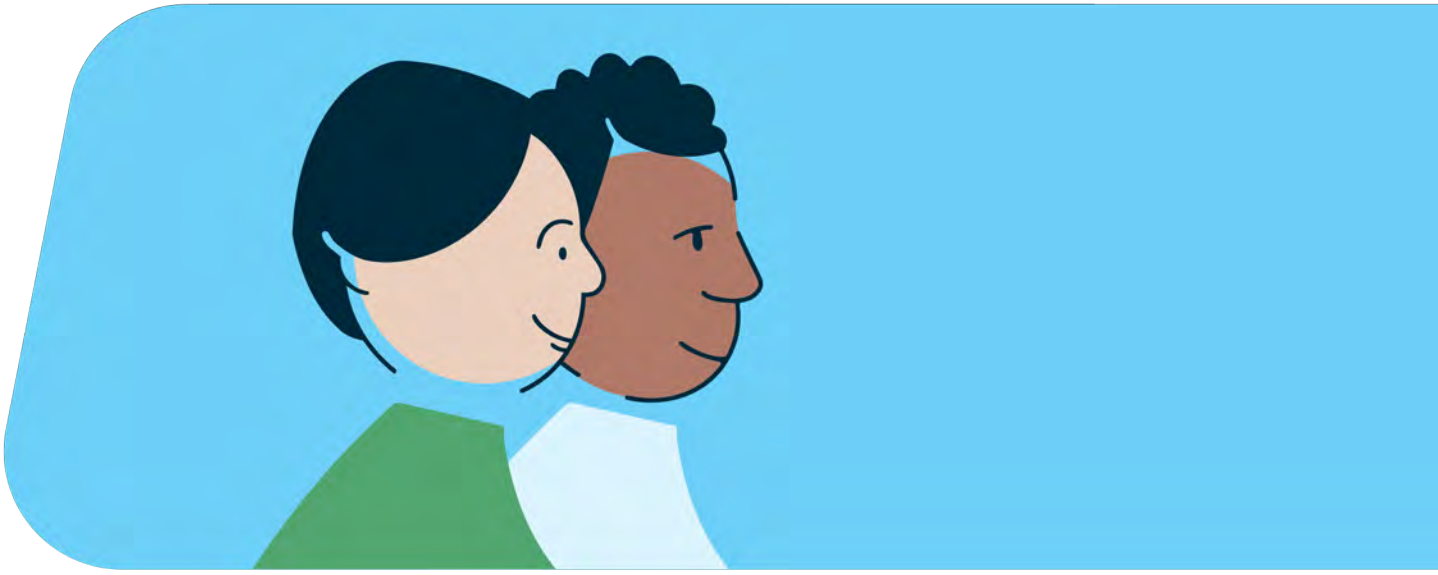
# 2027 NITA Regional Budget

Operating Budget
Two-Year Financial Plan
Five-Year Capital Program

**Proposed November 2026**



NITA
NORTHERN ILLINOIS TRANSIT AUTHORITY

cta Metra pace

This document contains the Proposed 2027 NITA Regional Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program for the Northern Illinois Transit Authority (NITA), Chicago Transit Authority (CTA), Metra, and Pace, to be adopted by the NITA Board on December 10, 2026.

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Dear Riders,

Welcome to the NITA era. The Northern Illinois Transit Authority (NITA) is ready to lead a stronger, safer, more connected regional transit system. Our 2027 Regional Operating Budget — the first developed by the Authority as a single regional transit blueprint covering our agency, the Chicago Transit Authority (CTA), Metra, and Pace and the first to reflect a full year of new operating funding provided through the NITA Act — puts that commitment into action.

A year ago, thanks to thousands of passionate riders and stakeholders fighting for transit's future, the state of Illinois made a historic choice. We became only the second state in the country to lead the way on restoring transit funding post-2020. Instead of allowing service reductions, fare increases, and uncertainty to define the years ahead, we will grow the system into the transit network the region deserves.

The result was the NITA Act, the most transformational change to our six-county region's transit system in decades. NITA now has a clear mandate: lead the region forward and deliver on that investment. We are bringing agencies together, setting regional priorities, and holding ourselves and our operators accountable for results that riders, frontline workers, and the taxpayers can see and experience.

The first resources made available through the NITA Act in 2026 supported public safety, service expansion, reliability, affordability programs, and customer information. This budget builds on that foundation with a full year of investment under NITA's direction.
















CTA, Metra, and Pace remain responsible for operating the buses, trains, and paratransit services that connect communities throughout northeastern Illinois while NITA's job is to ensure those services work together as one regional network. For too long, separate budgets and decision-making created barriers to addressing fares, transfers, accessibility, and customer information — even though riders experience them as a single trip. The NITA Act gives us greater authority to address those challenges and move shared solutions forward.

In 2027, our promise to riders is to put your experience at the center of regional decisions. You should be able to count on transit that gets you where you need to go, connections that work, information you can trust, and services you can use and afford.

This budget backs that commitment with investments in safer trips, more reliable service, and a more accessible system. We will also advance longer-term priorities including regional service standards, fare integration, coordinated capital programming, accessibility and language access, and improved customer information. Together, these efforts will help build the world-class transit system our region deserves.

Earning riders' confidence takes follow-through. Some improvements, like a Transit Ambassador Program or integrated digital signage at NITA Hub transfer locations will arrive in the coming year; others like full fare integration or a regional Dial-A-Ride program will require sustained work. We will measure results, report on progress, and be direct about what we have accomplished, where we are falling short, and what comes next.

The region worked hard to secure the future of transit and now it is time to do the work. For everyone who rides today — and everyone we hope to welcome aboard — this is just the beginning.

Sincerely,



Jamie Rhee
NITA Interim Executive Director



Tom Kotarac
Chair, NITA Board of Directors

# Introduction

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Introduction

## A new era for regional transit

The 2027 Regional Operating Budget is the first annual budget developed by the Northern Illinois Transit Authority (NITA) and the first to include a full year of new operating revenues provided through the NITA Act. With greater regional authority and new resources, NITA is leading the implementation of reforms to improve transit across northeastern Illinois. The budget continues investments introduced in 2026 and funds the next stage of regional planning, coordination, and oversight.

The proposed Regional Operating Budget totals $5.04 billion, encompassing CTA, Metra, Pace, ADA Paratransit, and NITA. The 2027–2031 Five-Year Capital Program totals $9.73 billion for investment in vehicles, stations, tracks, bridges, signals, facilities, and technology. Together, these programs support daily service and the infrastructure needed to maintain and improve the regional system.

The 2027 budget is a down payment on the reforms promised in the NITA Act. It sustains and expands service, invests in rider and worker safety, and funds the people and systems needed to turn new regional responsibilities into improvements riders can experience. In the coming year, more frequent service, better-coordinated schedules and transfers, expanded fare programs, and clearer customer information will move CTA, Metra, and Pace toward a more integrated regional network. The budget also supports the workforce needed to operate, maintain, and improve that network while laying the foundation for longer-term reforms in service standards, fare integration, and accessibility.

NITA was created by the Illinois General Assembly and Governor JB Pritzker to lead regional transit policy and investment in fares, service coordination, safety, capital planning, accessibility, and customer information. CTA, Metra, and Pace, known as the Service Boards, continue to operate transit and maintain their systems. NITA's responsibility is to establish regional priorities, coordinate decisions across the agencies, and evaluate progress toward regional goals. This authority addresses longstanding issues that require action by more than one operator, including transfer connections, differences in fare policies, and inconsistent information for riders traveling between systems.

The May 2026 Operating Budget Amendment made possible by the NITA Act directed $132.2 million toward improvements in 2026. This included nearly $60 million for public safety and security and $53.6 million for service expansion and enhancement. The amendment funded additional safety personnel and response resources, service and reliability improvements, customer information, and more.

Through the 2027 budget, NITA, CTA, Metra, and Pace continue to invest in those priorities for riders. This budget also supports the staff and systems needed to carry out the regional agency's expanded responsibilities.

This document presents regional operating investments by rider priority, followed by the revenues supporting the system and the Five-Year Capital Program. Agency profiles provide additional operating, staffing, and capital information for CTA, Metra, and Pace, including Americans with Disabilities Act (ADA) Paratransit. These sections describe how regional priorities are reflected in agency budgets and the improvements planned for 2027.

Throughout the budget, “Your Investment in Action” stories show what these investments mean for individual riders and transit employees. These examples illustrate how projects across the system contribute to regional priorities, from safer travel and better accessibility to clearer information and more affordable trips.

# What the 2027 budget delivers for riders

As the region emerged from the pandemic, public transportation faced a looming fiscal cliff. Federal relief had kept buses and trains running, but that temporary funding was running out. Without a lasting solution, riders faced the prospect of service cuts, fare increases, and a system unable to meet their needs.

Over the years that followed, thousands of people across northeastern Illinois spoke up about what was at stake. Transit connects people to jobs, education, medical appointments, and the people they care about. Its future mattered to riders, employers, communities, and the region’s economy. Closing the budget gap was essential, but the region demanded more. Riders wanted service they could count on, shorter waits, safer trips, and affordable fares. They wanted accessible stations and stops, clear information, and connections that worked across CTA, Metra, and Pace. Their experiences made the case for sustained investment and stronger regional leadership to address problems that had persisted for years.

The NITA Act grew out of that push for change, and the investments in this budget will keep the promise that was made to riders.

**Safety and security**

The 2026 amendment increased funding for public safety personnel, crisis intervention and social-service responses, technology, and protections for transit employees. In 2027, the budget provides $54.6 million for regional safety improvements such as establishment of an Office of Transit Safety and Experience, development and launch of the Transit Ambassador Program, a new regional safety reporting app, and improved coordination between safety and social service resources.

These investments support both riders and the people who operate the system, including stronger protections for bus operators, better incident reporting, and more coordinated responses to safety concerns.

NITA will lead development of the regional Transit Ambassador Program, launching in July, and coordinate safety efforts among the Service Boards, law enforcement, social-service providers, and other partners. Through its regional safety and customer-experience responsibilities, the agency will establish a more coordinated approach to issues affecting riders and employees across the transit system.

### Reliable and frequent service

The 2026 amendment supported additional bus and rail service, operator and garage staffing, rail slow-zone mitigation, and bus-priority improvements. The 2027 budget includes CTA improvements to key regional bus corridors on Cicero and South Halsted, as well as targeting expanded service hours and more frequent off-peak service on at least 20 routes throughout the network. For Pace riders, it includes $10 million to add more than 100,000 hours of fixed route service focused on adding new, and improving existing, night and weekend service. For Metra riders, the budget maintains expanded service on the Metra Electric and Rock Island lines, funds hourly off-peak service as the initial phase of the Rock Island regional rail pilot and supports additional trains on other lines as railroad approvals, crew availability, and training allow.

These investments will support service expansion and improve the Service Boards' ability to deliver scheduled service. NITA will lead the development of regional service standards and coordinated planning to establish expectations for frequency, reliability, service hours, and connections. By working with the operators and seeking feedback from riders, NITA will identify gaps in the regional network and priorities for improving trips that involve more than one agency.

For riders, progress toward an integrated system will mean practical improvements: buses timed to connect with trains, more options for evening and weekend travel, fare discounts that work across agencies, and clearer information when transferring between services.

### Accessible transit and better rider information

The budget expands upon current investments by $14.2 million for new accessibility improvements and supports customer information investments. Capital projects will improve access to stations and vehicles, while customer-information initiatives will help riders plan trips and receive service updates.

NITA will lead regional work on a language access plan and customer information improvements and evaluate opportunities to better coordinate paratransit, dial-a-ride, and on-demand services. The Dial-A-Ride fund will receive an initial $10 million in funding. The agency will work with the Service Boards to improve the consistency of multilingual and real-time information, particularly at interagency transfer locations and during disruptions.

### Seamless and affordable fares

The 2027 Budget proposed to make permanent the pilot expansion of the Access Program, a reduced fare program for all residents who qualify for the Supplemental Nutrition Assistance Program (SNAP), to CTA and Pace and pilot of more consistent student fares on CTA and Pace.

The 2027 budget does not increase fares and proposes to further harmonize fares in ways that will make riding across systems more seamless. The proposal includes

- Free transfers between CTA and Pace for pay-per-use riders
- Reduced Fare card holders will be able to buy more unlimited use passes

- Regionalize the Military and Disabled Veterans special fare programs by harmonizing policies across CTA, Metra, and Pace.

Finally, as part of the NITA transition, work will continue behind the scenes on fare integration to meet future deadlines between 2028 and 2030 for a fare capping pilot and a universal fare instrument, in coordination with the Service Boards.

**Efficiencies and accountability**

NITA and the Service Boards are committed to efficient operations and use of taxpayer funding. The 2027 budget includes $60.1 million in efficiencies helping maintain the region's status as one of the most efficient in the country. These savings are greater than the $47 million of required efficiencies. Key efficiencies were identified across three categories: Service Delivery, Labor Optimization, and Real Estate and Other Property. In Service Delivery, initiatives focus on improving bus travel times, aligning bus and train capacity with ridership demand, and optimizing materials storage and management. Under Labor Optimization, initiatives include reducing longstanding vacancies, optimizing staffing and overtime, bringing select consultant work in-house and reducing healthcare and workers' compensation costs. In Real Estate and Other Property, efficiencies include reducing telecommunications expenses and optimizing fleet and facility use.

NITA is not stopping at efficiencies. Effectiveness of new initiatives is equally important. NITA will develop regional performance measures to evaluate service delivery and the results of new investments. The agency will also assess capital investments against project schedules and regional goals. This is the start of an ongoing continuous improvement effort to make the most of the regional investments. This reporting will provide a basis for reviewing progress, identifying areas requiring corrective action, and informing future funding decisions.

# Capital Programming with a new regional lens

The regional transit 2027–2031 Five-Year Capital Program includes $9.73 billion in state, federal, and local/agency funds to deliver impactful capital projects that improve the experience for riders and frontline workers. This also includes a new $180 million in annual state investment included in the NITA Act. Under NITA the region is looking to build a unified transit system, and capital investments will help lead the way. Enhanced regional signage, regional access to transit projects throughout the six-county region and collaborations with CMAP to strategically add shelters across the region will provide for a more connected system in NITA's first capital program. In addition, the 2027-2031 capital program will expand investments in state of good repair work to vehicles, track, bridges, and signals to support more reliable operations. Station and facility improvements will advance accessibility and provide the capacity needed to maintain and expand service. New proposed initiatives include funding for Metra's Rock Island Line regional rail initiative, design of new stations on CTA's Green and Blue lines included in the NITA Act and a new Pace Pulse Bus Rapid Transit (BRT) line on Cermak/22nd St.

While the region will make the most of immediate funding increases, Chicagoland's transit system continues to face substantial needs for repair and replacement of aging infrastructure, requiring $30 billion over the next decade to bring assets back into a state of good repair and continue serving the region for generations to come. NITA's expanded capital-programming role will bring a greater regional focus to the evaluation of investments based on service needs, asset condition, accessibility, and regional goals. This approach will guide decisions about maintaining existing assets, modernizing the system, and supporting well-thought-out service expansion across CTA, Metra, and Pace.

The NITA Act expands the agency's authority to develop a regional capital budget benefiting both riders and frontline workers. For this year's capital program there are immediate improvements, including programming the new state funds using a project selection-based process, consultation with labor as part of the budgeting process, updated regional project selection criteria and clearer reporting of regional benefits.

# Rider voices shaping the future

NITA is listening to riders and putting their priorities at the center of decisions about the region's transit future. Through surveys, public events, and conversations across the region, riders are telling us what they need: dependable service, safer trips, affordable fares, and easier connections. Their feedback will help guide where we invest and how we measure success.

As investments improve service, more people are riding. CTA, Metra, and Pace provided 195.4 million fixed route rides during the first six months of 2026—5.8 million more than during the same period in 2025. That growth comes as agencies expand service, improve stations and vehicles, strengthen security, and make travel across the region easier.

Regional ridership is projected to reach 417.1 million trips in 2027, a 2.2% increase over expected 2026 ridership. While travel patterns have continued to evolve, ridership growth comes from delivering reliable service to the region, making new connections, and reaching new customers.

For example, over the past two years the frequent bus network (FBN) routes have seen a 21% ridership growth compared to non-FBN routes which have seen an 11% growth in ridership. Net ridership growth since the FBN was launched, there has been a 10% ridership growth, through July 2026. Overall ridership for the first half of 2026 there has been a 2.2% increase in bus ridership, while rail ridership grew 4.1%. Metra added service on the Rock Island and Metra Electric lines as it advanced more consistent service beyond traditional commute times. Its ridership grew 6.1%, the largest percentage increase among the three agencies. As part of multiple pilot projects geared towards improving night and weekend service, Pace expanded service on 11 routes. This resulted in a 28% ridership increase on those routes on the service days the service was expanded. These gains demonstrate the opportunity to build ridership as the region invests in service that better meets people's needs.

Riders are also reporting a better experience. The June 2026 quarterly rider panel survey conducted by NITA recorded the highest overall satisfaction since 2022, with 80 percent of respondents satisfied with Chicago-area public transit, compared with 74% a year earlier. Satisfaction increased across several everyday priorities including getting to destinations on time (80% up from 73%), service available when and where needed (79%, up from 71%), delay and real-time information (70%, up from 62%), personal security (64% up from 56%), and cleanliness (63%, up from 56%). percent). This budget will set the operating agencies up for success and allow NITA to set goals that bring customer satisfaction scores higher in areas that have seen greater drops in recent decades.

**What Moves You? Budget Survey**

NITA is committed to building the future of transit with rider voices at the center. For the first time, the regional transit agency published a prioritization survey, **"What Moves You?"** in advance of budget development to hear from riders about what they want to see in 2027 and beyond. The survey was available online in Spanish and English from September 28 to October 16, 2026. It was shared by CTA, Metra, Pace, advocacy groups including the Active Transportation Alliance, Metropolitan Planning Council, and Elevated Chicago, as well as the Mayor's Office for People with Disabilities, Illinois Department of Transportation, and several Chicago news outlets.

The survey received 4,368 responses. Respondents brought a range of travel experiences and needs. More than one-third (37%) reported having no working vehicle in their household, and about four in five rode transit at least weekly, including 40% who rode five or more days a week. Thirteen percent said they or someone they often traveled with used a mobility device or needed step-free access. Respondents reported approximately 30 languages spoken at home, with 8% reporting multiple languages. Participation included residents of all six counties, although responses were concentrated in Cook County. These perspectives help explain the importance respondents placed on dependable service, accessibility, clear information, and connections across the transit system.

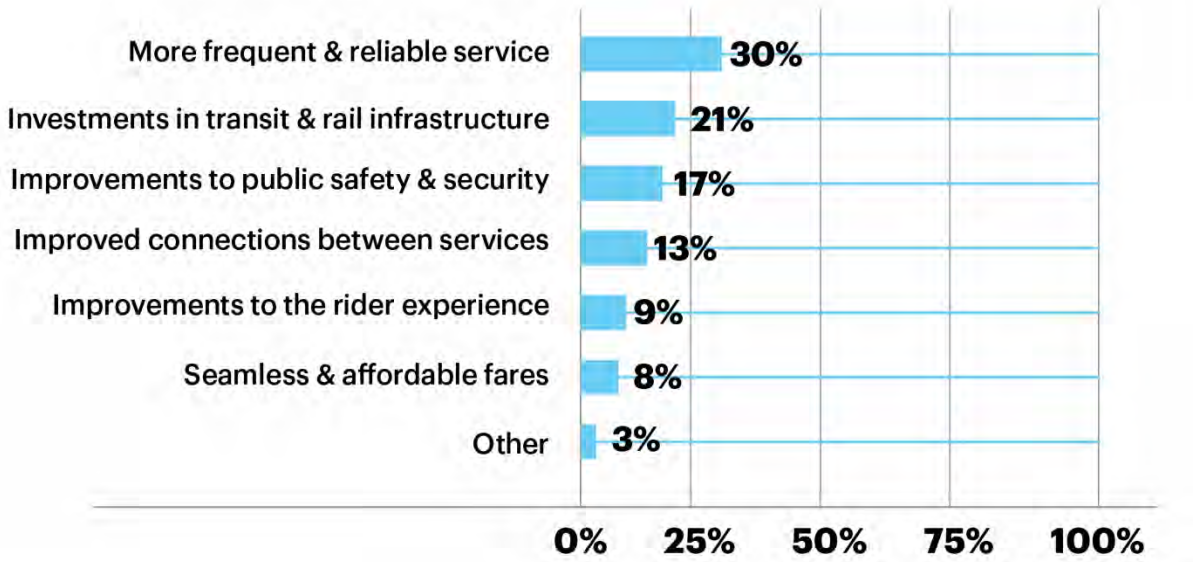
The results below and in this budget are not scientific but were used as one input in budget decision-making. Full results will be available on the NITA website.

Respondents ranked more frequent and reliable service as the most important thing they want NITA to achieve, followed by investments in transit and rail infrastructure and improvements to public safety and security. These priorities reflect an emphasis on the foundations of transit: service riders can count on, infrastructure that supports dependable trips and a system where people feel safe. Improved connections between services, improvements to the rider experience, and seamless and affordable fares rounded out the priorities. Additional questions explored which specific investments respondents would prioritize within each area.

Note: Ranking charts show weighted results that account for both how many respondents selected an option and where they ranked it. Percentages in those charts represent each option's share of the total weighted score, not the percentage of respondents who selected it.

The survey asked respondents to rank what they most wanted NITA to achieve for the region's transit system.

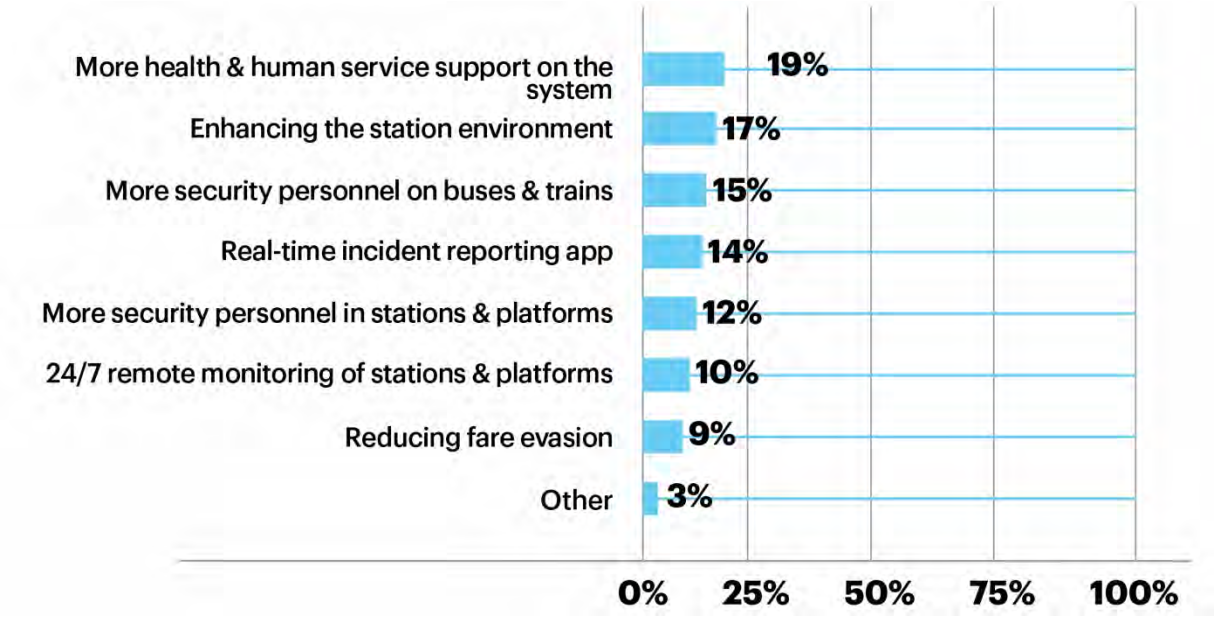
**Figure 1. Survey Respondents' Ranked Top Priorities for NITA**




Respondents were next asked to rank the investments they would prioritize to improve safety and security on transit.

