout the region: Aurora, Blue Island, Chicago Union Station, LaSalle Street Station, Millennium Station, and Ogilvie Transportation Center. A total of 447 signs and related mounting components are programmed to be installed at 6 Metra stations, 4 adjacent CTA rapid transit stations, and 88 connecting bus routes (71 CTA and 17 Pace).

The RTA has found that Western Remac is a responsive and responsible bidder for the required scope of work.

Western Remac has submitted the RTA's Vendor/Contractor Certification that discloses the names of the principals and any contracted lobbyists, certifies that entering into this contract will not create a prohibited conflict of interest, and certifies that the firm and its principals have not been debarred or suspended from participating in public contracts and have not been convicted of procurement-related offenses. They have also agreed to update their Certification should any of the information change during the contract period.

Financial Impact

The total cost of the proposed contract is not-to-exceed \$442,755.00. Ninety percent (90%) of the cost of the contract will be funded by a federal grant from the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The remaining 10% of the contract or \$44,275.50 will be funded by RTA funds. All RTA funding sources were approved as part of the RTA's 2020 budget. Funding for subsequent years is subject to annual budget appropriations by the RTA Board.

Prepared by: Capital Programming and Planning

LPR/JL/JHH/KDS/JSS
Attachments.

ORDINANCE NO.

WHEREAS, one of the strategies outlined in *Invest in Transit*, the 2018-2023 Regional Transit Strategic Plan, is to facilitate seamless connections and physical integration of the three transit systems through coordinated schedules, regional maps, interagency wayfinding signage, and accessibility improvements.

WHEREAS, the Regional Transportation Authority (“the Authority”) has been providing coordinated information so that customers can more easily access and seamlessly navigate our public transportation system, and has led a collaborative process with the Service Boards and municipal partners to develop a modular system of interagency signage designed specifically for major transit hubs where passengers make connections between train and bus services;

WHEREAS, the engineering designs for interagency signage at six expansion locations, (Aurora, Blue Island, Chicago Union Station, LaSalle Station, Millennium Station, and Ogilvie Transportation Center) have been completed and are ready to be installed;

WHEREAS, the Authority requires a vendor to fabricate and install the interagency signs at the six locations;

WHEREAS, after a complete bidding process, the RTA has found that Western Remac is a responsive and responsible bidder; and

WHEREAS, Western Remac has submitted the Authority’s Vendor/Contractor Certification that discloses the names of the principals and any contracted lobbyists, certifies that entering into this contract will not create a prohibited conflict of interest, and certifies that the firm and its principals have not been debarred or suspended from participating in public contracts and have not been convicted of procurement-related offenses. The firm has agreed to update the Certifications should any of the information change during the contract period.

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

1. The Executive Director of the Authority is hereby authorized to enter into a 6-month contract with Western Remac for fabrication and installation services for expansion of the RTA’s interagency signage program at a cost not to exceed \$442,755.00. Ninety percent of the contract will be funded through a federal grant from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and ten percent of the contract will be funded by the RTA.

2. The Executive Director is hereby authorized and directed to take such actions as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and said contract.

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 8, 2020

Re: Ordinance authorizing a contract for aerial photography



**Regional
Transportation
Authority**

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

Action Requested

The proposed ordinance authorizes the Executive Director to enter into a 2-year contract with NearMap for a subscription to seamless, high-resolution aerial photography for GIS mapping and other spatial-related applications at a cost not to exceed \$459,000. One hundred percent of the contract will be funded by the RTA.

Background

The RTA and its partner agencies utilize aerial photography extensively to assist with daily responsibilities. Imagery is used for GIS and other mapping applications such as base maps, routing, spatial accuracy confirmation, temporal changes in land-use, capital construction, field data collection and infrastructure maintenance. Additionally, it is used on the RTAMS (RTA Mapping and Statistics) website and other interactive maps.

Description

The contract will allow the RTA, Metra and Pace to have unlimited access to online seamless high-resolution aerial photography for in-house mapping applications. The contract allows for RTA to use the product for public internet mapping uses, such as www.rtachicago.org and www.RTAMS.org.

Financial Impact

The total cost of the proposed contract is not-to-exceed \$459,000. One hundred percent of the contract will be funded using RTA funds. The first year of RTA funding was approved as part of the RTA's 2020 budget. Funding for subsequent years is subject to annual budget appropriations by the RTA Board.

Prepared by: Capital Programming and Planning

LPR/JL/JHH/BT
Attachments

ORDINANCE NO.