For security improvements, more mental health and human service support on the system ranked highest, followed by enhancing the station environment. Respondents also prioritized more security personnel on buses and trains, a real-time incident reporting app, and more security personnel at stations and platforms. Together, these results point to interest in a combination of supportive services, improvements to the physical environment, a visible security presence, and ways for riders to report problems. Remote monitoring of stations and platforms and reducing fare evasion ranked below these other approaches.

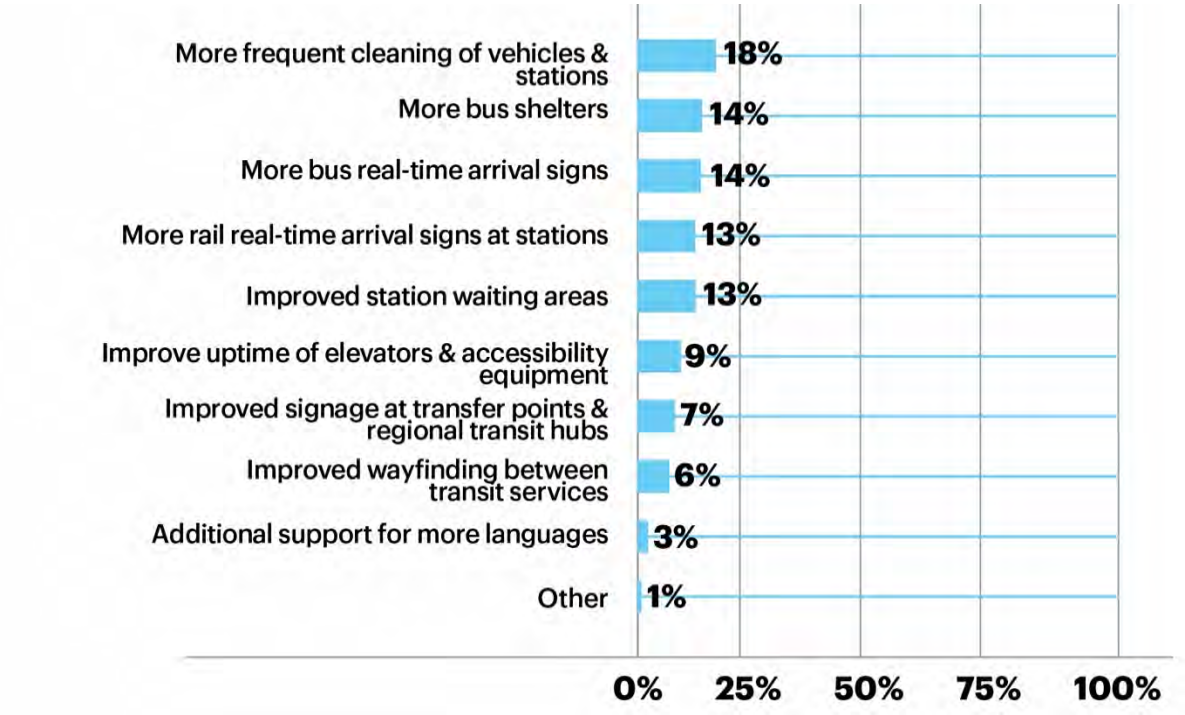
**Figure 2. Survey Respondents' Ranked Priorities for Security Improvements**




The survey asked respondents which improvements to vehicles, stops, stations, and customer information would most improve their transit experience.

More frequent cleaning of vehicles and stations ranked highest among improvements to the rider experience. More bus shelters ranked second, followed by real-time bus arrival signs, real-time rail arrival signs and improved station waiting areas. These priorities emphasize the conditions riders encounter throughout a trip, including cleanliness, protection from the weather, and access to information while waiting. Respondents also identified the importance of elevator and accessibility equipment uptime, signage at transfer points and regional transit hubs, wayfinding between services, and support for additional languages.

**Figure 3. Survey Respondents' Ranked Priorities for Rider Experience Improvements**

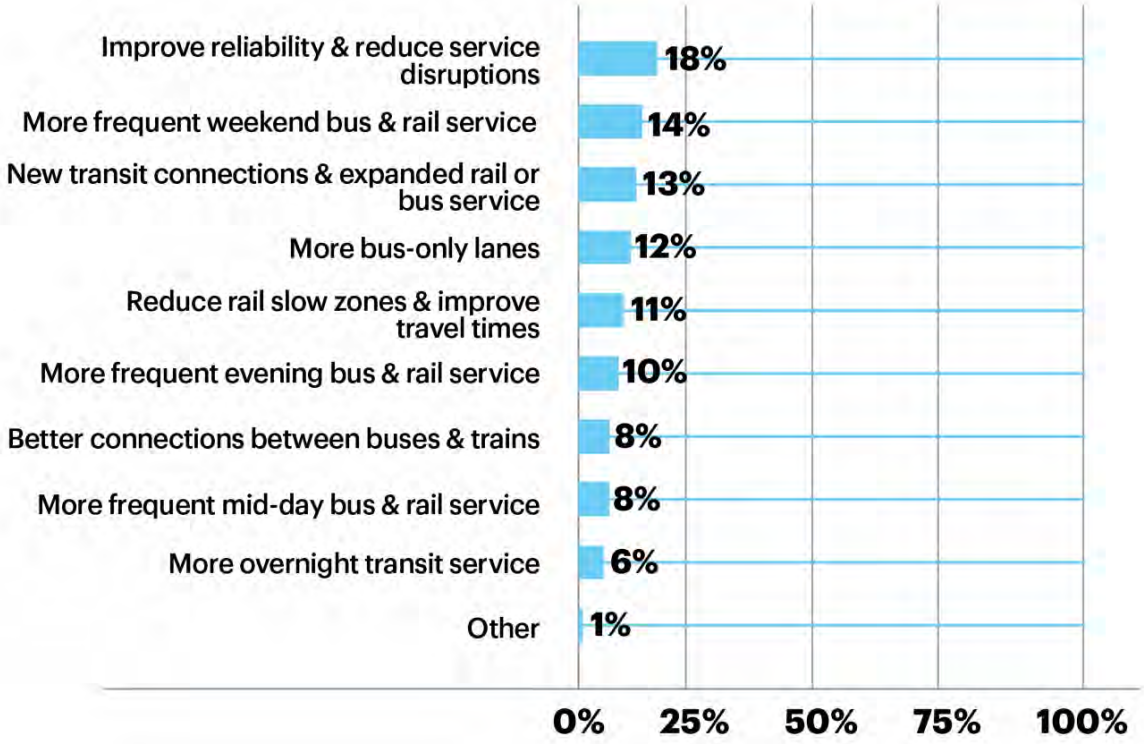



Respondents were asked to rank the service improvements they would most like to see across the transit system.

Improving reliability and reducing service disruptions ranked highest among service improvements, followed by more frequent weekend bus and rail service. New transit connections and expanded service ranked third, while more bus-only lanes and reducing rail slow zones and travel times rounded out the top five.

The results highlight both the importance of making existing trips more dependable and interest in service that reaches more destinations and better supports travel beyond the traditional weekday commute. More frequent evening service, better connections between buses and trains, more frequent midday service and expanded overnight service were also included among the options.

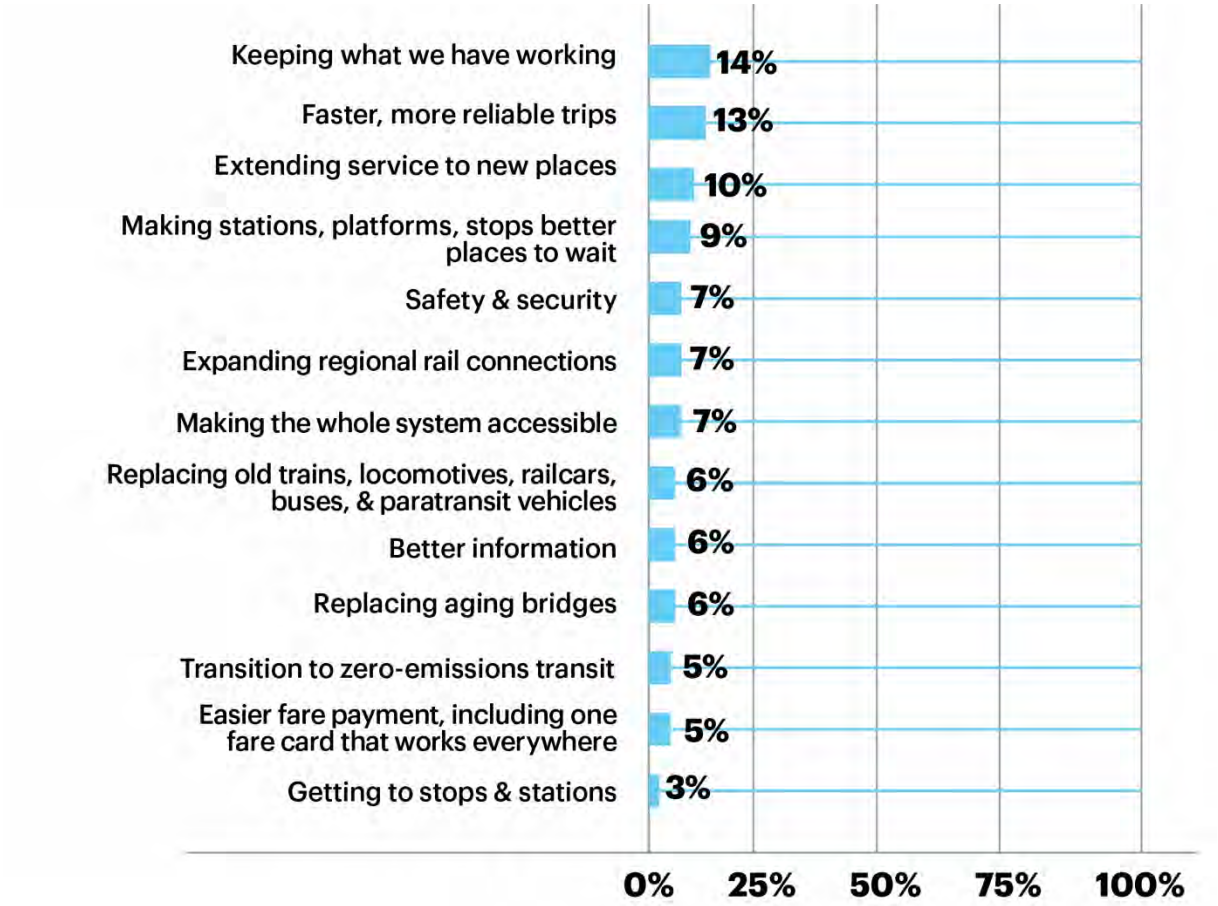
**Figure 4. Survey Respondents' Ranked Priorities for Service Improvements**




The survey asked respondents to rank their priorities for capital investments in the region's transit infrastructure.

Capital priorities similarly emphasized maintaining the existing system and improving its performance. Keeping tracks, bridges, signals, garages and stations working ranked first, followed by investments that make trips faster and more reliable, such as modernizing rail infrastructure, addressing slow zones, and giving buses priority at traffic lights. Extending service to new places ranked third, followed by making stations, platforms and stops better places to wait through improvements such as shelters, lighting, and seating. These results show how respondents connected capital spending to everyday travel needs, from dependable infrastructure to access to more destinations and more comfortable waiting areas. Other priorities included safety and security investments, expanded regional rail connections, system accessibility, and replacement of aging vehicles.

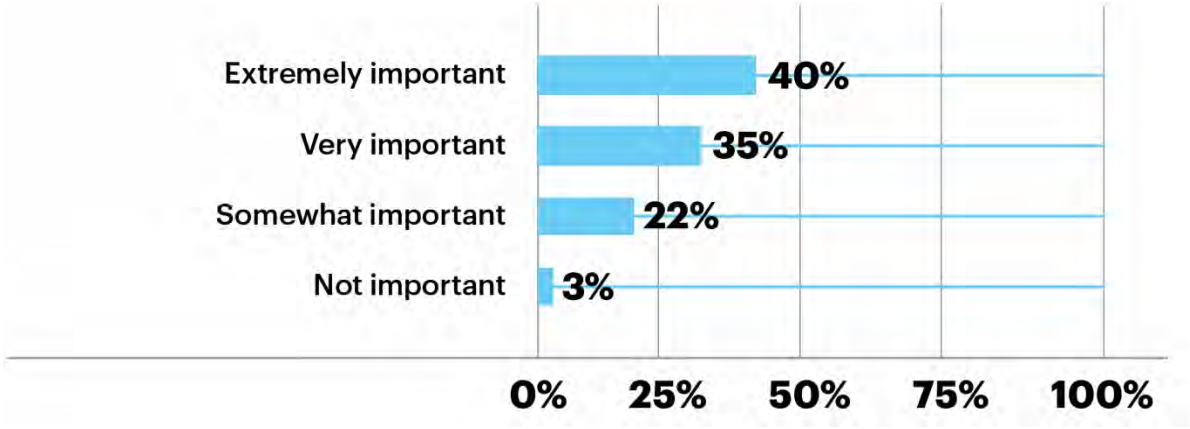
**Figure 5. Survey Respondents' Ranked Priorities for Capital Investments**




Respondents were asked how important it was to improve connections between transit services.

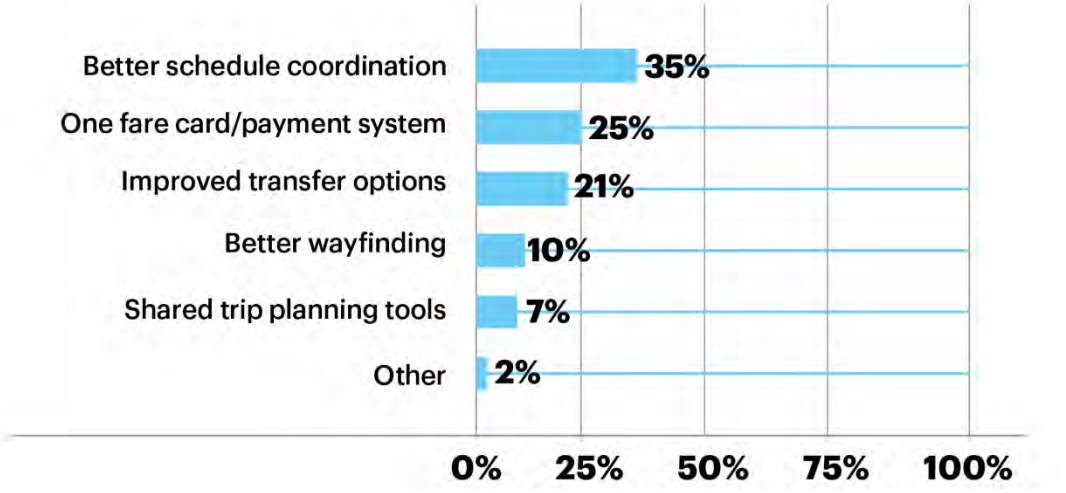
Improving connections between transit services was extremely important to 40% of respondents and very important to another 35%. An additional 22% considered it somewhat important, while 3% said it was not important. The responses indicate broad interest among survey participants in making the region's transit services work better together. For riders whose trips involve more than one bus, train, or transit provider, connections are an important part of the overall journey.

**Figure 6. Importance of Improving Connections Between Transit Services**




Respondents were then asked to rank the improvements that would make connecting between transit services easier. Better schedule coordination ranked first, followed by one fare card or payment system and improved transfer options. Better wayfinding and shared trip planning tools followed. The emphasis on schedule coordination highlights the importance of how services operate together, alongside the ease of paying for and making a transfer. These results provide direction for regional coordination efforts that address the full trip, including planning, payment, and connections between services.

**Figure 7. Survey Respondents' Ranked Priorities for Improving Transit Connections**




Open-ended questions gave respondents an opportunity to explain their priorities and suggest improvements to specific routes, stations, and corridors. Their comments described how long waits, service disruptions, missed connections, unclear information, and cleanliness affect everyday trips. Respondents also identified needs for better shelters and station amenities, accessible facilities, and service that better supports evening and weekend travel.

Comments about the planned Transit Ambassador Program highlighted several ways ambassadors could help: providing directions and assistance, helping de-escalate conflicts, and connecting people with mental-health and social services. Capital suggestions ranged from repairing and modernizing existing infrastructure to creating new transit connections. These responses provide additional context for the ranked results and identify ideas for further evaluation through regional service planning, safety initiatives, and future capital project selection.

NITA also engaged with the public at an event, **A Stronger Region Moves Together,** held at Chicago Union Station on October 14. The interactive open house attracted nearly 400 people to engage with staff from NITA, CTA, Metra, and Pace on topics including fares, trip planning, transit-oriented development, public safety, service planning, hiring, and more. Public safety partners from the Chicago Police Department, Metra Police, Cook County Sheriff's Office, and the Illinois Office to End and Prevent Homelessness were also available to talk about NITA's future holistic approach to safety.










Engagement will continue to be a priority for NITA and public events will continue across the region in 2027.

# Transition timeline and deadlines ahead

During 2027, NITA will lead work on regional capital program development, service standards, language access, mobility-service coordination, and public safety and customer-experience initiatives. The agency will work with the Service Boards to carry out the actions required under the NITA Act, including a statutory milestone for fare integration.

Important deadlines for 2027 include:

- January 1: Launch of the language access plan with CTA, Metra, and Pace.
- June 1: NITA Board votes on implementation of a future law enforcement strategy and overall crime prevention program
- July 1: Transit Ambassador Program launch
- July 1: Process established for implementing a universal fare system by 2030
- December 31: Transit propensity thresholds and service standards adopted and implemented

Work on fare integration, customer information, and regional service-planning will continue in 2028 and beyond.

The 2027 Operating Budget maintains flexibility in NITA's agency budget to implement phased consolidation of key functions or departments that should be managed regionally and launch new initiatives that are yet to be fully programmed.

# Public comment and budget approval

The proposed 2027 budget is available for public comment from November 3 through December 4 at nita.illinois.gov/transit-funding/2027-regional-transit-budget. An in-person and online public hearing will take place following the NITA Board meeting on Thursday, November 12. The budget will also be presented to each of the six County Boards during November. Comments can be submitted by email to communications@nita.illinois.gov or on the NITA website. The NITA Board will consider the budget for adoption at its December 10 meeting.

# Delivering on the promise to riders

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Delivering on the promise to riders

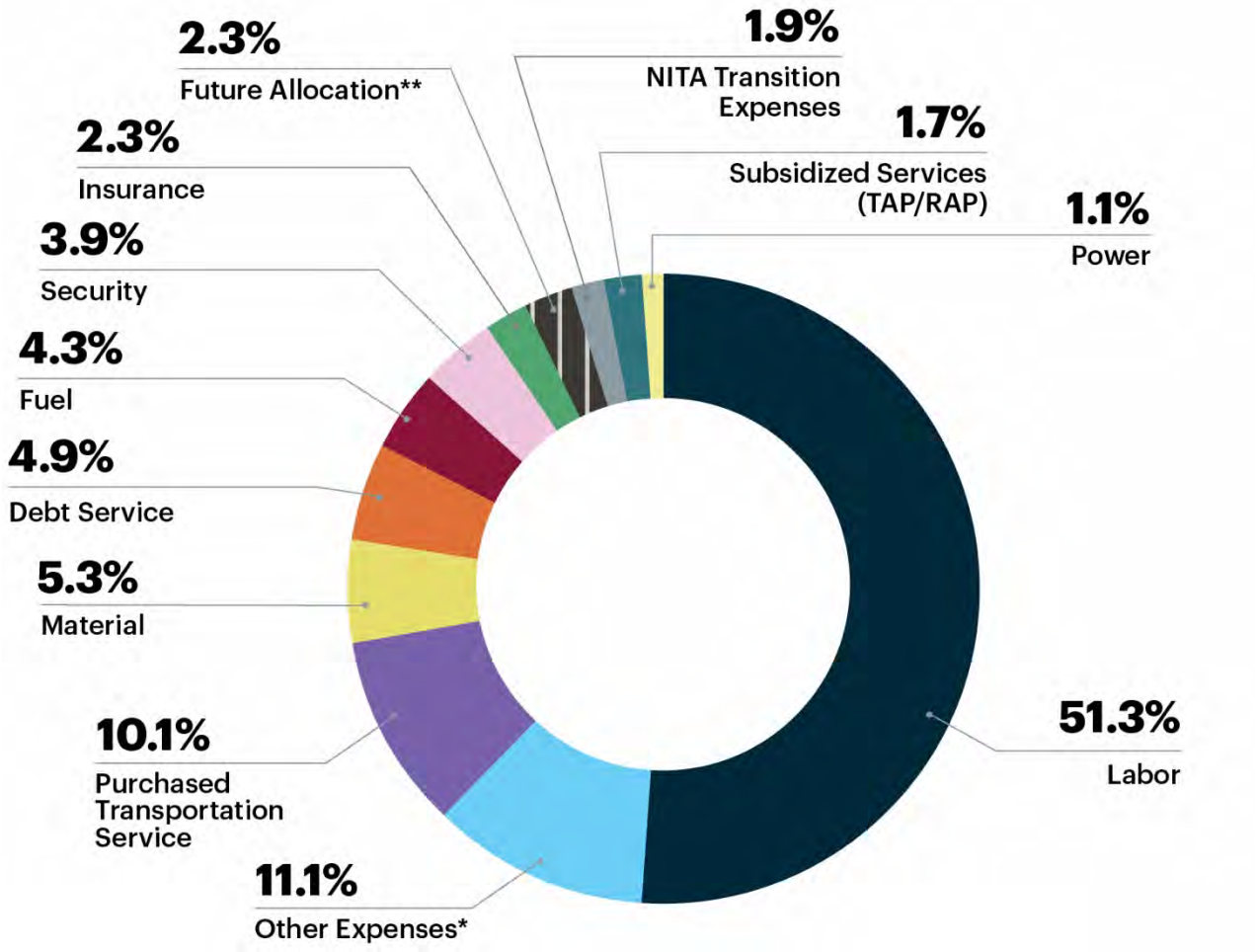
The 2027 budget makes a down payment on key priorities that will allow NITA to achieve long-term success in building an integrated six-county regional public transit network that grows in ridership, access, and opportunity. It builds on service improvements introduced in 2026 and funds the work ahead to make transit safer, more reliable, more affordable, and easier to use. It is the first annual operating budget developed under the NITA Act, which gives the agency greater responsibility for how transit is planned, funded and coordinated across the region. This chapter explains what the Act requires, how the budget supports that work and what those investments will mean for riders.

The 2027 budget is both an operating plan and an implementation plan. The investments described in this section are intended to improve the day-to-day rider experience now while moving the region toward a transit system that is safer, more frequent, easier to navigate, more accessible and more seamless across agency boundaries.

This budget commits to maintaining and expanding service across CTA, Metra, and Pace. It also funds the launch of a regional Transit Ambassador Program and other public safety initiatives, makes the low-income reduced fare Access Program expansion permanent, harmonizes other fare policies, and improves wayfinding and signage to create more seamless, accessible trips. These investments connect NITA's regional responsibilities to the service and support provided to riders throughout a trip.

For riders, the long-term change is significant: regional funding decisions will increasingly be tied to transparent measures of how much service is provided, how riders use the system and what level of service communities should receive.

**Figure 8. 2027 Regional Operating Expenses and Future Allocation: $5.041 Billion**




* Other Expense Category includes contract services, Miscellaneous, Leases and Rentals, Professional Services, Utilities, Admin Expenses.

** $113.9 million for future allocation as transition needs are identified

# The focus on riders

Understanding who uses transit, and where, when, and why they travel, is increasingly central to how NITA will plan and fund the regional system. Long-term, the NITA Act requires the agency to develop service and performance standards and to consider the characteristics of the communities that transit serves, including population and employment density, low-income populations, people with disabilities, zero-car households, street connectivity, and the presence of sidewalks.

The Act also requires annual customer satisfaction polling that measures more than overall satisfaction. NITA must track rider experience, actual and perceived safety, cleanliness, maintenance, availability, accessibility, dependability, and rider information. Those results can be paired with ridership trends, demographic data, and 2027 ridership projections to show not only how many people are riding, but whether the system meets their needs.