WHEREAS, one of the strategies outlined in *Invest in Transit*, the 2018-2023 Regional Transit Strategic Plan, is to collect and share more transit-related data;

WHEREAS, the RTA and its partner agencies utilize aerial photography extensively to assist with daily responsibilities that include mapping, field data collection and infrastructure management;

WHEREAS, Metra and Pace have expressed the need for similar information such that a joint purchase made by the RTA on behalf of the three agencies is an efficient use of resources;

WHEREAS, after a competitive bidding process, the RTA has found that NearMap was the most responsive and responsible lowest bidder; and

WHEREAS, NearMap has submitted the Authority's Vendor/Contractor Certification that discloses the names of the principals and any contracted lobbyists, certifies that entering into this contract will not create a prohibited conflict of interest, and certifies that the firm and its principals have not been debarred or suspended from participating in public contracts and have not been convicted of procurement-related offenses. The firm has agreed to update the Certifications should any of the information change during the contract period.

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

1. The Executive Director of the Authority is hereby authorized to enter into a 2-year contract with NearMap for seamless high-resolution aerial photography at a cost not to exceed \$459,000. One hundred percent of the contract will be funded by the RTA.
2. The Executive Director is hereby authorized and directed to take such actions as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and said contract.

To: Board of Directors
From: Leanne P. Redden, Executive Director



**Regional
Transportation
Authority**

Date: May 18, 2020

**Re: ORDINANCE AUTHORIZING THE PURCHASE OF EXCESS LIABILITY INSURANCE POLICIES
BY THE RTA LOSS FINANCING PLAN/JOINT SELF-INSURANCE FUND**

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

Action Requested

The proposed ordinance will authorize the purchase of excess liability insurance policies by the RTA's Loss Financing Plan/Joint Self-Insurance Fund. The RTA's current policies expire on June 15. Renewal policies are required in order to ensure continuous coverage in the event of a claim. At the present time, in light of COVID-19 related changes to regional applications for coverage, the RTA's broker continues to negotiate terms with underwriters in order to obtain the best pricing on premiums. The attached ordinance requests authorization to negotiate and enter into contracts for coverage not exceeding 25% above 2019 premiums. The total cost of coverage would therefore not exceed \$7,058,000 plus applicable taxes. In the alternative, should quotes be received exceeding that figure, the ordinance also grants authority to bind coverage at the higher rates with approval of the Loss Financing Plan/Joint Self-Insurance Fund Committee and the RTA Board Chairman.

Background

In 1986, the RTA and the Service Boards together established a Loss Financing Plan (the "LFP" or the "Plan") and Joint Self-Insurance Fund (the "Fund"). Pursuant to a four party Agreement, the Plan and Fund are governed by three Fund Advisors (one representing each Service Board) and a Fund Manager (appointed by the RTA). The Fund/Plan was initially capitalized with the proceeds of an RTA bond issuance followed by a series of annual RTA contributions. The original purpose of the Fund was to provide a ready source of cash for the Service Boards to settle claims and pay judgments, which the Service Boards are then required to repay over time. This promotes stability in operations and finances by allowing the Service Boards to spread the impact of major, sudden losses over a multi-year period. There are currently no outstanding loans.

The Fund pays for settlements and judgments above established self-insurance retention levels for each Service Board. If the Service Boards use the Fund to satisfy settlements or judgments, there are fixed minimums on the amount of repayment per year for each Service Board.

Since 1993, the Fund has purchased excess liability insurance on behalf of the four agencies. Plan coverage includes General Liability, as well as Terrorism coverage and punitive damages. This insurance covers very large losses, protecting against rapid depletion of the Fund and unexpected impact on Service Board budgets. The losses covered by the insurance policy do not need to be repaid by the Service Boards. The insurance purchased by the Fund has served its intended purpose: coverage has been available to the Service Boards to protect against a large loss adversely impacting the operating budget in a single year.

Currently, the structure of the program provides for what is referred to as “dual aggregate” limits, meaning the policies will cover two total losses. This aspect of the program is important, because Metra is contractually bound by its purchase of service agreements with the freight railroads, on whose tracks commuter service operates, to maintain excess liability insurance coverage for losses up to \$295 million (the additional coverage is purchased by Metra separately). The dual aggregate structure means that Metra or another Service Board can suffer a loss that is covered by insurance without degrading the insurance coverage available to satisfy Metra’s contractual obligations, and only after a second such loss would the RTA need to consider purchasing a reinstatement policy.

2020 - 2021 Renewal Process & Premium History

The RTA’s broker, Aon Risk Services, Inc. (“Aon”), is working to renew a complete insurance program covering losses between \$15 and \$100 million dollars. The 2020-2021 program, which is being negotiated with markets in the United States, United Kingdom and Bermuda, is comprised of three tiers, each of which is further divided into smaller layers covered by an individual insurer. This “tower” of coverage is structured as shown below and in the attached 2019-2020 program:

1. the primary layer provides coverage of \$15 million per occurrence, \$30 million in the aggregate, with a self-insured retention of \$15 million;
2. the second layer provides coverage of \$20 million per occurrence, \$40 million in the aggregate, for losses in excess of \$30 million;
3. the final layer provides coverage of \$50 million per occurrence, \$100 million in the aggregate, for losses in excess of \$50 million.

Following two years of decreased premiums, two years of flat renewals and then a significant increase in 2019, this proposed increase results largely from a hardening in the market vis-à-vis transit coverage and very large losses, most not transit-related, in other jurisdictions. Specifically, paid claims involving California wildfires, sexual harassment, molestation, opioid abuse and floods, among others, are causing the markets to increase premiums significantly, even for loss free accounts such as RTA’s. In some notable cases, a single paid claim exceeded \$100,000,000. Years of inaccurate underwriting caused some markets to close completely, while others significantly decreased their coverage capacity, both acting to limit competition.

An already hardened market was then exacerbated by the advent of the coronavirus (COVID-19) pandemic. COVID-19 triggered upheaval in the industry. The data which typically underlies the underwriting process – ridership, fare revenue, tax revenue, number of employees, etc. – became uncertain. Applications we had previously submitted became grossly inaccurate and had to be resubmitted. As a result, the underwriting process is significantly delayed and negotiations continue.

Financial Impact

Premiums. The attached ordinance requests authority to enter into new policies with premiums not to exceed \$7,058,000 plus applicable taxes and inclusive of wholesale commissions. In the event final quotes from the market exceed this figure, the ordinance authorizes the Fund Manager to nonetheless bind coverage with consent of the Loss Financing Plan/Joint Self-Insurance Fund Committee and the RTA Board Chairman.

Wholesale Commissions. Pursuant to its contract with Aon, the RTA pays a wholesale broker commission to Aon Risk Solutions, Aon's international affiliate that accesses the London and Bermuda markets. The commission is paid at a rate of 5% or less on international placements. Aon Risk Solutions' commission is already included in the aggregate premium payment.

Prepared by: Legal & Compliance Department

LPR/nml
Attachment.

Regional Transportation Authority

Liability Program

June 15, 2019 - June 15, 2020 Final (V3 - 7/12/19)

PLACEMENT	CARRIER	POLICY NO.	LIMIT	Premium	
\$50,000,000 in excess of \$50,000,000					
London	Lloyd's	CSUSA1901052		\$446,413	
	Aspen		\$ 12.00		\$357,130
	ACT		\$ 3.00		\$89,283
	Aspen puni wrap	CSUSA1901074 PDA2E5J19A0X		\$39,681	
	Magna Carta for ACT	CSUSA1902085 MCPD205399		\$9,920	
US	Swiss Re	EXS0008099-06	\$15.00	\$496,014	
Bermuda	Sompo/Endurance Spec. Ins. Ltd.	EXC10002079600	\$15.00	\$496,014	
Bermuda	Hamilton Re/Canopus Underwriting	CX18-6507	\$5.00	\$165,338	
Total Layer Premium \$1,653,380 (\$33,067.60 per mil)				\$1,653,380	
\$20,000,000 in excess of \$30,000,000					
Bermuda	Queen's Island	QIRR804307	\$ 7.50	\$499,687	
London	XL Dublin	CSUSA1901040	\$ 5.68	\$378,430	
London	Aspen	CSUSA1901045	\$ 1.42	\$85,147	
London	Aspen puni wrap	CSUSA1901067 PDA8M5U19A0B		\$9,461	
Bermuda	Argo Re Ltd.	ARGO-CAS-OR-000042	\$ 2.50	\$166,563	
US	Liberty	XSHV742953-2	\$ 2.90	\$172,959	
Bermuda	Magna Carta wrap (lib)	MCL1205404		\$19,890	
Total Layer Premium \$1,332,500 (\$66,625 per mil).				\$1,332,137	
Note - premium is slightly less, due to puni wraps.					
\$15,000,000 in excess of \$15,000,000					
London	Lloyd's	CSUSA1901061		\$1,581,148	
	Aspen		\$ 3.50		\$553,401
	Aegis		\$ 5.00		\$790,574
	ACT including wrap		\$ 1.50		\$237,173
London	Aspen puni wrap	CSUSA1901039 PDA2DYJ19A0C		\$67,236	
London	Aegis/ACT puni wrap	CSUSA1901038 MCPD205400		\$124,866	
London	Argo	CSUSA1901063	\$ 2.50	\$443,311.00	
London	XL Dublin	CSUSA1901065	\$ 2.50	\$443,311.00	
Total Layer Premium \$2,659,872 (\$177,325 per mil)					

Note - premium is \$3 less, due to rounding

\$2,659,872

ORDINANCE NO.