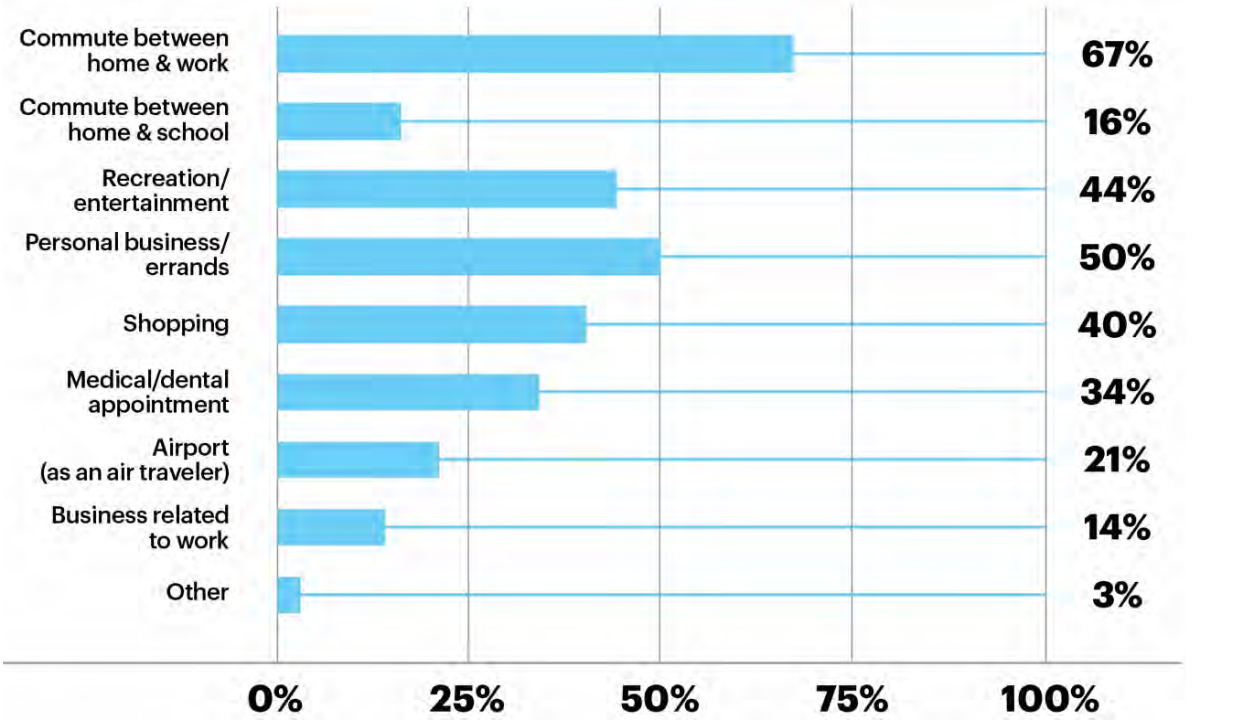
There will be many other channels for riders to provide input on transit's future such as NITA's new Riders Advisory Council and ADA Advisory Councils. These councils were open for applications from September 24 to October 31, 2026, and received more than 100 applications. Following review and interviews, these councils will be seated in early 2027 and begin meeting to review and comment on budgets, financial plans, capital programs, fare policies, and service standards and bring rider concerns to NITA before major changes are implemented.

**Snapshot of our riders**

Rider surveys provide critical findings regarding who rides the transit system, providing important insights that help NITA bridge the gaps in affordability, accessibility, and connectivity.

Survey data shows that riders travel to work, school, and everyday activities using the transit system. Notably, more than one-third of riders indicated that they travel to medical/dental appointments on transit. More than 2.5 million jobs, 3,000 K-12 schools, 130 colleges or universities, and 80 hospitals are within a quarter mile of transit in our region. The findings indicate that CTA, Metra, and Pace provide residents with access to critical destinations.

**Figure 9. Trip Purposes Reported by Transit Riders**




Source: RTA 2025 Customer Satisfaction Study

Many new NITA initiatives focus on ensuring that the system remains accessible and affordable for residents who rely on the system for their transportation needs. More than half of riders systemwide indicated that they did not have access to a car to get to their destination. Results indicate that more than half of riders live in households with income less than $75,000. CTA and Pace riders were more likely than Metra riders to live in

households with lower income. The expansion of the Access Program, which provides reduced fares to SNAP benefit recipients, to CTA and Pace prioritizes improving affordability for riders on the service they use most.

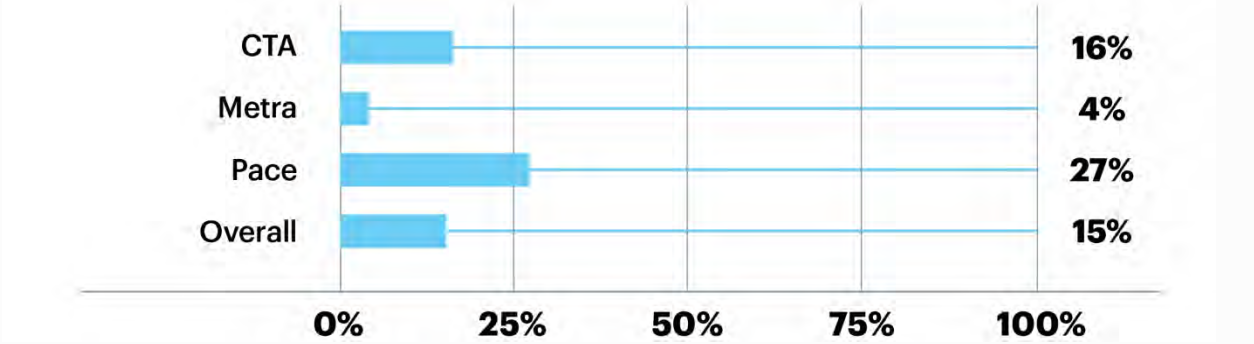
**Table 1. Rider Household Income and Car Availability by Service Board**

| Riders who: | Overall | CTA | Metra | Pace |
|---|---|---|---|---|
| Live in households with income under $75,000 | 57% | 60% | 18% | 72% |
| Do not have a car available | 56% | 58% | 19% | 69% |

Source: RTA 2025 Customer Satisfaction Study

The study indicated that 15% of riders reported having a disability, with a disproportionate share being Pace riders. NITA is building capacity and making investments in 2027 to improve planning and coordination around service for riders who are disabled.

**Figure 10. Rider Disability Status by Service Board**




Source: RTA 2025 Customer Satisfaction Study

# Ridership projections

CTA, Metra and Pace project 417.1 million rides in 2027, 2.2% more than expected 2026 ridership. While travel patterns have continued to evolve, ridership growth comes from delivering reliable service to the region, making new connections, and reaching new customers.

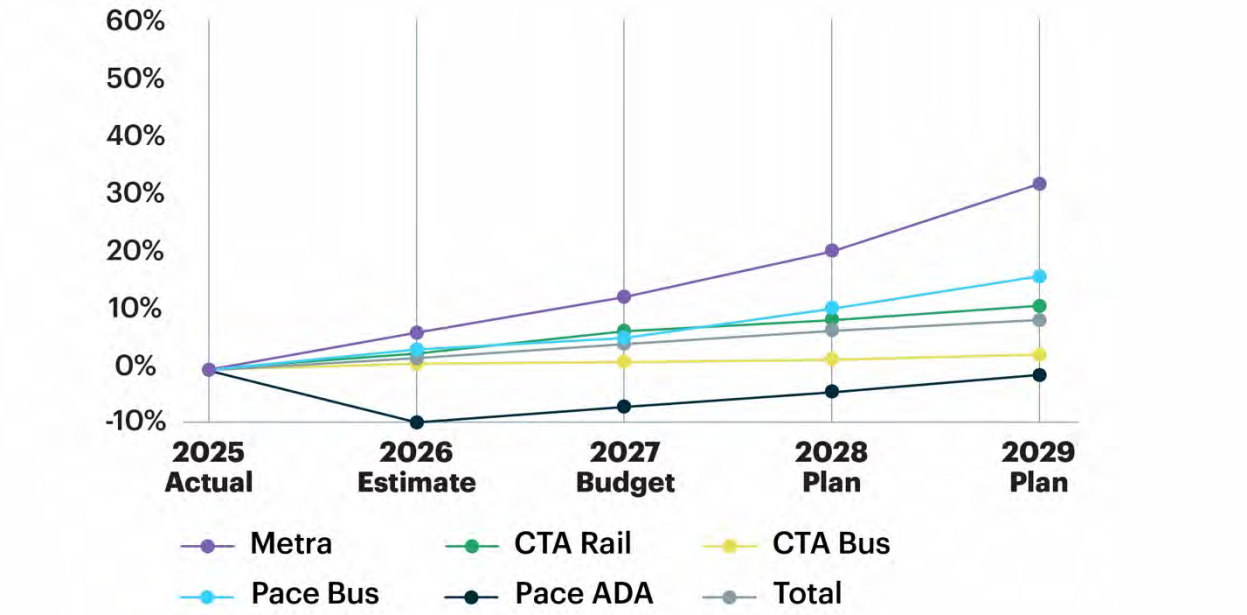
**Table 2. Regional Unlinked Passenger Trips, 2025-2029, in Thousands**

| Mode | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **CTA Rail** | 138,393 | 142,693 | 148,001 | 150,327 | 152,633 |
| **CTA Bus** | **199,649** | 201,758 | 202,327 | 203,495 | 204,521 |
| **Metra** | 38,049 | 40,435 | 42,844 | 45,814 | 50,265 |
| **Pace Bus** | 17,747 | 18,323 | 18,629 | 19,587 | 20,544 |
| **Pace ADA*** | 5,701 | 5,102 | 5,314 | 5,473 | 5,638 |
| **Total** | **399,539** | **408,311** | **417,115** | **424,696** | **433,602** |

*Excludes Personal Care Attendants

By 2029, ridership is expected to increase by more than 34 million trips over 2025 levels, with more than three-quarters of that growth attributable to expected growth in Metra and CTA rail ridership. The budget supports the expected demand through investments in service improvements and staffing commitments. Investments in service improvements are expected to drive faster growth in CTA rail, while Metra projects faster growth due to more workplaces instituting return to office policies and growth in the U-Pass, a fare product for students enrolled in local colleges and universities. While a smaller portion of overall ridership and growth, Pace bus ridership is expected to grow to 20.5 million by 2029, 15.8% higher than 2025, driven by increases to fixed route services.

**Figure 11. Estimated and Projected Ridership Growth Since 2025**




## CTA

CTA ridership is expected to reach 78% of 2019 levels in 2027. Ridership has continued to recover from pandemic-era declines, while travel patterns have evolved. Weekday travel continues to account for the majority of CTA ridership; however, weekend

ridership represents a growing share of total rides. The 2027 Budget provides for increased bus and rail service compared with the 2026 amended budget. CTA continues to meet or exceed 2019 service levels and accommodate growing ridership while responding to changes in when and how customers use the system.

The 2027 budget assumes 350.3 million rides systemwide, consisting of 202.3 million bus rides and 148.0 million rail rides. This represents an increase of 5.9 million rides, or 1.7%, compared with the 2026 forecast. Bus ridership is projected to increase by 0.6 million rides, or 0.3%, while rail ridership is projected to increase by 5.3 million rides, or 3.7%. The projected growth reflects recent ridership trends and continued service expansion across the system. The 2028 Plan projects 353.8 million systemwide rides, an increase of 3.5 million rides from the 2027 Budget. The 2029 Plan projects 357.2 million rides, representing a year-over-year increase of 3.3 million rides.

**Metra**

Metra's base ridership continues to increase as employers, particularly downtown companies, have required more frequent in-office work hours. Additionally, Metra's ridership, during the plan period, is augmented by expanding the number of local colleges and universities signed up for the U-PASS program, which provides reduced fare rides to participating students. The combination of these factors drives ridership increases of 5.4% in 2027, 5.1% in 2028 and 5.6 percent in 2029.

Metra's 2027 operating budget assumes that ridership will increase from an estimated 40.4 million rides projected in 2026 to 42.83 million rides in 2027, a 6.0% increase that reflects the expectation that companies will continue to increase return-to-office requirements and new rides related to an expanded U-PASS college student reduced fare program. 2028 ridership is projected to increase 6.9% to 45.8 million rides, and 2029 ridership is projected to increase 9.7% to 50.3 million rides.

**Pace**

Pace is estimated to finish 2026 with 18.3 million rides, compared with the budgeted 20.2 million. This reflects the timing of planned fixed route service enhancements, which will create additional opportunities for ridership growth as they are implemented. Where Pace has been able to add and enhance service, ridership has grown or remained steady. Pace has a great opportunity for ridership growth as the agency looks to implement new and improved routes and network connections proposed in ReVision.

The 2027 budget assumes 18.6 million rides, consisting of 17.3 million fixed route bus rides, 0.8 million demand response rides, and 0.5 million vanpool rides. This represents an increase of 0.3 million rides, or 2 percent, compared with the 2026 forecast. Fixed route bus ridership is projected to increase by 0.3 million rides, or 2 percent, reflecting planned improvements to night and weekend service. Demand response and vanpool ridership are expected to grow 2 percent and 5 percent, respectively. The projected growth reflects recent ridership trends. The 2028 Plan projects 19.6 million rides, an increase of 1.0 million rides over the 2027 Budget. The 2029 Plan projects 20.5 million rides, representing a year-over-year increase of 0.9 million rides.

### Pace ADA Paratransit

ADA Paratransit is estimated to finish 2026 at 5.1 million, 1.6 million fewer than projected in the 2026 Budget. While traditional ADA ridership is expected to finish the year approximately 80,000 rides above budget, subsidized Taxi Access Program (TAP) /Rideshare Access Program (RAP) ridership is estimated to end the year 1.7 million rides under budget. At NITA's direction, the 2026 Budget assumed a 50-ride monthly cap for TAP/RAP riders. Ultimately, the Board of Directors of NITA's predecessor agency, the Regional Transportation Authority (RTA), chose to implement a 30-ride cap and allow riders to apply for an increase to 40 rides per month on a case-by-case basis.

# Public safety and security

The NITA Act establishes a regional approach to public safety, with defined responsibilities for policy oversight, law enforcement and non-law enforcement personnel, social-service partnerships and the new Transit Ambassador Program. These functions will need to work together across CTA, Metra, and Pace, because safety concerns can involve several agencies and jurisdictions. Clear responsibilities and coordination will help connect each situation with the response it needs. The goal is to establish common public safety expectations across the system and make help easier to reach for riders.

### What the Act requires

Under the NITA Act, day-to-day regional coordination of public safety and security issues will be led by the Office of Transit Safety and Experience, headed by a Chief Transit Safety Officer who reports directly to NITA's Executive Director. The Office is responsible for developing the regional safety and incident response strategy, coordinating with law-enforcement and social-service agencies, promoting compliance with transit codes of conduct, collecting and analyzing safety data, overseeing rider feedback, and recommending safety investments for NITA's Strategic Plan, annual budget, and Five-Year Capital Program. This is a new responsibility for Chicago's regional transit agency, but there are peer models elsewhere in the country to be studied. Many key milestones will occur in 2027 with additional deadlines in later years, and the work will continue to evolve over time.

At the governance level, the NITA Board is responsible for regional transit safety policy and must establish a standing Safety Subcommittee. The subcommittee reviews findings and recommendations from NITA's Office of Transit Safety and Experience, examines safety data affecting riders and employees, and reviews NITA's public-safety-related standards and performance reporting. NITA is also required to establish and enforce safety standards for service and for the design and maintenance of transit facilities, including features such as lighting that affect both actual and perceived safety.

The Office of Transit Safety and Experience will work with a Coordinated Safety Response Council that brings together the NITA Chief Transit Safety Officer; CTA, Metra, and Pace; the Cook County State's Attorney's Office; the Cook County Sheriff's Office; Chicago Police; other law-enforcement agencies with transit jurisdiction; labor; behavioral-health and mobile-crisis providers; state and local human-services partners;

and organizations serving youth, people with disabilities, and people experiencing homelessness. The Council's job is to define how those resources work together — including what situations call for sworn law enforcement, which may be better addressed by social service or behavioral health responses, how resources are dispatched, and how agencies coordinate across jurisdictional boundaries—and establish a systemwide incident response strategy with a $95 million baseline level of spending that will be reevaluated every three years.

A separate NITA Law Enforcement Task Force is a temporary law-enforcement body established through an intergovernmental agreement led by the Cook County Sheriff's Office in coordination with the Chicago Police Department, Metra Police, Illinois State Police, and county sheriffs in the region. Its role is to provide near-term coordination and develop recommendations for the longer-term regional model. The Task Force must identify best practices, recommend which code-of-conduct violations should fall to sworn officers versus transit ambassadors, and advise NITA on the future sworn-officer crime-prevention program and regional crime-prevention plan.

### How the public safety entities will work together

The regional public safety framework brings together several bodies with distinct but closely connected responsibilities. Establishing clear roles, sharing information, and coordinating decisions will be essential as these groups begin their work. NITA will lead that coordination so that law enforcement, transit ambassadors, and social service partners can work together to respond to the needs of riders and employees across the system.

The Task Force supplies law enforcement recommendations, while the Coordinated Safety Response Council brings those recommendations into a broader strategy that also addresses social-service response and coordination across jurisdictions. The Office of Transit Safety and Experience develops and implements the regional safety strategy in partnership with the Council and brings investment recommendations into NITA's planning and budget processes. The Board makes the required program decision, and its Safety Subcommittee reviews recommendations, safety data, and performance reporting.

**Table 3. Roles of Regional Transit Safety Entities under the NITA Act**

| Body | Role in the regional framework |
|---|---|
| NITA Board and Public Safety Subcommittee | The Board takes the required vote on the sworn-officer program and crime-prevention plan. The subcommittee reviews findings, public safety data and public safety-related standards and reporting. |
| Office of Transit Safety and Experience | Led by the Chief Transit Safety Officer, who reports to the Executive Director. Develops and implements strategy with the Council; coordinates partners, data, rider feedback, and investment recommendations. |

| Body | Role in the regional framework |
|---|---|
| Coordinated Safety Response Council | Develops the incident-response and long-term public safety strategy, including appropriate responses, responsibility for deploying resources and agreements needed across jurisdictions. Issues the required sworn-officer analysis. |
| NITA Law Enforcement Task Force | Temporary law enforcement coordination body. Provides preliminary and final recommendations and works with the safety office on transition to the subsequent program. |
| Service Boards and response partners | Participate in the regional safety framework. Law enforcement, ambassadors and social-service providers have distinct roles that the strategy and implementation agreements must define. |

The NITA Act prescribes dates for each of these bodies to complete their work. The Task Force is required to provide a preliminary set of recommendations by the end of 2026 and a final report by March 1, 2027, to the Coordinated Safety Response Council.

The Council must also complete its analysis of the use of sworn law enforcement on transit within nine months of the Act's June 1, 2026, effective date. That analysis is to address the feasibility and necessity of different law-enforcement strategies, and the qualifications, training, roles, and accountability measures those strategies would require. The Council's longer-term incident-response strategy is also expected to define the roles of law enforcement and social-service providers, and the agreements needed to coordinate them.

By June 1, 2027 — one year after the effective date of the Act — the NITA Board must vote on implementation of a sworn law enforcement officer crime-prevention program and a crime-prevention plan for riders and employees. If the Board votes to proceed, the Office of Transit Safety and Experience must develop an operational plan within 60 days. The temporary Law Enforcement Task Force will then be phased out once the permanent sworn-officer program and crime-prevention plan are in place, or no later than three years after the Act took effect.

The Board vote and the operational plan are separate milestones. The Act requires the Board's vote within one year of the June 1, 2026, effective date and requires the safety office to develop an operational plan within 60 days of a vote to implement the program. That planning deadline should be distinguished from the date on which any deployment begins.

The Act adds a second, complementary layer of visible rider support through a regional Transit Ambassador Program. NITA must implement a program by July 1, 2027, and develop training with CTA, Metra, Pace, and other stakeholders on an earlier timeline. Trained, unarmed ambassadors may be deployed on buses, trains, at stops and stations, either as mobile teams or fixed-post personnel. Their responsibilities can include helping riders navigate the system, monitoring conditions, and connecting people with law enforcement, social services, and community resources when needed.

CTA employees moving into ambassador roles and customer-facing Metra employees are required to receive the training by January 1, 2027.

The Act also establishes how the CTA portion of the ambassador program will be staffed. At least 80% of ambassadors serving CTA must be full-time CTA employees, and current CTA customer-service employees are to receive preference before additional ambassadors are hired. CTA must bargain with the union representing those employees over initial conditions of employment. Customer-facing Metra employees must receive the same training as ambassadors; that training requirement is distinct from assigning those employees to ambassador positions.

NITA will continue to fund essential social service providers and outreach on the system, as is required by the NITA Act. The 2026 amendment included funding to the Illinois Department of Human Services (IDHS) and Cook County for additional mental health resources and support for unhoused riders. Additionally, the funding provided by the NITA Act supported the expansion of social service outreach and support services on the CTA rail system. In 2027, contracts must be in place with nongovernmental organizations to provide programs to riders who are unhoused, who suffer from mental health issues, or who otherwise may benefit from social services. This requirement is related to the Council's non-law enforcement report on transit safety and looks to continue the work currently being undertaken.

Riders will also see changes in the tools and physical protections available on the system. NITA must provide a real-time safety-reporting feature that connects riders to law enforcement or other appropriate responders within 180 days of the Act's effective date. NITA, CTA, and Pace must coordinate with bus-driver unions on operator shields beginning January 1, 2027, and shields must be installed on all CTA and Pace buses by January 1, 2028.

For riders, the intended result is a clearer and more consistent safety system across agency and jurisdictional boundaries: one regional strategy, common public safety standards, a defined role for law enforcement, an expanded unarmed presence to assist riders, better coordination with social services, and easier ways to report a problem and reach the right responder.

In 2026, NITA invested nearly $60 million into public safety initiatives, including agreements with the Cook County Sheriff and Chicago Police Department (CPD) for additional law enforcement officers on the system, and more funding for the Metra Police. This investment brings more than 130 additional officers across the system. The 2027 budget maintains these existing resources and adds $54 million supporting the transition to the regional public safety framework required by the Act.

**What the 2027 budget delivers for riders**

The 2027 budget provides $54.6 million for enhanced safety programs and activities, beyond the 2026 level of baseline investments in public safety, supporting both the regional coordination required by the NITA Act and a more visible presence to assist riders. This includes funds for the Office of Transit Safety and Experience, the regional Transit Ambassador Program, and for confirmed law-enforcement and social-service partnerships.

The regional Transit Ambassador Program will launch July 1, 2027, giving riders trained, unarmed personnel to turn to for directions, assistance, and connections to other services. The budget supports both launch of Transit Ambassadors, as well as training at NITA.

Through the Office of Transit Safety and Experience, NITA will coordinate ambassadors, law enforcement, and social-service partners so that riders and frontline employees can reach the appropriate response. The budget supports regional law enforcement deployment on CTA and Pace beyond baseline, expands social services support through IDHS, and flexibility for the NITA Board to make additional appropriations in 2027 as the transition process leads to more decisions in 2027 to shape the long-term holistic public safety strategy.