WHEREAS, the Regional Transportation Authority (RTA), the Chicago Transit Authority (CTA), the Commuter Rail Division of the Regional Transportation Authority (Metra) and the Suburban Bus Division of the Regional Transportation Authority (Pace), hereinafter collectively referred to as the “Participating Entities,” are authorized by law to purchase insurance, to self-insure or to self-insure on a joint basis against various risks arising out of the exercise of their powers and duties under the law;

WHEREAS, the Participating Entities determined in 1986 that it was in their individual and collective best interests to contract among themselves to establish a Loss Financing Plan (Plan) providing for a Joint Self-Insurance Fund (Fund), which provides loans to the Participating Entities, above certain retained limits and subject to repayment, for damages and losses arising out of specific risks;

WHEREAS, the Participating Entities authorized the execution of the Articles of Agreement of the Loss Financing Plan, effective October 1, 1986, to achieve such purposes;

WHEREAS, in 1993 the Participating Entities determined that it was in their individual and collective best interests for the Fund to purchase excess liability insurance to provide coverage for a portion of the obligations of the Fund;

WHEREAS, the current insurance policies, authorized by the RTA Board of Directors pursuant to Ordinance 2019-24, expire on June 15, 2020;

WHEREAS, RTA’s excess liability insurance broker, Aon Risk Services, Inc., is actively preparing a renewal program to provide for continued excess liability insurance coverage; and

WHEREAS, the renewal process has been significantly delayed by the advent of the Coronavirus pandemic and other unforeseen circumstances.

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

1. The Loss Financing Plan and Joint Self-Insurance Fund is authorized to bind coverage and enter into agreements with insurance carriers, for the period from June 15, 2020 through June 15, 2021 in an amount not to exceed \$7,058,000 in the aggregate, plus any applicable taxes. In the alternative, should quotes be received exceeding that figure, the Fund Manager is authorized to bind coverage at higher rates with approval of the Loss Financing Plan/Joint Self-Insurance Fund Committee and the RTA Board Chairman.
2. The Fund Manager is hereby authorized to arrange for the withdrawal from the Fund the amounts necessary to purchase such insurance.
3. The Fund Manager is authorized and directed to take such further actions as the Fund Manager deems necessary and appropriate to implement, administer and enforce this Ordinance and said agreements authorized herein.



**Regional
Transportation
Authority**

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: May 8, 2020

Re: Ordinance authorizing a contract amendment
with Omicron Technologies, Inc. for enhancement of the RTA's
fare programs permit production process

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

Action Requested

The proposed ordinance authorizes the Executive Director to amend a contract with Omicron Technologies, Inc. (Omicron) to add \$295,147 to the contract value.

Background

The RTA entered into a contract with Omicron on November 29, 2018 to develop and implement a new RTA fare programs database, manage the RTA Reduced Fare and Ride Free permit production process, and operate a call center to assist customers in managing their RTA permits. The original contract value of \$5,257,720 was approved by the RTA Board of Directors on November 29, 2018.

Since contract implementation there have been several unforeseen circumstances that necessitate an amendment to the contract in order to enhance the customer's experience of the Reduced Fare and Ride Free programs, better manage customers' personally identifiable information (PII), and to address drastic changes in customer call volume and length.

Proposed changes to the contract include: (1) the creation of a portal to increase the protection of PII information exchanged between the RTA and Omicron, (2) enhancements to the database to allow customers to apply for the fare programs and request replacement permits online rather than a paper in-person process, (3) the creation of a remote call center operation to address contractual staff's need to work remotely during the coronavirus pandemic, (4) an increase in the rates relative to the customer call center due to a significant increase in the volume and length of customer interactions compared with what was contemplated in the contract and (5) a robust data clean-up process to ensure accurate demographic data for customer contact and mailings.

Financial Impact

The cost of the amendment is \$295,147, for a total contract value not to exceed \$5,552,867. Sufficient funds are available in the 2020 budget to cover the cost of this amendment and will be subject to Board approval in future years. Omicron has agreed to meet the 20% DBE goal for this contract.