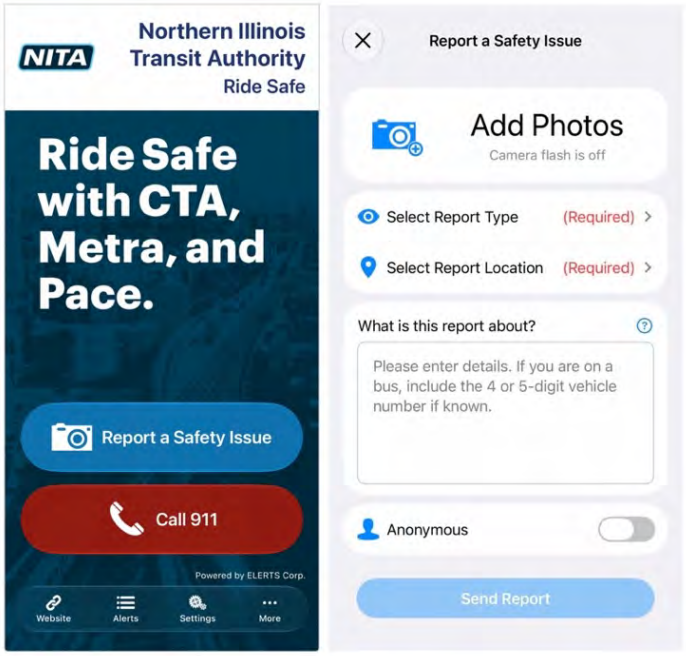
Riders should also expect clearer information about how to report a safety concern and what assistance is available. Launching in November 2026, the NITA Ride Safe app will provide riders with one regional platform to report safety and security concerns across CTA, Metra, and Pace. The app fulfills a requirement of the NITA Act to establish a coordinated, regionwide system for reporting transit safety concerns. NITA will continue working with CTA, Metra, and Pace, and our public safety partners to invest in technology, staffing, and process improvements as riders rely on the new App to report incidents and expect results.

Investments in bus operator shields will strengthen protections for frontline employees. Pace's 2026 budget amendment included $3 million to modify shields already installed on its buses, with work progressing toward the legislative deadlines. The 2027 budget includes $3 million for remaining bus shields.

NITA will use safety data, rider feedback and customer satisfaction polling to assess conditions, track how safe riders feel, and adjust resources as the regional program develops. For riders, the intended results are clearer and more consistent public safety protocols across agency and jurisdictional boundaries: one regional strategy, common public safety standards, a defined role for law enforcement, an expanded unarmed presence to assist riders, better coordination with social services, and easier ways to report a problem and reach the right response.

*Your Investment in Action*

# NITA Ride Safe app will offer regional safety reporting




Launching in November 2026, the NITA Ride Safe app will provide riders with one regional platform to report safety and security concerns across CTA, Metra, and Pace. The app fulfills a requirement of the NITA Act to establish a coordinated, regionwide system for reporting transit safety concerns. It represents an important step toward a more unified approach to transit safety, making it easier for riders to report incidents and connect with the appropriate safety personnel, regardless of which transit service they use.

Building on Metra's COPS app, launched in 2019, NITA Ride Safe expands an established reporting tool to the entire six-county transit network. Riders will be able to discreetly report crimes, suspicious activity, harassment, and other safety concerns using text descriptions, photos, and videos, with options for anonymous reporting. The app will also provide a direct emergency call 9-1-1 feature for situations requiring immediate assistance.

A key advancement is the app's regional coordination and real-time response capabilities. Rather than requiring riders to navigate separate reporting systems for different transit agencies, NITA Ride Safe will offer a consistent reporting experience across CTA, Metra, and Pace. Reports will be received through a centralized control center, where personnel can assess incidents and dispatch the appropriate safety, security, or law enforcement response in real time. This coordinated approach will improve communication across agencies and jurisdictions, support faster responses to safety concerns, and provide riders with a more seamless way to seek assistance anywhere in the regional transit system.

The estimated initial cost to expand the platform across the NITA transit network is $2.1 million consisting of $1.2 million ongoing annual software maintenance costs and $900,000 for employee costs.

# Reliable and frequent service

**What the Act requires**

The NITA Act makes reliable and frequent service a regional planning responsibility rather than only an agency-by-agency decision. NITA is directed in the near term to develop service standards and performance standards that objectively and transparently define the level, type, and quality of transit service that should be provided across the six-county region. CTA, Metra, and Pace will continue to operate service, but future service plans will be evaluated against those regional standards.

The standards are required to address the characteristics of different kinds of transit service, including mode, frequency, span of service, vehicle type, stop spacing, amenities, network connectivity, route directness, and service coverage. They must also include transit-propensity thresholds that consider factors such as population and employment density, low-income populations, people with disabilities, zero-car households, intersection density, and the presence of sidewalks. This provides a more transparent framework for deciding where different levels and types of service are warranted.

NITA and the Service Boards must develop standards and transit-propensity thresholds for adoption by the NITA Board of Directors by December 31, 2027. Beginning in 2028, NITA will meet with the Service Boards quarterly to review performance and ensure delivery of service that meets adopted standards. NITA will also publish performance metrics monthly, reporting by line, route or subregion, including travel times and on-time performance, ridership, equipment failures, safety, crowding, cleanliness, service productivity, and customer satisfaction.

The Act also establishes a new regionally coordinated service-planning process. Beginning in December 2027, NITA will request proposed one- to three-year service plans from all three Service Boards, identify regional improvements it wants the plans to address, establish funding scenarios, and ask the agencies to propose additional improvements with estimated costs. The Service Boards must take preliminary proposals to public hearings and submit detailed plans describing where service will operate, how frequently it will run, the days and hours of service, and requirements for reliability, cleanliness, safety, fare integration, customer communications, and schedule coordination. NITA will then compile those agency proposals into a single regionwide plan and must ensure that the final plan conforms as closely as possible to the regional service standards and available funding.

Each of the Service Boards is in the process of completing network planning studies that predate the NITA Act: Metra’s Systemwide Network Plan, Pace’s ReVision, and CTA’s Bus Vision. These plans will be completed in 2026 and will be useful guides for delivering future service investments as all four agencies shift toward delivering on the one ticket, one timetable, one network promise of the NITA Act.

Several 2027 investments in this budget are early examples of that shift. The NITA Act specifically requires Metra to implement a regional rail scheduling pilot on the Rock Island Line by January 1, 2027, to improve access for residents of Will County and

southern Cook County. NITA's analysis of rider transfers at the Joliet terminal of the Rock Island Line is guiding Pace improvements to complement Metra's additional service and ensure a convenient local bus connection to regional rail throughout the day. The service funded in this budget provides the operating foundation for that pilot while other Metra, Pace, and CTA investments continue the broader move toward stronger off-peak, evening, weekend, and interagency connections.

Additionally, paratransit coordination is an early 2027 implementation priority. The transition process requires a review of existing paratransit programs and recommendations for improved coordination and service. Those recommendations are due to the NITA Board by January 1, 2027. NITA must act on them by April 1, 2027, and report on implementation progress by January 1, 2028.

For riders, the longer-term change is not just more service, but greater transparency about why service is added, reduced, or redesigned; clearer expectations for frequency and span; more attention to connections between agencies; and public reporting that allows riders to see whether service is meeting regional standards.

**What the 2027 budget delivers for riders**

The 2027 budget maintains service improvements introduced in 2026 and supports more frequent service, expanded evening and weekend travel, and the staffing needed to operate it. NITA, CTA, Metra, and Pace are coordinating routes, schedules, and transfer points, so these investments improve journeys that involve more than one agency. That coordination, for example, has included work among Metra, Pace and NITA to align off-peak departure times in Joliet. CTA's proposed route extensions would strengthen connections to rail stations and regional destinations.

The proposals also include route consolidations and coverage changes. NITA's regional review will address overlapping corridors and connections among agencies. The 2027 budget is the beginning of a longer-term effort to improve service across the region. As NITA and the Service Boards develop regional service standards and coordinated service plans, they will identify further opportunities to expand frequent service, improve connections and address gaps in the network. Rider feedback and the results of investments already underway will help guide those decisions.

**CTA Service Improvements**

CTA's service proposal includes an additional more than 330,000 bus service hours and an additional 49,000 rail service hours compared to 2026. CTA's service improvements for 2027 prioritize two key areas of expanding weekend, evening and midday service (off-peak service), and improving regional service connections.

On the bus network, CTA is expanding span of service (operating earlier and later in the day) and adding more frequency on weekends, weekday evenings and weekday middays on at least 20 bus routes including #7 Harrison; #10 Obama Presidential Center / Griffin MSI Express; #18 16$^{th}$ Street/18$^{th}$ Street; #30 South Chicago; #43 43$^{rd}$ Street; #73 Armitage; #86 Narragansett/Ridgeland; #92 Foster; #201 Central/Ridge; and many more. Routes targeted for improvements were identified based on existing demand; underlying demographic and market analysis; and service availability.

CTA is seeking proposed bus extensions to rail stations and regional destinations including

- #54 Cicero to the Midway Orange Line station, replacing #54B South Cicero with Pace service continuing south of Midway
- #57 Laramie extending north to Jefferson Park and south to Morton College
- #8A and #108 South Halsted service changes to improve frequency and connections in coordination with Pace
- #147 Outer DuSable Lake Shore Express to LaSalle Street Station, improving connections to the Metra Rock Island Line and supporting the Rock Island Regional Rail pilot.

Additionally, improved service frequencies are proposed on the Red Line to address growing ridership demands on the busiest rail line in Midwest.

**Metra Service Improvements**

The budget maintains the 2026 Metra Electric and Rock Island improvements, which added trains, expanded evening and weekend travel, and replaced scheduled flag stops with regular stops. These changes led to increases in ridership. For example, in July 2026, average Saturday ridership was up 24% and average Sunday ridership was up 27% on the Rock Island Line.

For 2027, the budget funds the initial phase of the Rock Island regional rail pilot: hourly off-peak service. The budget also funds peak-period BNSF additions to address overcrowding and weekday additions on Milwaukee District West and North Central Service. Implementation depends on railroad approvals, crew availability and training. Metra needs host railroad approval to add service on nine of its 11 lines. Proposed Milwaukee District West and North Central Service increases have awaited approval from host railroads since mid-2024.

**Pace Service Improvements**

The proposed 2027 budget includes Pace service improvements focused on expanding weekend service, strengthening connections with CTA and Metra, and improving weekday service.

Proposed new Sunday service would give riders options on routes that currently lack it, while additional weekend trips and coordinated schedules would make regional travel more convenient.

These investments build on more than 50 fixed-route changes implemented between December 2025 and August 2026. The $10 million investment added more than 125,000 vehicle hours through more frequent service, longer hours, weekend improvements and regional connections. In July 2026, ridership on these routes increased approximately 14%, or slightly more than 50,000 rides.

Examples include the March 2026 extension of Route 315 to the CTA Orange Line Midway Station and the doubling of the Northwest Cook On Demand service zone.

Pace plans an additional 107,000 hours of fixed route service throughout the six-county region focused on improved night and weekend service. Highlights include new Sunday service on routes 501, 507, and 508 in Joliet, routes 524, 530, and 533 in Aurora, and Route 213 on Green Bay Road, as well as service frequency improvements on Route 364 on 159th St, Route 322 on Cermak Rd, Route 209 on Busse Hwy, Route 606 between Rosemont and Schaumburg, Route 554 between Schaumburg and Elgin, and Route 565 between Waukegan and Grayslake.

*Your Investment in Action*

# North America's first battery-electric trains to provide Regional Rail to Chicago's South suburbs




Metra is on track to become the first U.S. passenger transit provider to introduce battery-electric trainsets, expected to go into service in 2028 and to replace some of Metra's oldest, most polluting diesel trains.

**Fast Facts:**

- The Beverly Branch of the Rock Island Line will serve as the pilot area. Metra then may expand service to other lines, including the Milwaukee District West and Union Pacific North lines.
- According to the EPA's Greenhouse Gas Equivalencies Calculator, the trains will reduce CO2 emissions by 30,300 short tons per year, equivalent to removing approximately 6,200 gas-powered personal vehicles per year off the road.
- The trains will have near-level boarding and will be equipped with multiple lifts for redundancy to ensure that each trainset is accessible.

The trains will have open gangways so riders can move freely from car to car and will have two ADA-compliant restrooms on each four-car trainset.

Each trainset is equipped with modern features like passenger information signs, bike racks, luggage racks, USB outlets, ADA-accessible restrooms, and tables.

# Q&A with Metra’s battery-electric trainset manufacturer Stadler US

**Q: What is Stadler's experience with battery trainsets?**

A: At Stadler, battery technology is not new. It has been part of the company’s history for more than 80 years. When Stadler was founded in the 1940s, some of the company’s first products were battery-powered locomotives and industrial equipment.

Over the years, Stadler continued to invest in this technology. Stadler developed the FLIRT Akku in Germany. This train later set a Guinness World Record for the longest journey running only on battery power. It traveled 224 kilometers without recharging.

Now, battery-electric rail technology is already delivering results in Europe. Stadler's FLIRT Akku trains entered passenger service in Germany in 2023, where they operate on partially electrified regional networks and replace diesel-powered services. Stadler is proud to collaborate with Metra to bring this technology to the United States.

**Q: This will be the first system of its kind in North America. What elements came together to make this happen here?**

A: This project became possible because Metra was willing to take a leadership role in bringing innovative rail technology to the North American market, and because battery-electric technology has already been successfully proven in Europe through Stadler's FLIRT Akku platform.

**Q: Does using electric vehicles have an impact on reliability?**

A: Battery-electric vehicles have fewer mechanical and electrical components than conventional diesel-powered trains, which can improve overall reliability by reducing system complexity, lowering maintenance requirements, and minimizing the number of components that can potentially fail during operation.

**Q: Electric trains have better acceleration than diesel locomotives. How does this impact service speed and reliability?**

A: Electric multiple units distribute traction equipment throughout the train rather than relying on a single locomotive. This typically results in faster acceleration and more responsive operation compared with conventional locomotive-hauled diesel trains.

For NITA, the greatest opportunity is not necessarily higher top speeds, but more efficient operation between stations and the potential to support more frequent service. Faster acceleration can help maintain schedules, especially on routes with frequent stops, while also improving operational flexibility.

# Accessible transit and better rider information

### What the Act requires

Under the NITA Act, accessibility is broader than whether a station has an elevator. NITA is responsible for building a regional approach to physical accessibility, paratransit, language access, customer information, and the ability to plan a trip across multiple services. Station accessibility work, GTFS Pathways, real-time signs, and multilingual information are early building blocks of that regional system.

The Act establishes an Office of Disability Policy and Planning and an ADA Advisory Council. Working together, they are expected to address regional accessibility planning, ADA-related training standards, complaint and comment procedures, and paratransit eligibility criteria. The ADA Advisory Council also provides a formal route for riders with disabilities and advocacy organizations to review and comment on NITA budgets, capital programs, fare policies, and service standards and to raise concerns before changes affecting disabled riders are implemented.

Language access is also a regional requirement. By January 1, 2027, NITA and the Service Boards must develop and implement a Language Access Plan, to be reviewed every three years. The Act requires translation of vital documents when language thresholds are met, oral interpretation services, multilingual signage at major transit hubs and vehicles, and translation features for digital platforms, applications, and real-time service updates. Service operators must submit annual language-access progress reports to NITA, and NITA must conduct a compliance review of at least one operator each year. Additionally, NITA will initiate a Language Access Innovation study to identify projects for immediate improvements to language access across the regional network.

Customer information will become more regionally coordinated as well. By July 1, 2028, NITA must manage digital and web-based trip planning and real-time vehicle-arrival information for public transportation services funded by NITA or a Service Board, including demand-response service. Relevant technology, digital assets, contracts, and administrative support may be transferred to NITA to support that centralized function.

### What the 2027 budget delivers for riders

NITA's work on accessible transit and rider information is rooted in a systemwide commitment to making public transportation safer, easier to use, and more reliable for people of all abilities. CTA, Metra, and Pace have already implemented several priorities that will make the system more accessible, while more investments are planned for 2027.

# Navigating the system

A trip begins before a rider boards. Riders need to know which entrance to use, whether a route through a station is accessible, and how long the journey is likely to take. The information projects described below address those practical questions while supporting NITA's future responsibility for regional trip planning and real-time arrival information.

NITA, in collaboration with CTA and Metra, is advancing a scope of work to develop GTFS Pathways. This project will allow information about the layout of rail stations to be easily accessible in common trip planning applications like Google Maps. It will provide users with step-by-step instructions for navigating a station, including allowing users to filter for step-free paths. Trip planning apps will also be able to provide more accurate trip-duration estimates by accounting for station entrance locations and travel times between entrances and platforms.

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including allowing users to filter for step-free paths. Trip planning apps will also be able to provide more accurate trip-duration estimates by accounting for station entrance locations and travel times between entrances and platforms.

More accurate elevator status information is another part of accessible trip planning. In August 2026, CTA installed elevator and escalator monitoring devices at Clark/Lake, Roosevelt, O'Hare, and Midway as part of a pilot. The devices will help assess whether automated monitoring can improve maintenance response times and the accuracy of information provided to riders. CTA currently relies primarily on customer or staff reports to identify elevator outages, which can delay public notification. Expansion to additional CTA, Metra, and Pace facilities will depend on the pilot's results.

Real-time arrival signs (also called e-paper signs) are an important customer amenity that is only available at a small portion of bus stops. CTA launched a pilot in late 2025 to test various sizes, designs and composition of digital real-time arrival signs to determine the right digital sign for the region's conditions. Now, CTA, Pace, and Metra are coordinating on a mechanism to procure and maintain new e-paper signage. Real-time arrival signage will include text-to-speech buttons that announce arrival times and alerts for riders who are blind or have low vision, bringing accessible customer information to more riders. This project would expand real-time arrival and alert signage to up to 200 CTA and Pace stops using solar or battery powered e-paper technology.

Metra's Downtown Signs Project will provide both real-time train information on digital displays and a suite of map products orienting customers to the closest accessible entry points to the stations. The digital kiosks and entry point signs will be installed at the entrances to Ogilvie Transportation Center, LaSalle Street Station, and Millennium Station.

Metra is also advancing digital transfer signage at 11 locations: Oak Park, Aurora, Naperville, Elgin, Waukegan, Crystal Lake, Homewood, Harvey, Joliet, Jefferson Park and Rosemont. The signs will provide information about connections between agencies at shared locations. An interagency working group is developing policies for digital content and the integration of real-time information.

Metra has also established a real-time website reporting operational elevators and ground-loading arrangements on the Metra Electric Line during construction. This information helps riders identify available boarding options and account for accessibility conditions when planning a trip.

### *Physical access*

Accessible information must be connected to an accessible place to wait, board and travel. Tactile bus-stop signs help riders identify where to wait, while elevator projects address access to rail platforms. Paratransit coordination concerns a different part of the journey but serves the same objective of making it possible for riders with disabilities to reach the destinations they need.

CTA's bus-stop accessibility program addresses locations where buses cannot safely deploy wheelchair ramps for boarding or alighting. CTA reports that more than 300 stops have been made fully accessible through the program. An Invest in Cook grant will support sidewalk pads and other concrete accessibility improvements at approximately 100 additional stops, with the local match included in CTA's budget. CTA anticipates prioritizing key transfer points among CTA, Metra, and Pace, including stops shared by CTA and Pace. Replacing grass parkways with concrete boarding areas will support ramp deployment and boarding in different weather conditions.

These improvements respond to barriers identified by riders. In CTA's 2026 survey of customers with disabilities, riders with physical disabilities and riders who are blind or have low vision identified uneven or poorly maintained sidewalks as the top barrier to using transit.

Throughout 2025 and 2026, CTA equipped more than 4,000 bus stops with blue tactile "BUS STOP" signs to help blind and low-vision customers differentiate bus stop poles from other street signs so they know where to wait for the bus. Tactile signs include braille and raised lettering indicating "BUS STOP." In 2026, CTA launched a pilot to retrofit the "BUS STOP" signs with a decal providing route and directional information. CTA is currently testing these decals for usability, weather-resistance, and tamper-proofness.

CTA plans to continue installing tactile bus stop signs throughout 2027, with systemwide completion expected in 2029. By the end of 2027, CTA expects nearly half of its bus stops to have tactile "BUS STOP" signs and at least 100 stops to include additional route and directional information. The route-information pilot currently includes decals at 48 stops requested by the blind and low-vision community. CTA anticipates installing more than 50 additional decals in 2027 and purchasing a braille printer to support further expansion following testing.

As of August 2026, 110 of CTA's 146 rail stations were accessible, representing 75% of the system. Completion of the remaining funded accessibility projects would increase that total to 118 stations, or approximately 81%. That figure reflects completion of the funded projects across their schedules rather than a yearend 2027 target.

In 2027, elevator projects at Montrose (Blue), Pulaski (Blue), Oak Park (Green) and Ridgeland (Green) are expected to remain in design, while Irving Park (Blue) and Belmont (Blue) are expected to advance to construction procurement. CTA will also continue modernizing existing elevators by replacing or upgrading components. Its facilities maintenance staff will begin escalator replacement work at selected locations.

Metra initiated a unique and innovative mapping structure for the Metra Electric Line to depict only the accessible stations to better assist with wayfinding and journey planning

opportunities. With the goal of moving away from language and into the use of universal symbology, mapping, and universal pictorial diagrams, this new map represents a way to level set accessibility and language barriers to the absolute minimum.

Pace's fixed route buses and transit centers are accessible to riders with disabilities. For eligible riders whose disabilities or health conditions prevent them from using fixed route bus or rail service, Pace provides ADA Paratransit. It also supports the Taxi Access Program, Rideshare Access Program, and TripCheck. These services and tools form part of the agency's continuing accessibility work, alongside improvements to vehicles, facilities, and rider information.

*Your Investment in Action*

# Tactile signs help riders with visual impairments access transit




Adam Gogola is one of the riders noticing CTA's efforts to make bus stops easier to identify. Gogola, who is legally blind, has experienced barriers to using transit, including difficulty distinguishing bus stops from other street signage.

Since launching a pilot in 2022, CTA has equipped more than 4,000 bus stops with tactile signs featuring the words "BUS STOP" in Braille and raised lettering. They help riders who are blind or have low vision identify where to wait.

"There are so many signs on every street in the city, so to have those (markers) does make a distinguishable difference," Gogola explained.

CTA is continuing the installations in 2027. By the end of the year, the agency expects nearly half of its bus stops to have tactile signs, with at least 100 stops also providing route and directional information.

Tactile signs are one of several ways this budget invests in a more accessible transit system. Other investments include improving station accessibility, providing more accurate elevator-status information, developing trip-planning tools that identify step-free paths through stations, and adding real-time arrival signs with audio announcements. The budget also provides $12.5 million for a regional Dial-A-Ride program and setting up NITA's new Office of Disability Policy and Planning and the ADA Advisory Council, both of which will help ensure that riders with disabilities shape improvements across the regional network.

For Gogola, the improvements show that the needs of riders with disabilities are being considered. "To see effort being made and progress being made to do better, for people at large, is a good thing," he said. "It makes me feel good about the city."

### *Information everyone can use*

Language assistance is part of the operating system riders use to understand fares, navigate stations, and respond to service changes. The multilingual projects already underway provide examples of that work at specific locations. The regional language access plan extends the responsibility across the system by identifying the populations to be served, existing assistance, improvements to be made, and staff responsible for compliance.

In February 2026, CTA installed 24 overhead signs saying “Tickets” above vending machines, “Trains” above turnstiles, and exit wayfinding—in Chinese at Cermak-Chinatown (Red) and Halsted (Orange) and in Spanish at Kedzie (Pink). The signs were manufactured and installed in-house for under $10,300 and reach about 3,359 weekday riders. In a five-week rider survey, 31 of 33 respondents reported a better or much better opinion of CTA after sign installation. Working with the Coalition for a Better Chinese American Community, CTA also adopted its first policy on Traditional versus Simplified Chinese characters, which now guides all Chinese-language signage.

On December 20, 2026, bilingual audio and screen text will launch at 114 high-ridership bus stops across 32 routes. Each stop serves a majority Spanish-speaking ridership and marks either a rail connection (seven stations) or a numbered-street commercial corridor (13 corridors)—the two things riders and operators, asked separately, most wanted announced. The stops serve about 16,190 weekday alighting passengers, an estimated 11,501 of whom speak Spanish.

NITA has identified additional funding in the 2027 budget to extend bilingual overhead signage to 12 more Orange and Pink Line stations. CTA is also introducing bilingual graphics at Ventra ticket vending machines that emphasize fare products and identify the machine’s language-selection button. The initial deployment is planned for 15 stations by the end of 2026, followed by a systemwide rollout in 2027.

Pace has added a QR code to its customer newsletter that allows riders to open the information in a web browser and translate it into their preferred language. NITA, Metra, and CTA have also arranged to share a website translation tool and collaboratively maintained glossary of transit terms. Pace is discussing a potential change to its translation service that could support greater consistency across regional digital channels.

Metra Train Reporting and Customer Communications Employees are all now using Google Translate in addition to Certified Languages Institute (CLI), to assist customers in real time. Metra also posts and distributes all press releases in Spanish.

The agencies are also coordinating the systems used to distribute rider information. CTA is adopting the GTFS Realtime data format for service alerts, which supports consistent information across agencies and trip-planning applications. The format includes categories for accessibility issues, helping applications identify relevant alerts. Separately, CTA and Pace are discussing the use of Metra’s content management system for real-time signs. That coordination could support more consistent information at transfer locations and across the regional network.

*Your Investment in Action*

# NITA takes the lead on planning Regional Transit Hubs

NITA will use its expanded regional role to guide the development of transit hubs that better connect services and make travel easier across the six-county region. The 2027 budget invests $5 million in a study of regional transit hubs—places where riders can transfer between services and connect to walking, biking, and other transportation options. The study will identify where improvements are most needed and where new hubs could better connect the region.




For riders, a better transit hub could mean a shorter walk between a bus stop and a train station, a more comfortable place to wait, or clearer signs and real-time information to help them make a transfer. The study will examine existing hubs to understand how well they serve riders today, including whether connections are convenient, facilities are accessible, and people can safely reach their next bus or train. It will build on service planning and customer information improvements funded in 2026 at locations served by multiple transit agencies.

NITA will also look at how riders get to and from these hubs. Recommendations could include improved sidewalks and crossings, bicycle access and parking, and park-and-ride facilities. Riders, local communities, and transit agencies will help identify needs and shape priorities.

The study will recommend both near-term improvements, such as clearer signs and better travel information, and larger investments, such as station renovations, expanded waiting areas, and improved bus transfer facilities. It will also consider safety and security improvements and how hubs can accommodate new transportation options.

The result will be a regional investment plan that identifies priority projects, estimates costs, and lays out a timeline for improvements.

# Seamless and affordable fares

### What the Act requires

The NITA Act gives the agency sole authority for setting fares in the region, shifting from three largely separate fare-policy structures and unlocking new fare pass opportunities. NITA has authority to set and coordinate fare policy, administer regional special-fare programs, and develop a coordinated fare collection system. CTA, Metra, and Pace will continue to collect fares and operate service, but regional fare policy — including interagency passes, transfers and fare-sharing arrangements — will increasingly be set by NITA.

The Act protects riders during the transition by prohibiting fare increases during the first year after its effective date, meaning riders will not see any fare increased before June 1, 2027. Before NITA adopts a future fare structure or ordinance, it must allow a period of public hearings and submit the proposed structure to each Service Board for feedback. No fare increases are included in the 2027 budget.

The legislation also establishes a series of implementation milestones to work toward fare integration. By July 1, 2027, NITA and the Service Boards must establish the process needed to procure a universal fare instrument. By January 1, 2028, they must undertake a joint procurement for the next generation of regional fare collection technology. That system must include a unified mobile ticket application and be implemented by February 1, 2030.

Affordability is part of the same mandate. No later than two years after the effective date of the Act— by June 1, 2028 — NITA must implement systemwide fare capping; income-based reduced-fare programs for veterans, returning residents, and people experiencing homelessness; and a free or reduced-fare program for survivors of domestic violence and sexual assault. Existing Ride Free and Reduced Fare programs for seniors and people with disabilities remain in place, with NITA assuming regional responsibility for special-fare administration.

The fare initiatives already underway in 2026 and 2027 — including 24/7 student reduced fares, the expanded Access Program, more flexible reduced-fare products and the permanent Regional Day Pass — are early steps toward the regional fare system envisioned by the Act: one in which riders have more consistent eligibility rules, lower costs for transferring between services, more flexible products and eventually a common technology platform for paying across the region.

### What the 2027 budget delivers for riders

No fare increases are included in the 2027 budget. The budget continues and expands reduced-fare options, makes regional fare products permanent, and advances payment improvements that will make travel across CTA, Metra, and Pace easier.

### Student and university fares

Students ages 7 through 20 can use student reduced fares on CTA and Pace 24 hours a day, seven days a week, including weekends and summers. This supports travel to

school, jobs, and other activities. Pace's regular student fare decreased from $1 to $0.75, matching CTA, with free transfers between the two agencies.

Pace On Demand follows the same student-fare and transfer rules as regular fixed route service. Pace Premium services retain a surcharge of $1.25 when using transit value or $1.10 when using a pass, charged once within the transfer window.

Metra projects approximately 1.5 million U-Pass rides in 2027 as the program expands to additional universities, including DePaul and Roosevelt.

Separately, Metra projects approximately 505,000 rides through the Ride Free program, which provides free transportation for adults age 65 and older and people with disabilities who meet income and other eligibility requirements through the Illinois Department on Aging's Benefit Access Program. Eligible riders must obtain a NITA Ride Free permit.

### Access Program and flexible passes

The 2027 budget makes the Access Program permanent. Launched on Metra in 2024 and expanded to CTA and Pace on October 1, 2026, the program provides reduced fares to household members receiving SNAP benefits across the six-county region. Eligible riders can now use the discount on more parts of a regional trip.

CTA and Pace plan to introduce 1-day, 3-day and 7-day reduced-fare passes in 2027, giving eligible riders options between individual fares and a 30-day pass. Prices and launch dates will determine how riders can use the new products. CTA is also working with MIT and UIC to study student fare structures, which may inform pilots for the 2027–2028 school year.

Across its reduced-fare, free-ride and expanded U-Pass programs, Metra projects approximately 4.9 million rides and $10.5 million in revenue in 2027. Charging the average full fare for those rides would theoretically generate an additional $13.5 million, but that comparison does not account for trips riders might not otherwise take. Metra is estimating how much participation represents newly generated travel.

### Regional travel

The 2027 budget makes the Regional Day Pass permanent following its June 2025 pilot launch. The pass provides unlimited travel across CTA, Metra and Pace over a 24-hour period. Riders purchased more than 49,000 passes between July 2025 and July 2026, with July sales increasing 80% year over year to 5,933.

Other recent changes make fares easier to use and support connections beyond transit stops. At O'Hare, CTA replaced the $5 single-ride ticket sold at vending machines with a $5 one-day pass offering unlimited CTA and Pace travel for 24 hours. CTA and Pace also partnered with CDOT and Divvy on a pilot providing a $5 bikeshare or scooter credit with a 30-day Ventra pass.

### Easier payment and station entry

Ventra 3.0 is undergoing internal testing with a goal of launching in late 2027. Updated software and hardware would support better integration of fare products and make

future fare changes easier to implement. An integrated driver terminal would improve ridership and revenue counts and reduce equipment-related repairs and service calls.

CTA also plans a public pilot of new bus and rail validators designed for faster payments, clearer visual and audio feedback, and more reliable use of Ventra cards, bank cards and mobile wallets. Redesigned ticket machine interfaces and graphics would help riders understand their fare choices.

Through its Innovation Studio, CTA plans to test next-generation fare gates in early 2027. The pilots will evaluate technology intended to deter fare evasion and improve entry for riders with strollers, luggage or mobility aids.

**Preparing for regional fare integration**

In 2027, NITA and the Service Boards will establish the process for procuring a universal fare instrument and advance work toward fare integration and fare capping. Fare capping will allow qualifying payments to accumulate toward a limit, helping riders obtain the benefit of a pass without paying its full price upfront. These improvements extend beyond 2027; eligibility, payment rules, and availability will be explained as policies and technology are finalized.

*Your Investment in Action*

# Access expansion brings more affordable transit regionwide




Tiana Love is “everyone's cool mom” in her neighborhood of Woodlawn. Love is community focused and loves to spend time with her family.

Since 2024, the Access Pilot—which extends reduced fares to Metra riders who receive SNAP benefits—has helped Love stay connected to relatives living in the suburbs. “I felt like I won the lottery,” she said, describing when she first enrolled in the program. The family loves Metra because it saves them gas money and the kids find it so interesting they don’t even ask, “Are we there yet?”

Under NITA, the Access Pilot expanded to CTA and Pace in October 2026 and has been made a permanent, regionwide program in the 2027 regional budget. Love said expanding Access to CTA and Pace will be even more impactful. “I won't use my car anymore,” she said. The bus lines running by her house feel even more helpful now.

As always, Love is planning to use the program to benefit her family. “With being able to not drive, that saves on gas, which saves more money for Christmas and birthdays,” she said. Love was also planning to use Access to take her kids trick-or-treating, and on the Allstate CTA Holiday Train in December.

> **“With being able to not drive, that saves on gas, which saves more money for Christmas and birthdays.”**
>
> – Tiana Love, Access Program rider

## *Fast facts about Access:*

- Residents of the six-county region who receive SNAP or IDHS’ FRESH Program benefits qualify for Access, which offers fares at about 50% off.
- Survey data suggests that about 15% of CTA riders and 20% of Pace riders participate in SNAP currently and are eligible to enroll in Access, representing an average of more than 127,000 daily riders.
- If these riders use transit for a 5-day work week, they can save up to $650 a year with Access.
- There were 9,000 active Access permits being used on Metra at the time of the program’s expansion.
- More than 350,000 Metra rides had been taken through the program at the time of its expansion, with the majority on the Metra Electric and Rock Island lines serving the south side of Chicago and into southern Cook County.

# Access

***Apply today at GetAccess.org.***

# Funding NITA responsibilities

NITA's proposed 2027 budget appropriates $277.7 million of its $391.6 million public funding allocation, leaving $113.9 million for future allocation as transition needs are identified. The budget includes $44.4 million for continuing operations, $233.3 million for new responsibilities and strategic priorities, and a headcount of 168.

NITA continues the Regional Transportation Authority (RTA) responsibilities for regional budgeting, funding, financial oversight and debt-management functions while assuming expanded responsibilities for service planning, fares, safety, accessibility, capital investment, and rider information.

Transition consultant recommendations during the first half of 2027 will inform a Transition Plan due to the Illinois General Assembly by July 1. NITA must implement the plan by ordinance by September 30. These decisions will guide additional allocations and future budgets. Further requirements are outlined in Appendix B: NITA Act Dates and Deadlines.

### Continuing operations

The $44.4 million baseline budget supports staff, facilities, technology and professional services, along with continuing regional programs. These include planning and capital initiatives, ADA Paratransit certification, mobility management, travel information, customer service, Reduced Fare, Ride Free, and Transit Benefit programs. Transit Benefit Program revenue and federal Section 5310 funding offset some regional expenses.

### New NITA initiatives

The second component budgets $233.3 million in public funding for new NITA responsibilities. This part of the budget focuses on ensuring funding is available for priorities under the NITA Act while providing the opportunity to budget for other strategic investments once additional information regarding transition priorities is available. $75 million would fund immediate-term, strategic priorities that meet the policy goals of both the NITA Act and the NITA Board, including $5 million for a study of regional transit hubs. The remaining funds are allocated to new NITA initiatives as follows:

#### *Fares and fare programs*

NITA is implementing new free-and-reduced fares, new student fares, fare harmonization, and other fare programs. These changes will improve affordability and equity for riders while also creating potential reductions in farebox revenue, the impacts of which are discussed above. The NITA budget provides $20 million in funding to reimburse the Service Boards for this lost revenue. The budget also provides $3 million to pursue fare system modifications, as well as fare policy and modeling efforts to support new fare program initiatives.

### *Rider Communications*

The budget also provides $14.2 million for initiatives around accessible transit and better rider information, many of which are underway through the 2026 budget amendment. This includes the development and implementation of a Language Access Plan as required by January 2027 to provide language assistance services for individuals with limited English proficiency, including qualified interpretation services, multilingual customer support, language identification signage, and translation capabilities for customer information. These funds will also provide investments in the development of GTFS Pathways, new requirements for real-time trip planning and arrival information, as well as consolidation of customer information services.

### *Transit Supportive Land Use*

The NITA Act advanced transit-supportive development policies designed to increase housing, economic activity, and transit ridership near major transit facilities. To facilitate implementation, the NITA Act allows NITA to create the Transit Supportive Development Incentive Program to facilitate investments in transit supportive development and help local governments pursue transit supportive policy changes. The NITA Act also provides NITA with additional authority to pursue joint development activities. The budget includes $10 million for a Joint Development Fund and $5 million for the Transit Supportive Development Incentive Program. The budget also provides $5 million for a new Access to Transit Program to implement the NITA Act policies for ensuring pedestrian access to transit facilities.

### *Accessibility*

NITA is required to establish an Office of Disability Policy and Planning to develop ADA-related training standards, establish complaint and comment procedures, set paratransit eligibility criteria, and maintain a regional accessibility plan. The budget provides $1.5 million to fund the office. NITA is also required to hire a consultant to work in collaboration with the Authority, Service Boards, counties, and townships that operate dial-a-ride services to evaluate existing dial-a-ride programs and create recommendations for coordinated service across the region. Following Board approval of the consultant's recommendations, NITA will work with service providers to implement the recommendations and may subsequently establish a Regional Dial-A-Ride Program Fund to provide operating and capital cost or staff assistance to local governments. The NITA budget would authorize $10 million for deposit into the fund. The budget also provides $1 million for implementation of future initiatives identified by the newly formed ADA Advisory Council.

### *NITA Agency Requirements and Additional Staffing Needs*

Overall, $27.9 million is budgeted for staffing and transition needs to meet NITA requirements. These funds are to ensure NITA has sufficient flexibility to implement the transition plan throughout 2027 and position the agency to implement future reforms. The statute includes deadlines for additional studies and planning along with offices and support. Incorporated is $1.5 million to hire a Chief Internal Auditor and establish an

expanded Audit Department at NITA. This includes additional staffing to meet NITA Act requirements, as well as funds to reimburse the State Auditor General for conducting a quinquennial performance audit of NITA and the Service Boards.

### *Safety and security*

The NITA budget includes $54.6 million for regional public safety responsibilities through several new security-related mandates. This provides continued funding support for expanded police and security services, as well as non-police response efforts led by the Cook County Sheriff and the State of Illinois. The budget also includes the new Office of Transit Safety and Experience, which will be responsible for developing safety standards and the systemwide safety response strategy, establishing the cross-disciplinary Coordinated Safety Response Council, and monitoring systemwide safety performance while advancing initiatives to improve customer experience**.** The budget also provides funding for the Sheriff's NITA Law Enforcement Task Force to support regional coordination of transit safety and security efforts.

The budget also includes estimated reimbursements to suburban municipal fire departments, emergency medical service providers, and other first responders for eligible costs incurred while responding to medical emergencies and service calls at CTA stations, as required by the NITA Act**.** The budget includes funding for a real-time security reporting system that provides riders with a single, unified tool for reporting safety and security concerns across CTA, Metra, and Pace services.

In addition, the budget provides funding for the required Transit Ambassador Program to be established in 2027 as well as a Transit Ambassador Training Program in order to establish a workforce of trained, unarmed personnel deployed across transit facilities to enhance the rider experience, provide customer assistance, encourage compliance with transit codes of conduct, and serve as liaisons to law enforcement, social service providers, and other support services by July 1, 2027.

**Table 4. 2027 NITA Public Funding Allocations by Initiative (Dollars in Millions)**

| | **2027 budget** |
|---|---|
| **Amount of funding available** | **$391.6** |
| **Fares and fare programs** | $23.0 |
| Reimbursement for expanded Access Program and other fare program and harmonization | |
| Seamless and affordable fares | |
| **Transit Supportive Land Use** | $20.0 |
| Joint Development Fund | |
| Transit Supportive Development Incentive Program | |
| New Access to Transit Program | |
| **Service Planning** | $6.1 |
| Strategic Planning | |

| | 2027 budget |
|---|---|
| Other planning investments | |
| **Accessibility**<br>Office of Disability Policy and Planning<br>Regional Dial-A-Ride Program Fund<br>ADA Advisory Council | $12.5 |
| **Rider Communications** | $14.2 |
| **Safety & Security**<br>Office of Safety & Experience<br>Transit Ambassadors<br>Suburban Medical Response Reimbursements<br>Regional Partners Reimbursements<br>Incident Reporting System<br>Law Enforcement Task Force | $54.6 |
| **NITA Agency Requirements and Additional Staffing Needs**<br>Audit<br>Other Initiatives<br>Agency transition | $27.9 |
| **NITA Strategic Priorities** | $75.0 |
| **Total New NITA Initiatives** | **$233.3** |
| **Continuing operations** | **$44.4** |
| **Total NITA Budget** | **$277.7** |
| Future allocation based on transition | $113.9 |

Note: NITA expenses of $277.7 million are shown net of NITA regional services operating revenue and federal grants

For riders, stronger accountability means a clearer connection between the commitments made in the budget and the service delivered throughout the year. NITA's regional oversight will bring funding decisions, service expectations and performance reporting into closer alignment. Public reporting on reliability, ridership, safety, cleanliness, accessibility and customer satisfaction, as required by the NITA Act, will help riders assess how the system is performing and identify where improvements are still needed.

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# NITA is empowered to leverage transit-supportive development

The NITA Act provides unprecedented authority for NITA to advance transit-supportive development throughout the region to build ridership, improve access to transit, and promote economic development. Work to create a new Joint Development program is already underway, initially focused on partnering with private developers to build on transit agency-owned land.



The 2027 budget includes $10 million to seed a Joint Development Fund, which will primarily support affordable housing projects. NITA has inventoried all transit agency-owned land and identified 91 sites that can likely support some sort of development; this inventory will be made public in early 2027 when the program launches.

The Act also empowers NITA to expand funding and technical assistance to local governments and the Service Boards through the new Transit Supportive Development Incentive Program. This program, supported with $5 million in the 2027 budget, will offer assistance for transit-supportive development planning, zoning code updates, and pre-development activities. NITA is also expanding the existing Access to Transit program with $5 million in funding for sidewalk, crosswalk, bus pads and shelters, and bicycle parking projects to improve walking and biking access to transit throughout the region.

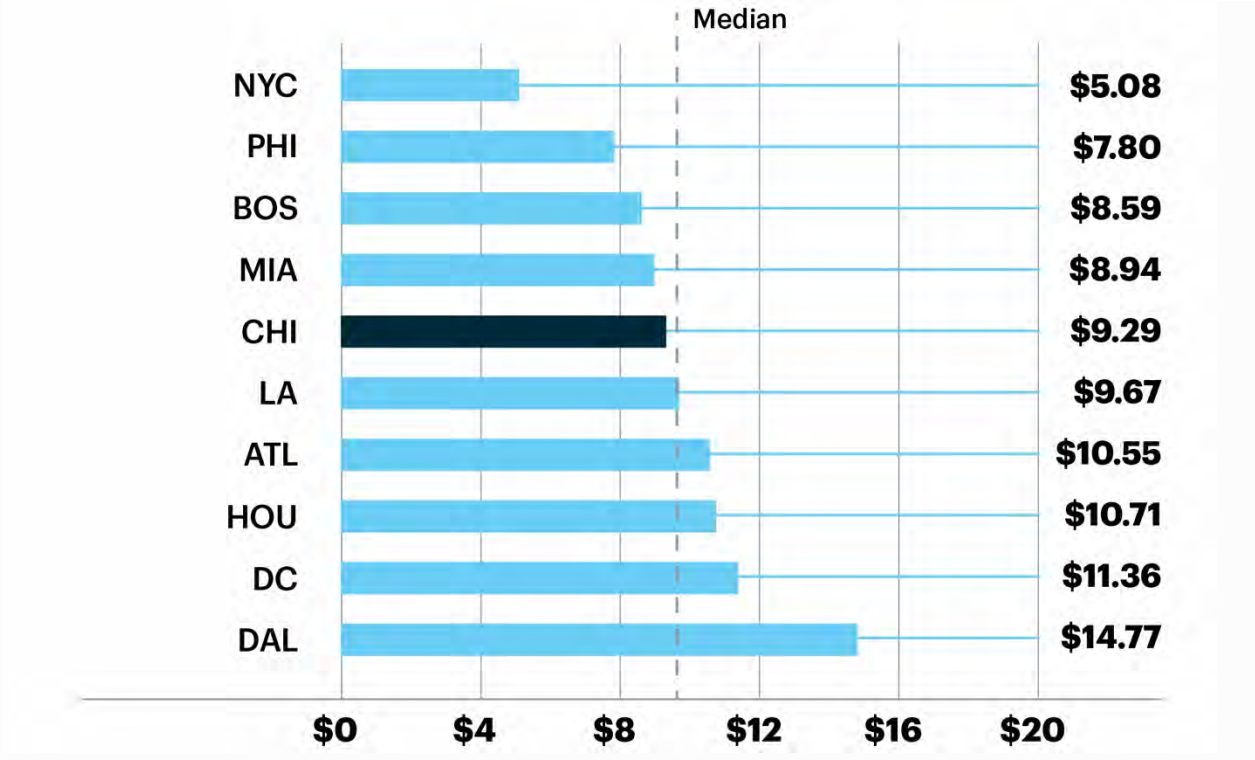
Together, these investments will help communities plan for development near transit and improve connections between transit service and the places people live, work, and visit.

# Efficiencies

The NITA Act pairs new funding with an explicit requirement to find operating efficiencies. The Service Boards have identified $60.1 million in efficiencies, exceeding the NITA Act's $46.9 million net-savings requirement for 2027. Some measures are already in place; others are scheduled for implementation later in 2026 or during 2027. NITA and the Service Boards are reviewing each measure for its effect on service quality and reliability. The legislation provides flexibility in how those savings are achieved across service-delivery efficiencies, labor optimization and real estate or other property-related savings.

Relative to its peers, the Chicago region already has one of the most efficient transit systems in the country. In 2024, CTA, Metra, and Pace spent an average of $9.29 per passenger trip to operate the system. NITA demonstrated results below the median of $9.48 per trip despite lagging in ridership recovery to pre-pandemic levels.

**Figure 12. Operating Cost per Passenger Trip by Peer Region**




Data source: Federal Transit Administration National Transit Database (2024)

Peer regions include New York, Philadelphia, Boston, Miami, Los Angeles, Atlanta, Houston, Washington DC, and Dallas. Results reflect the aggregated performance of the primary transit providers within each region.

### What the 2027 budget delivers for riders

For riders and taxpayers, the purpose of this work is to make the connection between funding and results more visible. The region should be able to show not only that it is

spending additional resources, but that it is using those resources efficiently and that performance is improving.