Prepared by: Mobility Services Department
LPR/MJV

ORDINANCE NO.

WHEREAS, the Board of Directors of the Regional Transportation Authority (the "RTA") previously authorized a contract valued at \$5,257,720 with Omicron Technologies, Inc. to develop and implement a new RTA fare programs database, manage the Reduced Fare and Ride Free programs' permit production process, and operate a customer call center;

WHEREAS, improvements to the fare programs database, including the need for greater integrity and protection of customer data and data security are necessary;

WHEREAS, unforeseen increases in customer call volume and length have resulted in greater efficiency and customer service, but at an increased cost;

WHEREAS, enhancements to the database to offer online services to customers are necessary to improve customer service and reduce paper-based processes;

WHEREAS, the purchase of software and equipment is necessary to create and implement a remote call center in order to prevent the spread of coronavirus; and

WHEREAS, it is in the best interest of the RTA to implement these and other enhancements to the delivery of service pursuant to this contract.

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

- 1) The Executive Director is hereby authorized to negotiate and execute an amendment to the contract with Omicron Technologies, Inc. to add \$295,147 to the contract value for a total not to exceed \$5,552,867.
- 2) The Executive Director is authorized and directed to take such further action as the Executive Director deems necessary or appropriate to implement, administer, and enforce this ordinance and said contract.



**Regional
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To: Board of Directors
From: Leanne P. Redden, Executive Director
Date: May 6, 2020
Re: Ordinance authorizing a contract amendment with Barton Malow

Action Requested

The proposed ordinance authorizes the Executive Director to amend a contract with Barton Malow to add \$330,000 to the contract value.

Background

The RTA entered into a contract with Barton Malow Company on October 17, 2020 to remodel the 15th floor of the RTA cooperate office. The original contract value of \$3,107,000 was approved by the Board on October 17, 2020.

Upon starting construction, it was discovered that there was asbestos on the ceiling slab above the ceiling grid, causing an 8-week delay in construction. Once construction resumed following the remediation process and demolition was complete, there were, as is common in construction, several unknown infrastructure and structural issues that required alteration to the architectural plans. New materials needed to be purchased, which caused further delays and an increase to the construction budget. In addition, COVID-19 significantly impacted both construction costs and the substantial completion date. Additional contractor staff were needed to create work shifts in order to meet the need for social distancing, and the construction schedule was further delayed due to material shipping delays from furniture manufactures and the millworker.

The overall cost for the changes in scope, additional materials, changes to and retention of contractor staff and the asbestos remediation totaled \$310,836.24. Staff is requesting a contingency of \$19,130.76 for any additional unforeseen expenses for a total addition of \$330,000 to the contract value. Of this, the RTA is requesting reimbursement of approximately \$61,000 from the 175 W Jackson building management to absorb to costs related to the asbestos remediation since it was located on building property.

Barton Malow has previously submitted the RTA's Vendor/Contractor Certification that discloses the names of the principals and any contracted lobbyists, certifies that entering into this contract will not create a prohibited conflict of interest, and certifies that the firm and its principals have not been debarred or suspended from participating in public contracts and have not been convicted of procurement-related offenses. Granicus has also agreed to update the Certification should any of the information change during the contract period.

Financial Impact

The total cost of the amendment is \$330,000. To date, Barton Malow has exceeded the 15% DBE goal with a 19% DBE participation rate. Barton Malow anticipates that it will and has agreed to meet the 15% goal on the increased amount. The RTA has sufficient funds in facility reserves to fund this expense.

Prepared by: Michael VanDekreke, Director, Mobility Services, Construction Project Manager

LPR/MJV
Attachment.

ORDINANCE NO.

WHEREAS, the Board of Directors of the Regional Transportation Authority (the "RTA") previously authorized a contract valued at \$3,107,000 with Barton Malow Company to renovate the 15th floor of RTA headquarters;

WHEREAS, an unforeseen infrastructure related issues, discovery of asbestos requiring remediation and the COVID-19 pandemic resulted in a delay in the construction schedule and increased costs; and

WHEREAS, these delays in the construction schedule, changes to architectural drawings and needed materials and expenses related to the abatement resulted in an overall increase in expenses of up to \$330,000.

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

- 1) The Executive Director is hereby authorized to amend the contract with Barton Malow Company to add \$330,000 to the contract value for a total not to exceed \$3,437,000.
- 2) The Executive Director is authorized and directed to take such further action as the Executive Director deems necessary or appropriate to implement, administer, and enforce this ordinance and said contract.