**Figure 13. 2027 Operating Efficiencies by Service Board: $60.1 Million**

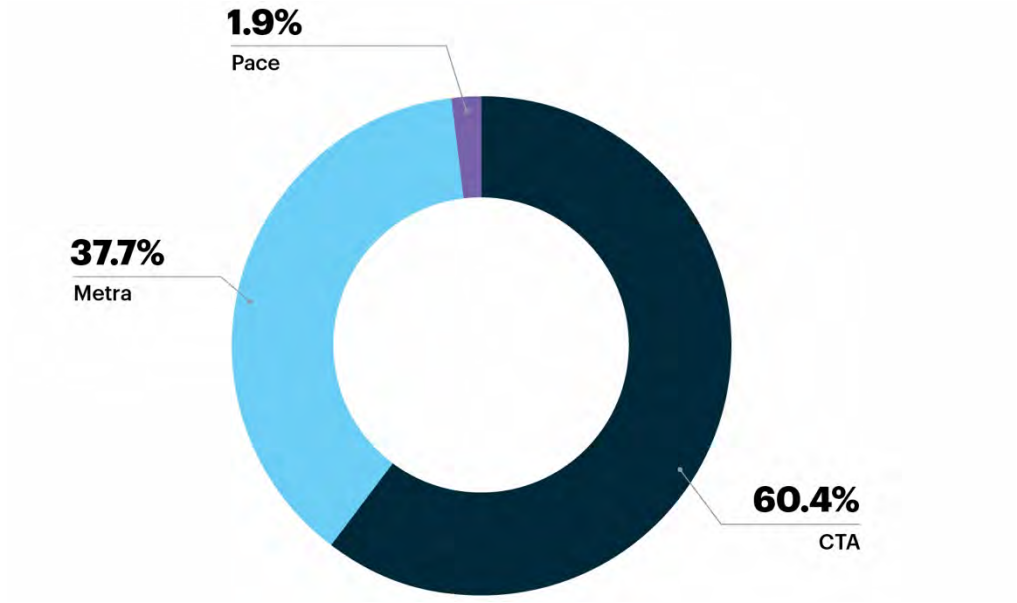
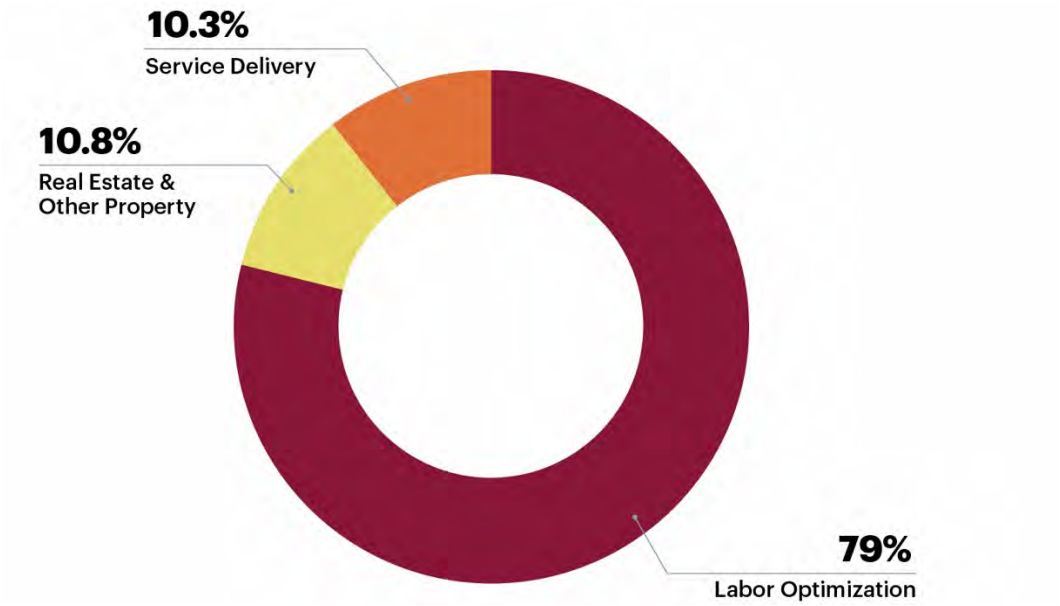



**Figure 14. 2027 Operating Efficiencies by Category: $60.1 Million**




The $7.5 million in identified service delivery efficiencies includes initiatives such as bus route travel time and fleet optimization to better align ridership and demand while maintaining service quality and effectiveness. The labor optimization efforts of $46.4 million include workforce and headcount reductions, increased use of part-time bus operators, and transitioning outsourced consulting work to internal staff. The $6.2 million in the real estate and other property category includes initiatives such as telecommunications cost optimization through updated policies and equipment as well as utilization of Service Board-owned facilities to reduce reliance on leased space.

NITA and the Service Boards continue their diligence on each identified item, monitoring adverse customer or operating impacts and screening out efficiencies that would compromise reliability or the service vision underlying the Act. The focus is on efficiencies involving operating practice changes that don't negatively impact reliability or service, such as service right sizing and flexible staffing models. As the transition proceeds, additional efficiencies are expected from consolidation and scale efficiencies tied to NITA integration, such as shared program administration.

Beyond this, the Service Boards have identified and incorporated additional operating cost savings of $16.1 million through the purchase of new equipment and vehicles, fleet modernization, fuel cost optimization, and other opportunities. They are also delivering additional system-generated revenue by updating parking rates and increasing advertising.  Appendix D provides further details on both efficiencies and additional cost savings.

**Looking Ahead to 2028 and 2029**

Looking ahead, NITA and the Service Boards are preparing a second wave of efficiency efforts to support the 2028 and 2029 recovery ratio targets. The 2027 efficiencies are primarily focused on measures that can be implemented within the year. Larger, structural opportunities remain and will take longer to validate. NITA has identified a set of best practices from peer transit systems that have achieved lasting operating savings and will evaluate these for NITA's context going forward. These levers are focused on managing existing resources more efficiently, supporting more reliable service at a lower cost ratio rather than trading one for the other.

A few illustrative examples of additional areas NITA and the Service Boards are considering include maintenance and cleaning regimes calibrated to asset condition and usage rather than uniform schedules, staff deployment matched more closely to demand, and total-cost-of-ownership discipline in capital and procurement decisions, with additional areas to be identified as this work progresses.

Validating these levers will take time: analyzing current operations, practices, and underlying data, and in some cases running small-scale pilots with engineering sign-off to confirm there's no impact on safety or reliability. NITA will begin this work in the first half of 2027, recognizing that this diligence is essential groundwork for the 2028 and 2029 recovery ratio targets.

# Funding the system of the future

NITA

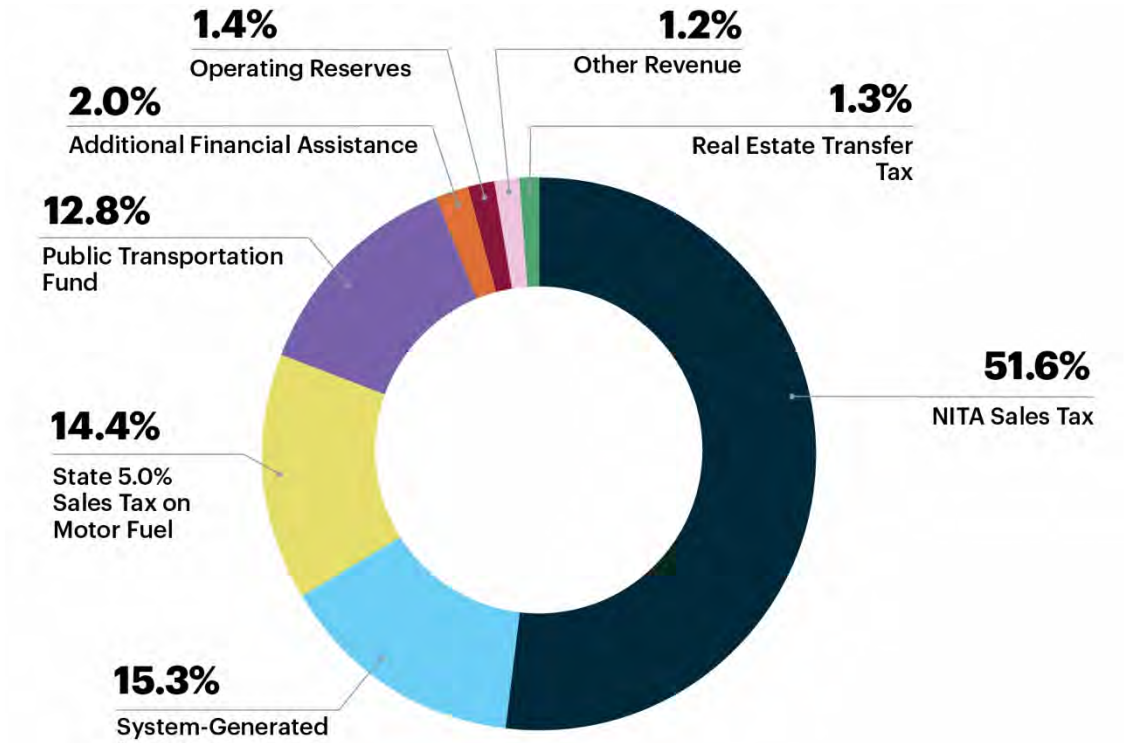
NORTHERN ILLINOIS TRANSIT AUTHORITY

# Funding the system of the future

Transit operations are funded by a combination of regional revenues, state funding, and revenues generated by the transit system. Prior to the NITA Act, the increased revenues established in the 2008 reform – additional sales tax, new Chicago Real Estate Transfer Tax (RETT), and a greater match of State Public Transportation Fund – were no longer sufficient in the face of lower fare revenue as a result of the pandemic and continued operating cost pressures. While the region had stretched federal COVID-19 relief funding longer than almost every region in the country, the system, like its national peers, was facing a fiscal cliff.

The NITA Act addressed the transit fiscal cliff and provided additional revenue to invest in the system to meet rider and community expectations. Operating funding is bolstered by a 0.25% increase in the regional NITA sales tax, as well as additional state support in the form of a portion of the state sales tax on motor fuel purchases. In 2026 and 2027, the required system-generated revenue recovery ratio drops to 25%, with penalties waived.

**Figure 15. 2027 Regional Operating Revenues by Source: $5.082 Billion**




## Public funding

Sources of public funding totaling $4.1 billion make up the majority of operating support for the region's transit system. These sources include tax revenue generated within the region, as well as funding from the State of Illinois.

In accordance with the NITA Act, the operating funding formula for 2027 through 2029 treats all available public funding sources (excluding RETT and reduced fare reimbursement) as a single pool of funding, with ADA Paratransit and NITA Agency requirements funded first. Following those initial deductions, the funding is then allocated to the Service Boards at the same levels as they received in 2025 from public and relief funding, as budgeted.

Any remaining funding is allocated to the Service Boards using a simple average of the Service Boards' shares of four operating metrics: Passenger Miles, Vehicle Revenue Hours, Ridership, and Vehicle Revenue Miles. Allocations for 2027 use National Transit Database data from 2024, the most recent available.

**Figure 16. 2027 Public Funding Allocations**

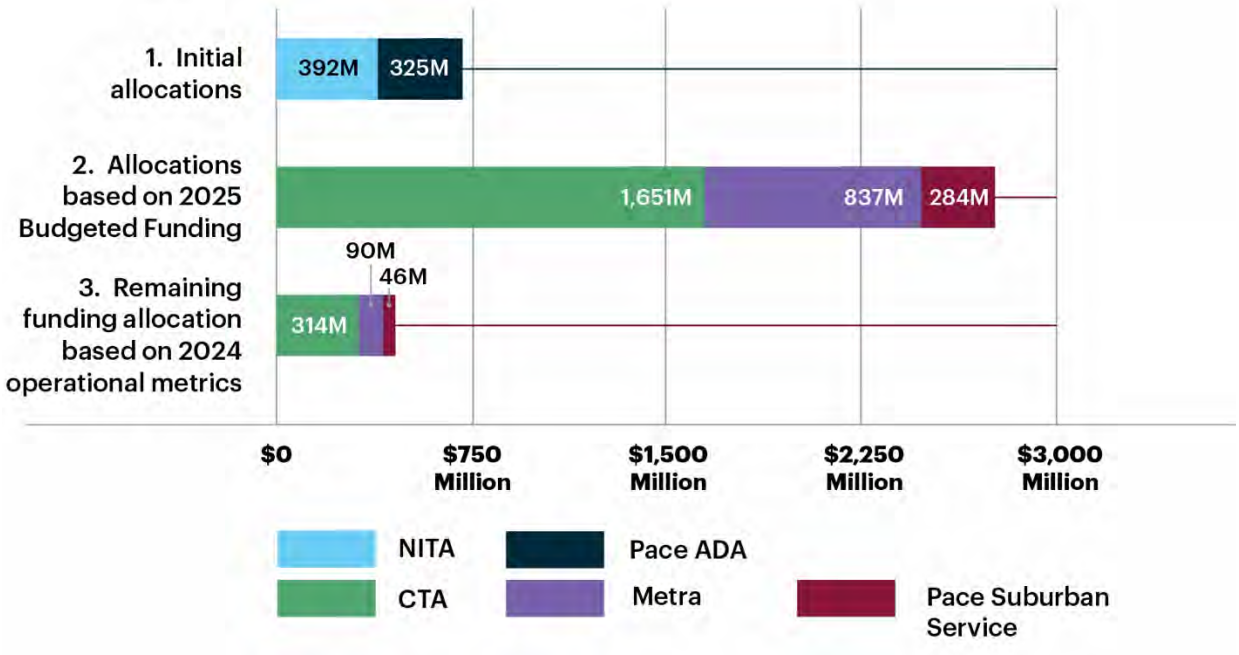



**Table 5. 2024 Operating Metrics and Service Board Funding Shares**

| 2024 Final Data | CTA | Metra | Pace Suburban | Total |
|---|---|---|---|---|
| Passenger Miles Traveled | 1,223,298,041 | 762,111,032 | 112,920,835 | 2,098,329,908 |
| Vehicle Revenue Hours | 9,570,164 | 1,506,554 | 1,938,437 | 13,015,155 |
| Ridership | 309,197,026 | 35,051,943 | 17,906,275 | 362,155,244 |
| Vehicle Revenue Miles | 119,147,554 | 44,110,638 | 29,447,936 | 192,706,128 |

| 2024 Agency Shares | CTA | Metra | Pace Suburban | Total |
|---|---|---|---|---|
| Passenger Miles Traveled | 58.3% | 36.3% | 5.4% | 100.0% |
| Vehicle Revenue Hours | 73.5% | 11.6% | 14.9% | 100.0% |
| Ridership | 85.4% | 9.7% | 4.9% | 100.0% |
| Vehicle Revenue Miles | 61.8% | 22.9% | 15.3% | 100.0% |
| **Simple Average of Shares – 4 Metrics** | **69.8%** | **20.1%** | **10.1%** | **100.0%** |

### Regional revenues

The largest source of transit operations funding comes from tax revenues generated within the region. NITA receives revenues from a sales tax of 1.5% in Cook County and 1.0% in the collar counties, with a quarter of the amount generated in the collar counties used for local transportation purposes and not with NITA. This revenue, along with NITA's share of the State's use tax, makes up 51.6% of operations funding for the region's transit system. Sales tax receipts are expected to total $2.6 billion in 2027. This estimate reflects both a 2.7% increase in the sales tax base from the 2026 estimate due to moderate growth in consumer spending as well as an additional $309.4 million due to the full year impact of the increased sales tax rate. The existing state surcharge of 1.5% on RTA sales tax collections is assumed to remain in place, reducing NITA funding by more than $40 million per year.

Real estate transfer tax (RETT) revenue in the City of Chicago, which funds the CTA, is expected to generate $67.7 million in 2027, a 2.7% increase from 2026. Both sales tax and RETT revenue are expected to increase by 2.2% and 2.4% in 2028 and 2029, respectively. These smaller increases are expected due to stable but generally slowing regional economic conditions.

### State funding

The transit system relies on funding sources from the State of Illinois, expected to total $1.5 billion in 2027. This operating support includes a match of 25% of sales tax receipts in Cook County, 20% of collar county sales tax receipts, and 30% of RETT receipts. This effectively preserves the State's 30% match of sales tax receipts based on the 2008 rates. PTF funding is expected to total $649.5 million in 2027, an increase of $20.8 million from 2026, and rise along with sales tax and RETT receipts in 2028 and 2029.

Starting in 2026, the State increased its operating support to transit to include a portion of state sales tax attributable to motor fuel sales. On an ongoing basis, the State allocates 5.0% of the 6.25% state sales tax on gas purchases to statewide public transit with 85% directed to NITA. This is expected to provide $731 million in 2027. Although it is a sales tax, the performance of this revenue tends to be more volatile than other

revenue sources due to its dependence on both motor fuel consumption levels and gas prices, which are subject to unique economic pressures. The State's fiscal year 2027 budget included a one-time retention of $150 million of this source in 2027, but due to higher gas prices this will not change the originally estimated amount to NITA of $731 million. The 2028 and 2029 plan years do not assume future changes in the allocation to transit.

The State 2027 appropriations for ADA Paratransit remain unchanged from 2026, at $11.5 million. The State fully funded the Additional Financial Assistance program which pays for debt service on SCIP II bonds.

**NITA Public Funding sources**

**NITA Sales Tax:** NITA imposes a sales tax in Cook County of 1.25% for general merchandise and 1.50% for qualifying food and drugs and receives 0.25% in general merchandise sales in Cook County from the state sales tax. NITA receives 75% of a 1.0% sales tax in the collar counties of DuPage, Kane, Lake, McHenry, and Will, with the remaining 25% retained by the counties for transportation and public safety purposes.

**Chicago Real Estate Transfer Tax (RETT):** The 2008 funding reform increased the City of Chicago RETT by $1.50 per $500 of property transferred to directly fund CTA operating expenses.

**Public Transportation Fund:** State matching funds comprised of 25% of NITA sales tax receipts in Cook County, 20% of NITA sales tax receipts in the collar counties, and 30% of Chicago RETT receipts.

**State sales tax on motor fuel:** Beginning July 1, 2026, the NITA region receives 85% of the 5.0% state portion of the existing 6.25% state sales tax on gasoline.

**State Financial Assistance:** State-provided assistance to reimburse NITA's debt service on Strategic Capital Improvement Program (SCIP) bonds.

# Other discretionary funding

**Innovation, Coordination, and Enhancement (ICE) Funding**

The 2027 budget will be the last to contain ICE funding, and those amounts will be from prior years. The 2027 ICE funding marks are comprised of the actual ICE funding amounts from 2025, the estimated 2026 ICE funding amounts, and residual ICE funding from previous years. The Service Boards may choose to program 2027 ICE funds for capital, operating or any combination thereof. There is no requirement to use all available ICE funds for just one purpose. The ICE funding will provide $40.3 million at unchanged funding shares of 48% to CTA, 39% to Metra, and 13% to Pace. CTA, Metra, and Pace are transferring their shares of ICE funding to capital in 2027.

**Operating Funding Reserves**

A total of $3.540 billion of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations

(CRRSAA) Act, and American Rescue Plan (ARP) Act funding was provided to the region in 2020 and 2021. By the end of 2024, the Service Boards had fully drawn down their individual allocations of federal relief funding. Using federal relief funding allowed them to establish reserves with unexpended sales tax and PTF for future year operating budget support. These reserves helped delay the onset of significant funding shortfalls and provided a critical financial bridge in 2026 before the new funding became available. The Service Boards estimate that $3.245 billion or 91.6% of these reserves will have been used by the end of 2026. The Service Board 2027 budgets program $296.0 million of operating reserves in 2027.

# System generated revenue

The proposed 2027 NITA regional operating budget includes $779.9 million in system-generated revenue, accounting for approximately 15% of total operating revenue. Passenger fares provide 76.9% of system-generated revenue, with the remainder coming from sources such as advertising, leases, investment income, and state reduced-fare reimbursements. Fare revenue is projected to increase 2.8% as ridership grows, with no fare increases included in the proposed budget. The NITA Act prohibits fare increases until June 1, 2027.

State reimbursements partially offset revenue forgone through legally mandated free and reduced fares for seniors and people with disabilities. The state appropriated $23.067 million for these reimbursements in its fiscal year 2027 budget. These programs are expected to reduce fare revenue by $83.6 million in 2027, exceeding state reimbursement by $60.5 million.

The “Seamless and affordable fares” section describes expanded discounts, regional passes, and fare-payment improvements. Appendix C provides current fares and passes across CTA, Metra, and Pace and reports progress on fare-policy requirements, as required by statute.

**Table 6. CTA Passenger Fares Compared with Peer Transit Systems (Dollars)**

| | Bus | Rail |
|---|---|---|
| Los Angeles | 1.75 | 1.75 |
| Denver | 2.75 | N/A |
| Washington | 2.25 | 2.25 |
| **Chicago** | **2.25** | **2.50** |
| Boston | 1.70 | 2.40 |
| Philadelphia | 2.90 | 2.90 |
| New York | 3.00 | 3.00 |

Source: APTA 2025 Fare Database

# Net results

The NITA Act increased available public funding, such that the Service Boards were allocated sufficient public funding to avoid budget shortfalls. As a result, the regional operating budget and two-year financial plan is balanced, with a net result of zero after accounting for NITA funds that will be allocated in the future based on the transition plan.

# Recovery ratio

### What the Act requires

The system-generated recovery ratio measures the share of eligible operating costs covered by passenger fares and other system-generated revenue, such as leases, advertising, and investment income. Public funding helps balance the regional budget but does not count as system-generated revenue. Under the NITA Act, the calculation includes the combined operating costs of NITA and transit operators under generally accepted accounting principles, excluding ADA Paratransit, which is assessed separately. The Budget Call issued in May also excluded passenger-related security costs from the calculation for this budget, consistent with prior years.

The NITA Act requires that regionwide, the budgeted system-generated revenue cover at least 25% of budgeted eligible operating costs for both FY2027 and FY2028. If the region does not meet this mandated recovery ratio on the budget, the Act calls for remitting the shortfall to the State's Road Fund, but that penalty is waived through FY2027, even though the target itself still applies. The threshold reduces to 20% starting January 1, 2029, assessed over two consecutive years. Non-compliance from that point triggers a report to the Governor and General Assembly and a review of passenger fares and revenue rather than an automatic penalty. The law allows the Illinois General Assembly to request a hearing at any time on the system-wide recovery ratio.

The Act does not set separate statutory recovery ratio targets for individual Service Boards and leaves that to the discretion of NITA. The Act sets a separate target for ADA paratransit service, of at least 5% of ADA paratransit costs, and if that ratio falls below 5% for two consecutive years, the same remittance obligation applies.

### Budgeted recovery ratios

Including revenue credits, the proposed 2027 NITA regional budget meets the regional recovery-ratio requirement of 25%, with agency-level targets of 27% for CTA and Metra and 15% for Pace. It also meets the separate 5% ADA Paratransit requirement.

The calculation includes $278.1 million in revenue credits in 2027 and $286.2 million in 2028. These credits account for revenue forgone through the temporary fare-increase moratorium and mandated, unreimbursed free and reduced fares, plus additional credits needed to reach the required ratios. They are adjustments to the calculation, not additional money available to operate service. The following table shows the 2027

credits by agency and at the regional level. This approach is consistent with prior years in which the recovery ratio requirement or penalties were waived.

**Table 7. 2027 Recovery Ratio Revenue Credits (Dollars in Thousands)**

| | Revenue foregone due to temporary moratorium on fare increases | Revenue foregone due to mandatory free and reduced fare ride programs | Amount of remaining revenue credit needed to reach the required recovery ratio | Total |
|---|---|---|---|---|
| CTA | $35,072 | $83,616 | $43,898 | $162,587 |
| Metra | $22,644 | $11,418 | $28,038 | $62,100 |
| Pace | $2,219 | $1,081 | $4,332 | $7,631 |
| Regional | | | $45,774 | $45,774 |
| **Total** | **$59,935** | **$96,114** | **$122,042** | **$278,092** |

The budgeted ratios reflect statutory provisions in effect during budget development and outlined in the budget call issued in May. As earlier budget-review provisions expire on January 1, 2027, NITA will refine its calculation approach to ensure compliance with the updated recovery ratio in consultation with the Board.

The calculated system-generated revenue recovery currently stands at 21% for 2026, and performance varies by Service Board.

**Table 8. Actual, Estimated, and Budgeted Recovery Ratios, 2025-2027**

| | 2025 actual | 2026 estimate | 2027 budget |
|---|---|---|---|
| Overall | 42.1% | 21.1% | 25.0% |
| CTA | 46.6% | 22.2% | 27.0% |
| Metra | 38.5% | 24.3% | 27.0% |
| Pace | 23.8% | 13.2% | 15.0% |

Note: 2025 recovery ratios include adjustments previously authorized in the RTA Act and included operating reserves as revenue. 2026 recovery ratios incorporate limited adjustments that were authorized in that period and do not include federal operating reserves as revenue. 2027 recovery ratios were developed based on 70 ILCS 3615/4.11 (applies through January 1, 2027), 70 ILCS 3615/4.01b, and the Ordinance approving the 2027 budget call for the annual operating budget, two-year financial plan, and five-year capital program approved by the RTA Board on May 14, 2026.

### Benchmarking

Farebox recovery ratios are widely used to assess transit financial performance, however, the region faces a unique state-mandated financial penalty for failing to meet the recovery ratio that has historically been calculated based on statute. The following table compares NTD reported farebox recovery ratios and requirements across peer transit systems. It provides context for the region's financial performance and the recovery-ratio requirements attached to its funding, although this information only

considers farebox revenues rather than system-generated revenues. Farebox revenues comprise approximately 80% of system-generated revenues regionally.

**Table 9. Farebox Recovery Ratios and Requirements Across Peer Transit Systems**

| Recovery ratios | 2019 | 2021 | 2024 | Requirements |
|---|---|---|---|---|
| **National average** | 32.1% | 12.7% | 17.3% | |
| **New York (MTA)** | 35.0% | 19.7% | 23.4% | New York does not impose a fixed statutory recovery-ratio minimum, instead using passenger counts and revenue vehicle miles to determine certain state operating-assistance payments. |
| **Boston (MBTA)** | 42.7% | 10.2% | 19.8% | Massachusetts previously required MBTA to establish farebox revenue targets under a program that expired in 2019; no statutory recovery-ratio minimum is currently in effect. |
| **New Jersey (NJ TRANSIT)** | 43.0% | 13.2% | 27.6% | New Jersey does not prescribe a fixed statutory minimum for farebox recovery, although NJ TRANSIT regularly reports the measure as a financial performance indicator. |
| **Denver (RTD)** | 15.5% | 8.5% | 5.4% | Colorado repealed its statutory 30% cost-recovery requirement in 2021, replacing it with operating-cost and ridership reporting rather than a mandatory recovery threshold. |
| **Los Angeles (LA Metro)** | 15.0% | 1.0% | 6.0% | California maintains a statutory 20% recovery standard for qualifying urban operators, subject to exceptions and alternative qualifying revenue. |

Source: National Transit Database

Note: The above benchmarks provide directional context for NITA's recovery ratio rather than directly comparable measures, since the calculation methodologies, qualifying revenues, statutory requirements and most notably the mix of transit services can vary significantly between transit authorities.

### Increasing the ratio: strategies and constraints

Based on the 2027 budget calculations, reaching a 25% recovery ratio without assumed revenue credits would require approximately $278.1 million more in qualifying system-generated revenue — a 36.1% increase — or $1.1 billion less in eligible operating costs — a 25.9% reduction — or a combination. These figures illustrate the calculation gap, not proposed fare increases or service cuts. More than $1.3 billion in new public funding supports expanded and improved service, but the resulting operating costs have grown faster than system-generated revenue, lowering the recovery ratio.

The following actions could help the recovery ratio reach 25%, but each strategy has its own constraints and trade-offs:

### *Efficiencies*

NITA is implementing efficiencies through standardizing processes and increasing scale across Service Boards as described earlier in the budget. Additional savings may be reflected in a future budget amendment, with larger changes expected from 2028 onward. Savings must be evaluated for their effects on service quality, reliability, and staffing.

However, cost reduction alone also has limits. In similar efforts by major transit agencies nationally, even aggressive cost-cutting campaigns have typically reduced total operating costs by only about 3% to 5%, since further reductions are generally not achievable without affecting collectively bargained positions and service levels.

### *Service planning improvements to increase ridership*

Better service and connections can attract riders and increase fare revenue, but expanded service also adds costs. Prioritizing only routes with the highest full-fare ridership could improve the ratio while overlooking other communities' transportation needs. NITA will evaluate investments against regional service and access goals as well as financial performance.

### *Increasing fares*

Increasing the recovery ratio through fare revenue alone would require substantial fare increases, placing additional financial burden on riders. Fares cannot be increased until after June 1, 2027, limiting their potential impact on the recovery ratio in 2027. Furthermore, a fare increase is not included in the proposed 2027 budget. NITA's reduced and free-fare programs for seniors, students, riders with disabilities, and riders with low income put pressure on the recovery ratio by reducing fare revenue. The current recovery ratio calculation adds back foregone revenue from these programs into system-generated revenue. These programs are projected to reduce fare revenue by approximately $120 million in 2027, only partially offset by $23.1 million in state reimbursement.

**Table 10. Regional Revenues and Expenses, 2025-2029 (Dollars in Thousands)**

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Service Board Revenues** | | | | | |
| CTA | $465,333 | $453,052 | $454,074 | $464,553 | $474,065 |
| Metra | $284,929 | $247,526 | $255,294 | $262,513 | $274,091 |
| Pace | $51,620 | $47,500 | $49,618 | $51,763 | $52,594 |
| ADA Paratransit | $17,986 | $19,783 | $20,894 | $21,631 | $22,328 |
| **Total System-Generated Revenue** | **$819,868** | **$767,861** | **$779,880** | **$800,460** | **$823,078** |
| **Public Funding** | | | | | |
| NITA Sales Tax | $1,943,516 | $2,250,333 | $2,620,467 | $2,678,117 | $2,742,392 |
| Public Transportation Fund (PTF) | $595,247 | $628,692 | $649,458 | $664,320 | $680,263 |
| State 5.0% Sales Tax on Motor Fuel (85%) | $0 | $365,500 | $731,000 | $747,082 | $765,012 |
| Real Estate Transfer Tax (RETT) | $63,667 | $65,951 | $67,732 | $69,222 | $70,883 |
| Additional Financial Assistance | $101,839 | $99,131 | $99,216 | $99,322 | $86,581 |
| State Funding for ADA Paratransit | $10,020 | $11,500 | $11,500 | $11,500 | $11,500 |
| NITA ADA Paratransit Reserve | $8,260 | $0 | $0 | $0 | $0 |
| Federal Discretionary Funding | $4,275 | $8,012 | $0 | $0 | $0 |
| Prior-Year ICE Funding [1] | $16,598 | $17,390 | $40,269 | $0 | $0 |
| Other NITA Revenue [2] | $39,916 | $13,553 | $11,520 | $11,971 | $12,445 |
| **Total Public Funding** | **$2,783,338** | **$3,460,062** | **$4,231,162** | **$4,281,534** | **$4,369,076** |
| **Operating Reserves** | | | | | |
| Operating Reserves [3] | $452,708 | $316,585 | $70,889 | $66,749 | $45,446 |
| **Total Operating Reserves** | **$452,708** | **$316,585** | **$70,889** | **$66,749** | **$45,446** |
| **Total Revenues** | **$4,055,913** | **$4,544,508** | **$5,081,931** | **$5,148,743** | **$5,237,600** |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Service Board Expenses** | | | | | |
| CTA | $2,101,992 | $2,263,636 | $2,505,713 | $2,533,273 | $2,581,472 |
| Metra | $1,035,207 | $1,067,943 | $1,233,925 | $1,247,687 | $1,225,072 |
| Pace | $304,991 | $356,559 | $381,665 | $407,886 | $437,710 |
| ADA Paratransit | $318,521 | $327,998 | $357,706 | $377,784 | $403,443 |
| **Total Service Board Expenses** | **$3,760,711** | **$4,016,136** | **$4,479,009** | **$4,566,630** | **$4,647,697** |
| **Region/Agency Expenses** | | | | | |
| Debt Service | $161,297 | $151,218 | $151,432 | $151,349 | $138,390 |
| NITA Agency and Regional Programs | $55,969 | $49,501 | $248,546 | $303,974 | $319,172 |
| Passthrough to Service Boards for New NITA Initiatives | $0 | $4,000 | $38,200 | $40,110 | $42,116 |
| Joint Self-Insurance Fund (JSIF) | $11,547 | $12,125 | $12,731 | $13,367 | $14,036 |
| **Total Region/Agency Expenses** | **$228,813** | **$216,844** | **$450,909** | **$508,800** | **$513,714** |
| **Total Expenses (Gross)** | **$3,989,524** | **$4,232,980** | **$4,929,918** | **$5,075,430** | **$5,161,411** |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Reimbursement to Service Boards for NITA Functions** | | | | | |
| Metra Police E-Lerts | $0 | $0 | ($2,108) | ($2,399) | ($2,451) |
| **Total Reimbursements** | **$0** | **$0** | **($2,108)** | **($2,399)** | **($2,451)** |
| **Total Expenses (net of reimbursements)** | **$3,989,524** | **$4,232,980** | **$4,927,810** | **$5,073,031** | **$5,158,960** |
| Transfers[4] | ($30,957) | ($20,489) | ($40,269) | $0 | $0 |
| **NITA Future Allocation based on Transition** | **$0** | **$33,069** | **$113,851** | **$75,712** | **$78,641** |
| **Net Result[5]** | **$35,432** | **$257,970** | **$0** | **$0** | **$0** |
| **Regional Recovery Ratio[6]** | **42.09%** | **21.10%** | **25.00%** | **25.00%** | **23.84%** |

1 All 2025 funding (from 2023) allocated to ADA Paratransit. All 2026 funding (from 2024) allocated to CTA. Sunsets after 2027 funding (from 2025 actual & 2026 estimate).

2 Includes income from financial transactions and investments, sales tax interest, and revenues from NITA programs and projects.

3 Operating reserves established with unexpended sales tax and PTF resulting from previous use of drawdowns of federal CARES Act, CRRSAA, and ARP Act funding. Authorized for inclusion as revenue for recovery ratio purposes only through 2025.

4 Transfers include the allocation of NITA positive budget variance to reserves, supplemental ADA Paratransit funding from fund balance, and the transfer of ICE funding to capital for future distribution. For 2027, CTA, Metra, and Pace are budgeted to transfer $19.3 million, $15.7 million, and $5.2 million, respectively, to their capital programs.

5 Net 2026 results partially comprised of unallocated new revenue from P.A. 104-0457 for contingencies and future NITA expenses.

6 2027 and 2028 include revenue credits of $278 million and $286 million, respectively, to achieve 25% requirement.

# NITA Operations

NITA

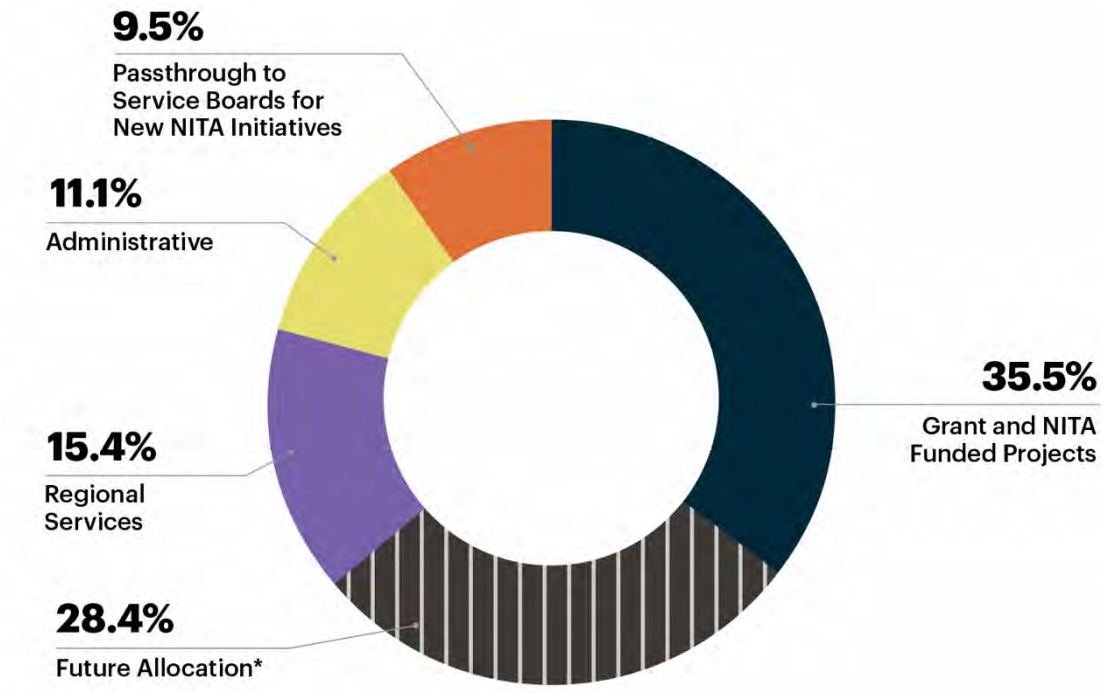
NORTHERN ILLINOIS TRANSIT AUTHORITY

# NITA Operations

## 2027 Operating Expenses

In 2027, total NITA agency operating expenses are budgeted at $286.7 million, including $142.3 million for program and project expenses; $61.6 million for regional service expenses, including establishing funds outlined in the NITA Act; $44.6 million for administrative expenses; and $38.2 million for reimbursing service boards for carrying out new NITA initiatives on behalf of the region. The budget leaves $113.9 million reserved to address needs arising from the implementation of the NITA Act and the agency's ongoing transition, with allocations to be made during 2027 as specific requirements are identified. The agency budget includes an identified, initial headcount of 168 employees. This estimate reflects NITA's expanded responsibilities as it assumes the regional financial planning, funding, and oversight functions previously performed by the RTA, while also taking on new organizational responsibilities.

**Figure 17. 2027 NITA Expenses and Future Allocation: $400.6 Million**




* $113.9 million for future allocation as transition needs are identified

## 2027 Revenue and Funding

Total 2027 revenues are budgeted at $400.6 million, consisting of $391.6 million in public funding, $8.9 million in federal grants, and $161,000 in agency operating

revenue. This significant increase from 2026 reflects the allocation of additional public funds established by the NITA Act and supports NITA's expanded regional responsibilities and implementation of the Act's statutory requirements.

# 2028 and 2029 Financial Plan

The final transition plan will inform NITA’s 2028 and 2029 budget. These estimates are highly dependent on the transition that will occur in 2027 and decisions still to come. Additionally, the new, service-focused budget process will begin next year.  As such, the amounts assumed below are useful for planning purposes but may change significantly when the 2028 budget is proposed. Current planning assumptions include 5% in annual expense growth and $95 million annually for safety and security, following required Board action on implementation during 2027. The safety funding assumption reflects the NITA Act requirements for development of the regional incident-response strategy.

**Table 11. NITA 2027 Budget and 2028-2029 Financial Plan (Dollars in Thousands)**

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Operating Revenue** | | | | | |
| Administrative Operating Revenue | ($45) | $107 | $0 | $0 | $0 |
| Regional Services Operating Revenue | $131 | $171 | $161 | $169 | $177 |
| **Total Operating Revenue** | **$86** | **$277** | **$161** | **$169** | **$177** |
| **Public Funding** | | | | | |
| Federal Grants | $15,518 | $8,276 | $8,859 | $9,302 | $9,767 |
| Sales Tax I | $40,366 | $40,366 | $0 | $0 | $0 |
| NITA Public Funding | $0 | $37,650 | $391,577 | $410,324 | $429,984 |
| Total Public Funding | $55,884 | $86,292 | $400,436 | $419,626 | $439,751 |
| **Total Revenues** | **$55,969** | **$86,569** | **$400,597** | **$419,795** | **$439,929** |
| **Expenses and Passthrough Amounts** | | | | | |
| Administrative Operating Expenses [1] | $17,721 | $19,757 | $44,582 | $46,811 | $49,152 |
| Regional Services Operating Expense[1] | $17,735 | $18,534 | $61,614 | $107,695 | $113,080 |
| Program and Project Expenses [1] | $20,513 | $11,209 | $142,350 | $149,468 | $156,941 |
| Passthrough to Service Boards for New NITA Initiatives | -– | $4,000 | $38,200 | $40,110 | $42,116 |
| **Total Expenses and Passthrough** | **$55,969** | **$53,501** | **$286,746** | **$344,084** | **$361,288** |
| **Total Future Allocation based on Transition** | **$0** | **$33,069** | **$113,851** | **$75,712** | **$78,641** |
| **Net Results** | **$0** | **$0** | **$0** | **$0** | **$0** |

[1] 2025 and 2026 include additional amounts that were set aside for leasehold improvements and regional programs.

# CTA Operations

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# CTA Operations

Dear riders, employees and partners from across the Chicago region:

On behalf of the Chicago Transit Board and the Chicago Transit Authority (CTA), we are pleased to present CTA's proposed Fiscal Year 2027 budget, part of the first regional budget developed by the Northern Illinois Transit Authority (NITA) and the first to include a full year of new operating revenue through the NITA Act. Our plan is grounded in sound fiscal stewardship that keeps our riders' needs front-of-mind and built on a year of progress for our riders, our workforce, and the communities we serve.

CTA is excited about the promise of this new era of regional transit. Alongside NITA, Metra, and Pace, we are working toward coordinated service, clearer information, and integrated fares for riders who travel between systems. For CTA riders, a stronger regional network means easier connections to jobs, education, and opportunity across northeastern Illinois.

Our progress has been made possible through the work of the thousands of men and women who keep Chicago moving around the clock. Following historic recruitment and hiring, our workforce is fully restored, and bus and rail service are operating at their highest levels in years. Riders have responded. Weekday ridership has reached a post-pandemic high of 1.1 million rides, and during the first half of 2026, CTA rail ridership grew 4.1% while bus ridership rose 2.2% alongside our expanded Frequent Bus Network. Through initiatives like our Second Chance Program, we are also opening doors to transit careers for Chicagoans ready for a fresh start, and the planned expansion of the Access Program to CTA will extend reduced fares to riders who qualify for SNAP benefits.






The proposed budget builds on that foundation. It sustains the service levels riders now count on and advances generational investments, including the Red Line Extension, the Red and Purple Modernization program, and the next phases of the Blue Line Forest Park branch reconstruction. Every one of these investments shares a single, important measure of success: getting riders where they need to go, safely, reliably, and on time.

Safety is central to everything we do. Our multi-layered approach to system security combines law enforcement with dedicated outreach, crisis intervention, and social

service support to protect riders and employees while connecting people with the help they need.

Expanded patrols by the Chicago Police Department and the Cook County Sheriff's Office across the bus and rail systems, along with closer coordination with the Cook County State's Attorney's Office, are delivering results. Through the end of August, major crime systemwide is down 30% year-to-date, and violent crime along critical corridors like the Red Line has fallen by as much as 75%.

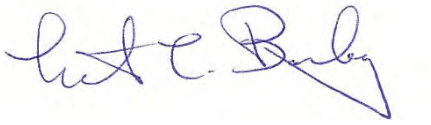
Our public health and social service partners bring compassion and dignity to some of the most complex challenges on the system. Since January 2023, CTA-funded outreach teams have logged nearly 50,000 encounters with unhoused individuals, resulting in 415 shelter placements and more than 220 connections to stable or permanent housing. This fall, CTA launched its non-law enforcement Safe Ride Specialists, adding another layer of support for riders and employees alike.

Our stations are the front doors to Chicago's neighborhoods, and we are working to ensure that every rider feels welcome walking through them. Multi-language signage, an expanded Refresh & Renew program, ongoing station modernizations and vibrant public art are making the system brighter, cleaner, and more reflective of the communities it serves.

This budget reflects our focus on our riders' priorities: frequent and reliable service, strong infrastructure, and a system where people feel safe. It invests in the quality of employee-facing facilities, protects the gains of the past year, supports the delivery of the service riders expect, and identifies efficiencies to make every new dollar count. The Board and CTA leadership recognize and respect our obligation to every rider and taxpayer to invest those dollars wisely, and this budget honors that commitment.

We are grateful to our riders for their continued trust, to CTA employees for their dedication every day, and to our partners at NITA, Metra, Pace, and across government for their collaboration. Together, we are building a transit system that moves Chicago, and the region, forward.

Sincerely,



Lester Barclay
Chairman
Chicago Transit Board



Nora Leerhsen
Acting President
Chicago Transit Authority

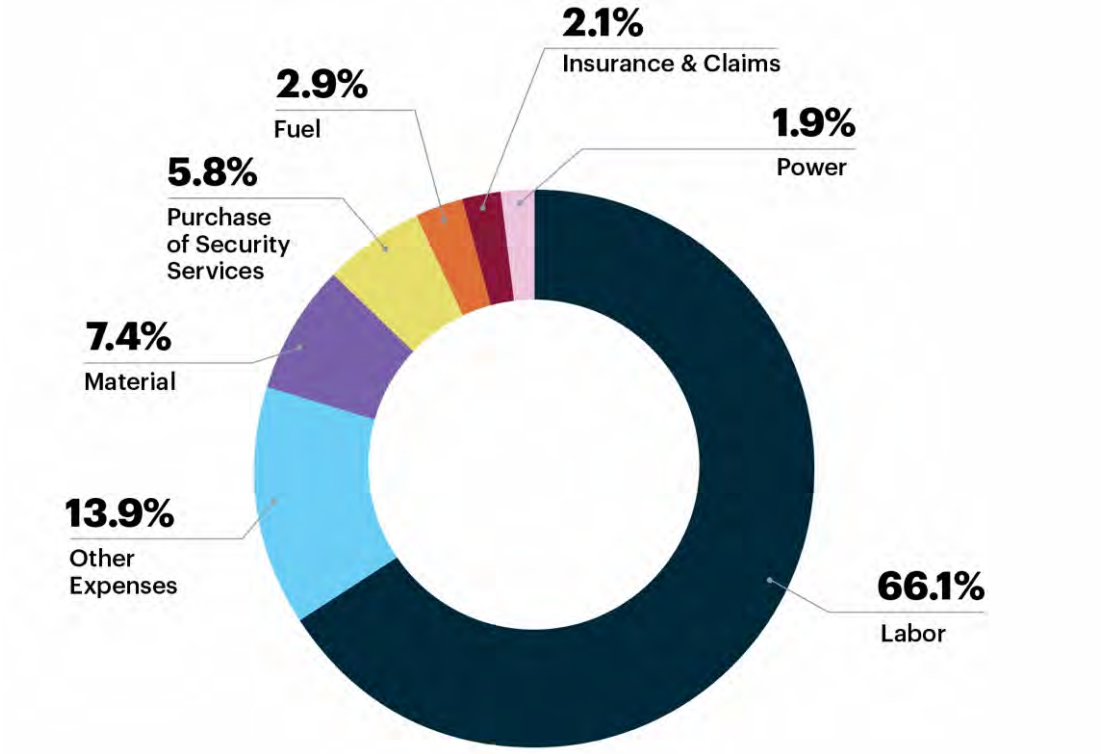
# 2027 Operating Overview

The proposed 2027 regional budget provides $2.506 billion for CTA operations, supporting service expansion, reliability, safety and rider improvements. This is $209.4 million, or 9.1%, above the 2026 amended budget and $242.1 million, or 10.7%, above the 2026 estimate.

Labor, fuel, security services, and other expenses account for $195.2 million, or 80.6%, of the increase over the 2026 estimate.

Scheduled bus service is projected to increase by 322,000 hours, or 4.5%, as CTA expands its Frequent Bus Network and extends routes and schedules. The budget also supports additional security deployments, the Safe Ride Specialists initiative, and staffing for service reliability and cleaning.

**Figure 18. 2027 CTA Operating Expenses by Category: $2.506 Billion**




# 2027 Operating Expenses

### Labor

Labor is the largest operating expense, budgeted at $1.657 billion or 66.1% of the proposed 2027 budget. This is $91.0 million, or 5.8%, above the 2026 amended budget and $99.3 million, or 6.4%, above the forecast.

Base wages and salaries increase by $60.5 million. The increase includes a 2.0% increase to cover wage inflation, budgeted increase in positions, and wage progression schedules.

The proposed 2027 budget includes a fringe expense increase of $28.5 million for expenses like health insurance, workers' compensation, and pension payments. CTA's employer-funded pension expenses are estimated to be $360.9 million for 2027. The funded ratio for CTA's pension is currently 55% with an employee contribution rate of 13.8% and employer rate of 27.6%. The current labor agreement with the Amalgamated Transit Union expires December 31, 2026.

Labor expenses are expected to finish 2026 approximately 0.5% below the amended budget, with vacancies at 8.8% compared with the budgeted 8.0%. CTA expects to spend the full $16.38 million added to the amended budget for labor costs supporting service expansion and reliability initiatives.

**Materials**

Materials expenses are budgeted at $184.6 million in 2027, 11.9% above the 2026 amended budget and $20.5 million above the forecast. Materials account for approximately 7.4% of operating expenses.

The 2027 increase in material expense includes estimated baseline inflationary pressure of 5%, which constitutes $8.8 million of the overall increase. The additional $10.9 million is driven by vehicle maintenance costs, particularly vehicle parts, as the fleet continues to age, and more vehicles are no longer covered by warranty. Currently, 598 out of 2,098 buses and 120 out of 1,660 rail cars are under warranty.

CTA will continue to proactively conduct maintenance of its bus and rail fleet and continues to place new rail cars (7000 series) into service and procure new buses. The expectation is the CTA will receive 8-10 new 7000 series railcars per month.

**Fuel and Power**

Expenses for fuel and power in 2027 are expected to increase due to significant increases in prices and a 5% increase in consumption driven by service expansion. Diesel fuel expenses are budgeted at $72.4 million in 2027, an increase of $21.7 million over the 2026 forecast. In 2026, 75% of CTA's projected diesel purchase was hedged. Due to the ongoing volatility in the diesel fuel market, CTA is 15% hedged in 2027. The budgeted rate for diesel fuel in 2027 is $4.26/gallon compared to a 2026 forecasted rate of $3.14/gallon, a 35.7% increase.

Electricity for rail service is budgeted at $48.5 million in 2027, $8.5 million higher than the 2026 forecast, an increase of 21.3%. The budget assumes 5% higher consumption, a 20% higher rate and the end of the Carbon-Free Resource Adjustment credit in May 2027. Through August 2026, the credit has resulted in a net savings of approximately $8 million.

**Figure 19. CTA Diesel Fuel Price per Gallon**




# Security Services

Security services are budgeted at $144.2 million, $33.9 million above the 2026 forecast. Of that increase, $16.7 million reflects the transfer of community and care-based security services from Other Expenses into this category.

The budget supports agreements with the Chicago, Evanston, Oak Park and Forest Park Police Departments, private security and K-9 patrols, and community organizations providing crisis intervention, violence interruption and support for people experiencing homelessness, addiction or mental health challenges.

The Chicago Police Department also provides patrols as part of their normal operations and operates a mass transit unit; these services are at no expense to the CTA. The amended 2026 budget added $20.0 million for Chicago police, $10.0 million for K-9 security and $2.0 million for community and care-based services. In 2027, average daily deployments increase from 150 to 180 for Chicago police and from 200 to 210 for K-9 security. The budget also includes $12.5 million for the Safe Ride Specialists initiative.

### Provision for Injuries and Damages

The budget item represents expenses for claims and litigation for incidents that occur on CTA property or involve CTA vehicles. The budget is determined by the CTA actuarial firm based on actual claims history and future projections. In 2026, the CTA experienced an increase in the dollar value of claims, lowering the funded ratio of the reserve. To address this, the CTA will contribute $51.7 million in 2027, an increase of $16.8 million over the 2026 forecast.

### Other Expenses

Other expenses are budgeted at $347.1 million, $40.3 million, or 13.1%, above the 2026 forecast. This category includes utilities, advertising and promotion, travel and meetings, contractual services, leases and rentals, and general expenses. Contractual services, general expenses and utilities are the main drivers of the proposed increase. Lower debt service costs in 2027 offset these increases.

Contractual services account for $212.7 million, $39.3 million above the forecast. The increase reflects new initiatives and projects postponed until 2027. Those delays also contribute to Other Expenses finishing 2026 an estimated $19.4 million, or 5.9%, below the amended budget.

Technology services are proposed to increase by $15.1 million over the forecast and $13.2 million over the amended budget. This increase provides essential upgrades to CTA's technology infrastructure, including control center systems, cybersecurity, and digital payments. Maintenance and repairs increase by $13.2 million over the forecast and $12.5 million over the amended budget.

# Staffing and Key Assumptions

The 2027 budget includes 11,258 positions, primarily supporting service expansion and reliability improvements. Scheduled Transit Operations positions—including bus and rail operators, customer service employees, and switch and tower workers—are proposed to increase by 109 in 2027. Staffing to support key 2027 initiatives includes the addition of ten Safety positions to support compliance and support of federal regulatory safety requirements, five security positions to assist in monitoring, tracking, and investigation of security issues, four administrative positions to provide CTA oversight of the Safe Ride Specialist program, and the addition of one Power Cleaning crew (18 positions) which will enhance cleaning missions and provide flexibility to direct resources when and where needed. Other additions support reliability and administration.

**Table 12. CTA Budgeted Positions, 2026-2027**

| | 2026 Budgeted Positions | 2026 Amended Budgeted Positions | 2027 Budgeted Positions |
|---|---|---|---|
| Non-Scheduled Transit Operations positions* | 5,208 | 5,208 | 5,315 |
| Bus Scheduled Transit Operations positions** | 3,914 | 3,957 | 4,158 |
| Rail Scheduled Transit Operations positions** | 815 | 815 | 844 |
| Rail Station Management Scheduled Transit Operations positions** | 944 | 944 | 941 |
| **Total CTA positions** | **10,881** | **10,924** | **11,258** |

* Includes Capital funded positions, service management, infrastructure, facilities, administrative personnel

** Scheduled Transit Operations positions based on FTE

FY27 - CTA Organizational Chart.pdf

### Key Expense Assumptions

The following assumptions describe changes in wage rates, prices and premiums.

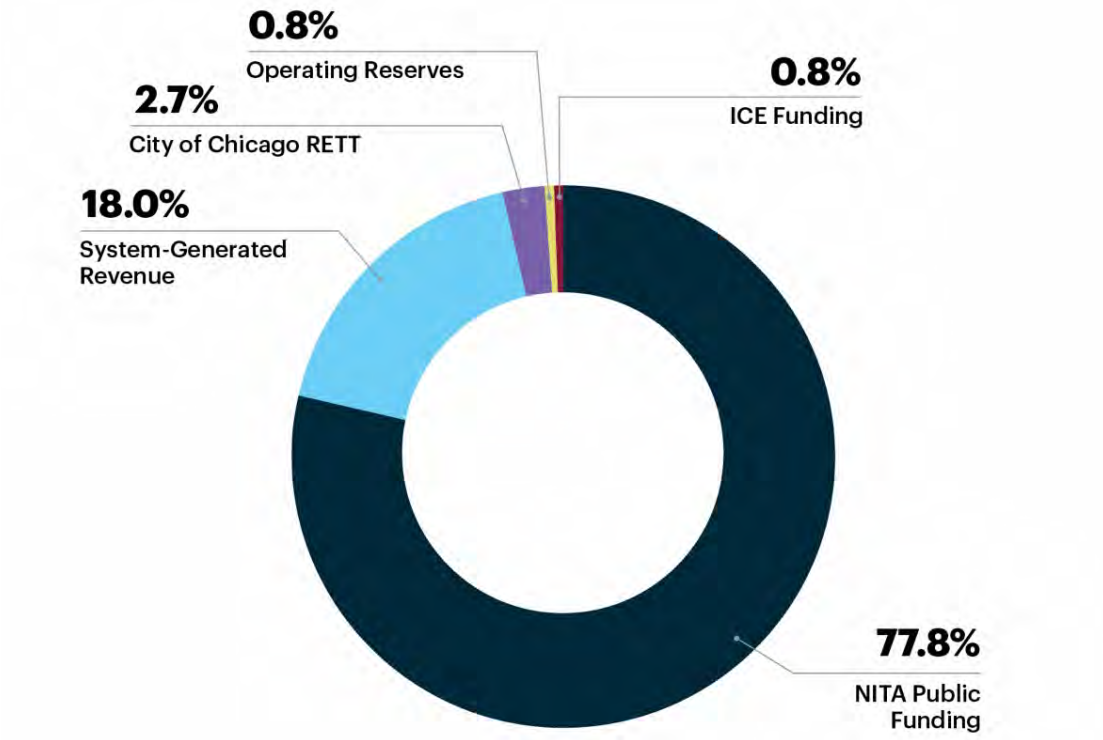
**Table 13. CTA 2027 Operating Assumptions**

| Assumption | 2027 |
|---|---|
| Base Labor (Progression/fewer vacancies/higher retention) | 2.0% |
| Fringe Rate | 71.91% |
| Material expense inflation | 5.0% |
| Diesel Fuel Rate per Gallon | $4.26 |
| Diesel Fuel Gallons Usage (in millions) | 17.0 |
| Traction Power Rate per MWh | $116.88 |
| Traction Power MWh usage | 415,230 |
| Vacancy Adjustment savings positions/savings (in millions) | 360/$60.3 |
| Ridership (in millions) | 355.9 |
| Average Fare Per Ride | $1.02 |

# 2027 Revenue and Funding

The NITA budget identifies $1.965 billion in public funding for CTA operations in 2027, alongside $454.1 million in system-generated revenue, $19.3 million in Innovation, Coordination and Enhancement funding, and $67.7 million in City of Chicago real estate transfer tax revenue. Note that CTA is transferring its 2027 Innovation, Coordination, and Enhancement funding to the capital program.

**Figure 20. 2027 CTA Revenues and Funding by Source: $2.525 Billion**




## Fares and passes

Fare and pass revenue is budgeted at $364.5 million for 2027, $3.8 million above the 2026 forecast and $0.3 million below the amended budget. Continued ridership growth and planned service expansion are expected to support increased fare revenue.

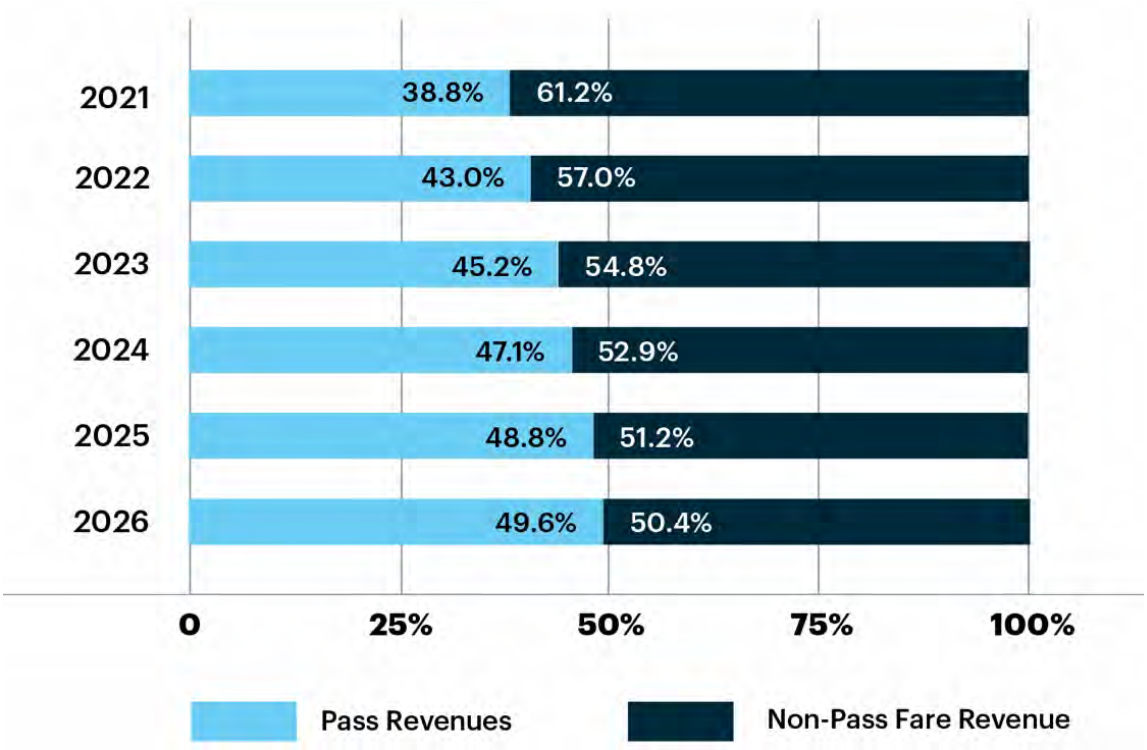
CTA expects to finish 2026 with 347.2 million rides, 1.0% above the amended budget and 9.1 million rides above 2025. However, a greater-than-anticipated shift from individual fares to passes has affected revenue per ride.

**Figure 21. CTA Average Fare per Ride**




In 2019, pass revenue represented approximately 40.0% of total fare revenue. Since the introduction of more affordable unlimited-ride pass pricing, the share of revenue generated from passes has increased to 48.0% as customers have shifted from pay-as-you-go fares to unlimited-ride products. This shift, combined with a higher proportion of bus ridership, has contributed to a decline in the average fare per ride. Increased use of monthly unlimited passes drives higher ridership by encouraging more frequent travel. While this may result in lower revenue per ride, it provides a more stable and predictable recurring revenue stream while improving customer loyalty. Ridership growth has helped offset the impact of the lower average fare, supporting an overall increase in fare revenue.

**Figure 22. CTA Pass and Non-Pass Shares of Fare Revenue**




### Other system-generated revenue

Advertising, charters, and concessions are budgeted at $32.6 million in 2027, $1.5 million above the 2026 forecast. The increase assumes stronger advertising demand as ridership grows.

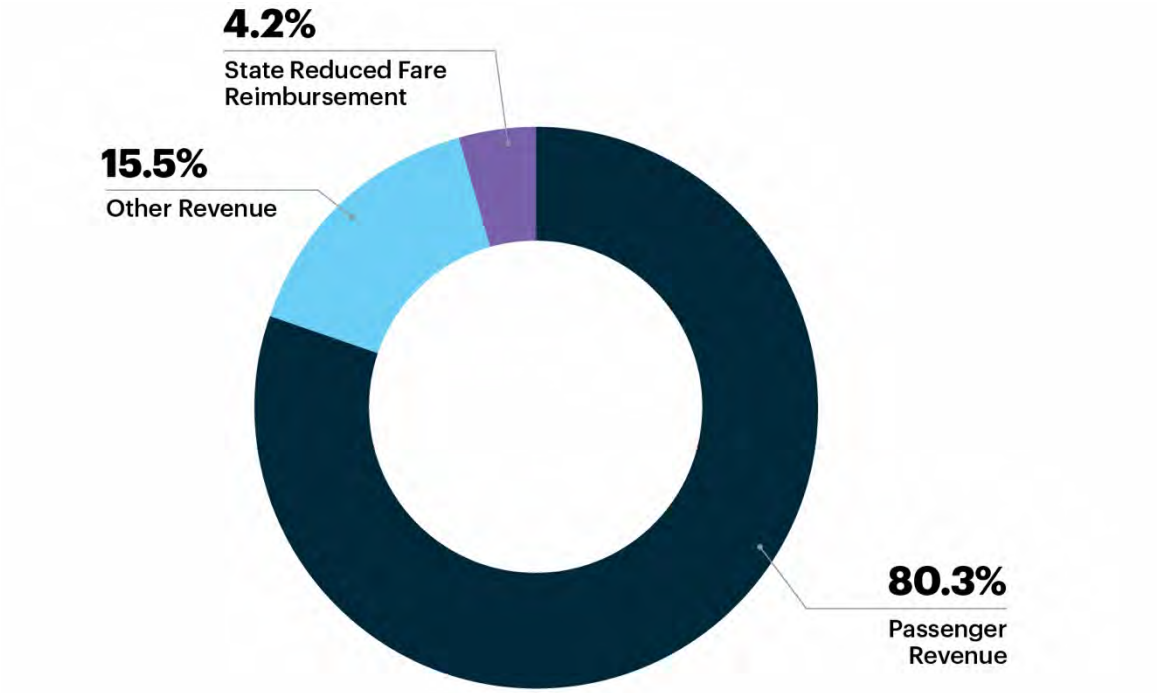
Other revenue is budgeted at $23.1 million in 2027 and includes non-capital grants, park-and-ride revenue, rentals, third-party contractor reimbursements, filming fees, and other miscellaneous sources.

The NITA Act requires the City of Chicago and Cook County to contribute $5.0 million annually toward CTA operations. The level of statutory contributions is forecasted to remain unchanged for plan years 2028 and 2029.

State reimbursement for free and reduced fares is budgeted at $19.2 million, unchanged from 2026. It partially offsets the cost of providing eligible seniors and riders with disabilities with free and reduced-fare trips.

Investment income is budgeted at $9.5 million in 2027, compared with a 2026 forecast of $13.4 million. The decrease reflects lower anticipated interest rates and average operating reserves. Higher-than-budgeted reserve balances increased expected investment income in 2026.

**Figure 23. 2027 CTA System-Generated Revenue by Source**




# 2028-2029 Financial Plan

CTA operating expenses are projected at $2,533.3 million in 2028 and $2,581.5 million in 2029. Expenses increase by $48.2 million, or approximately 1.9%, from 2028 to 2029. Lower projected diesel costs help offset growth in labor and security expenses. The regional budget identifies the two-year financial plan as balanced.

**Operating expenses**

Labor expenses are projected at $1.704 billion in 2028 and $1.737 billion in 2029.

Diesel expenses are projected to decline to $60.2 million in 2028 and $59.1 million in 2029, based on prices of $3.54 and $3.48 per gallon, respectively. Consumption is expected to remain flat. CTA attributes the lower projected costs to assumptions about fuel-market conditions, continued fixed-price purchasing and improved fuel efficiency as new buses enter service.

Electricity rates for rail service are estimated at $122.14 per megawatt-hour in 2028 and $130.87 in 2029. CTA has locked in electricity supply prices through 2028.

Purchased security services expense is projected to increase 3.0% annually because of contractual increases with private security firms and other service providers.

The plan includes $47.9 million in 2028 and $48.8 million in 2029 for injuries and damages.

### Revenue and funding

Fare and pass revenue is projected to increase to $371.1 million in 2028 and $378.5 million in 2029. Advertising, charters, and concessions are projected at $33.9 million in 2028 and $35.3 million in 2029. Other revenue — including non-capital grants, parking, rentals, third-party reimbursements, and filming fees — is projected at $23.7 million and $24.2 million, respectively.

Investment income is projected at $11.6 million in 2028 and increases to $11.9 million in 2029.State reimbursement for free and reduced fares is assumed to remain at $19.2 million annually. Statutory contributions from the City of Chicago and Cook County are also assumed to remain unchanged.

The regional funding plan anticipates that remaining operating reserves will be exhausted by the end of 2027. This makes the balance between ongoing funding and operating costs particularly important in the plan years.

**Table 14. CTA 2027 Budget and 2028-2029 Financial Plan (Dollars in Thousands)**

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Revenues** | | | | | |
| **System-Generated Revenue** | | | | | |
| Passenger Revenue | 356,428 | 360,709 | 364,542 | 371,104 | 378,526 |
| State Reduced Fare Reimbursement | 18,304 | 19,176 | 19,176 | 19,176 | 19,176 |
| Other Revenue | 90,601 | 73,168 | 70,356 | 74,273 | 76,363 |
| **Total System-Generated Revenue** | **465,333** | **453,052** | **454,074** | **464,553** | **474,065** |
| **Public Funding** | | | | | |
| Sales Tax I | 596,530 | 617,052 | - | - | - |
| Sales Tax II | 98,049 | 99,933 | - | - | - |
| PTF II | 108,853 | 115,417 | - | - | - |
| 25% PTF II on RETT | 15,723 | 16,457 | - | - | - |
| Non-Statutory Funding - PTF I | 345,692 | 371,783 | - | - | - |
| Non-Statutory Funding - ST I | 39,351 | 109,769 | - | - | - |
| P.A. 104-0457 Funding | - | 206,022 | - | - | - |
| 2025 Budgeted Funding and Reserves | - | - | 1,651,053 | 1,651,053 | 1,651,053 |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| Additional funding allocation (based on 2024 operational metrics) | - | - | 313,525 | 348,445 | 385,471 |
| Innovation, Coordination, and Enhancement Funding [1] | - | 17,390 | 19,329 | - | - |
| City of Chicago RETT | 63,667 | 65,951 | 67,732 | 69,222 | 70,883 |
| **Total Public Funding** | **1,267,864** | **1,619,774** | **2,051,639** | **2,068,720** | **2,107,407** |
| **Operating Reserves** | | | | | |
| Operating Reserve Funding [2] | 368,794 | 190,810 | 19,329 | - | - |
| **Total Operating Reserves** | **368,794** | **190,810** | **19,329** | **-** | **-** |
| **Total Revenues** | **2,101,991** | **$2,263,636** | **$2,525,042** | **$2,533,273** | **$2,581,472** |
| **Expenses** | | | | | |
| Labor | 1,478,398 | 1,558,001 | 1,657,295 | 1,704,131 | 1,737,138 |
| Material | 136,931 | 164,036 | 184,578 | 178,189 | 182,389 |
| Fuel | 44,174 | 50,766 | 72,440 | 60,189 | 59,126 |
| Power | 33,063 | 38,989 | 48,530 | 50,716 | 54,340 |
| Insurance & Claims | 49,822 | 34,840 | 51,654 | 47,887 | 48,845 |
| Purchase of Security Services | 86,575 | 110,220 | 144,150 | 147,033 | 149,973 |
| Other Expenses | 273,028 | 306,785 | 347,067 | 345,129 | 349,661 |
| **Total Expenses** | **2,101,992** | **$2,263,636** | **$2,505,713** | **$2,533,273** | **$2,581,472** |
| ICE funding not used for operations - transfer to capital [1] | - | - | ($19,329) | - | - |
| **Net Result** | **-** | **-** | **-** | **-** | **-** |
| **Recovery Ratio** | **46.64%** | **22.23%** | **27.00%** | **27.00%** | **27.00%** |

[1] All 2025 funding (from 2023) allocated to ADA Paratransit. All 2026 funding (from 2024) allocated to CTA. Sunsets after 2027 funding (from 2025).

[2] Resulting from previous drawdowns of federal CARES Act, CRRSAA, and ARP Act funding. Authorized for inclusion as revenue for recovery ratio purposes only through 2025.

# Metra Operations

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Metra Operations

We have entered a new chapter on public transportation in northeastern Illinois. With new Boards seated at Metra, CTA, Pace, and the Northern Illinois Transit Authority (NITA), our region has an opportunity to strengthen and modernize the transit network that millions depend upon. The legislation establishing NITA provides not only a pathway for additional investment, but also a framework for greater coordination, accountability, and service improvements across the region.

This investment reflects our commitment to delivering safe, reliable, and accessible transportation while managing public resources responsibly. It provides funding for meaningful service enhancements throughout our system and supports our long-term vision of expanding opportunities for riders to travel when and where they need to go.

Among the most significant investments is the expansion of service on the Rock Island Line through the regional rail pilot program. This initiative advances a vision long embraced by the Metra Board and reflected in Metra's strategic plan: providing more frequent, all-day service in both directions. We look forward to building this progress across the system as funding and operational partnerships permit.

Improved service also strengthens connections with our regional partners at CTA and Pace. As NITA develops regionwide service standards and advances fare integration, we anticipate additional benefits for our riders through a more seamless and customer-focused transportation experience. We are equally committed to enhancing safety and security throughout the system and working collaboratively to ensure riders feel confident traveling across the region's transit network.






Metra leadership recognizes that expanded investment must be accompanied by fiscal discipline. This budget meets the NITA Act requirement of identifying and implementing $19.8 million in efficiencies and cuts a further $2.5 million through careful management of operating expenses, reductions in outside consulting costs, and other saving measures. These efforts reflect our obligation to be responsible stewards of the public funds entrusted to us while continuing to improve service for our customers.

In addition, Metra plans to dedicate $524 million toward capital improvements, including investments in bridges, stations, railcars, and other critical infrastructure. Maintaining and modernizing these assets is essential to ensuring the long-term reliability, safety, and resiliency of our system.

One issue remains unresolved as this budget is finalized: the cost of Metra's continued use of Union Pacific tracks on the UP North, UP Northwest, and UP West lines. While discussions continue and may ultimately require action by the Surface Transportation Board, the Board remains focused on protecting the interests of riders and taxpayers while ensuring uninterrupted service on these important corridors.

The challenges facing public transportation are significant, but so are the opportunities ahead of us. Having navigated the unprecedented impact of the COVID-19 pandemic and years of financial uncertainty, we now have the chance to reshape regional transit for future generations. Metra is committed to working with our partners, lawmakers, employees, and communities to ensure that this investment delivers measurable benefits for riders and strengthens mobility throughout the region.

Together, we are building a transit system that is safer, more connected, more efficient, and better prepared to meet the needs of the people we serve.



Romayne C. Brown
Chair, Metra Board of Directors



Jim Derwinski
Executive Director/CEO

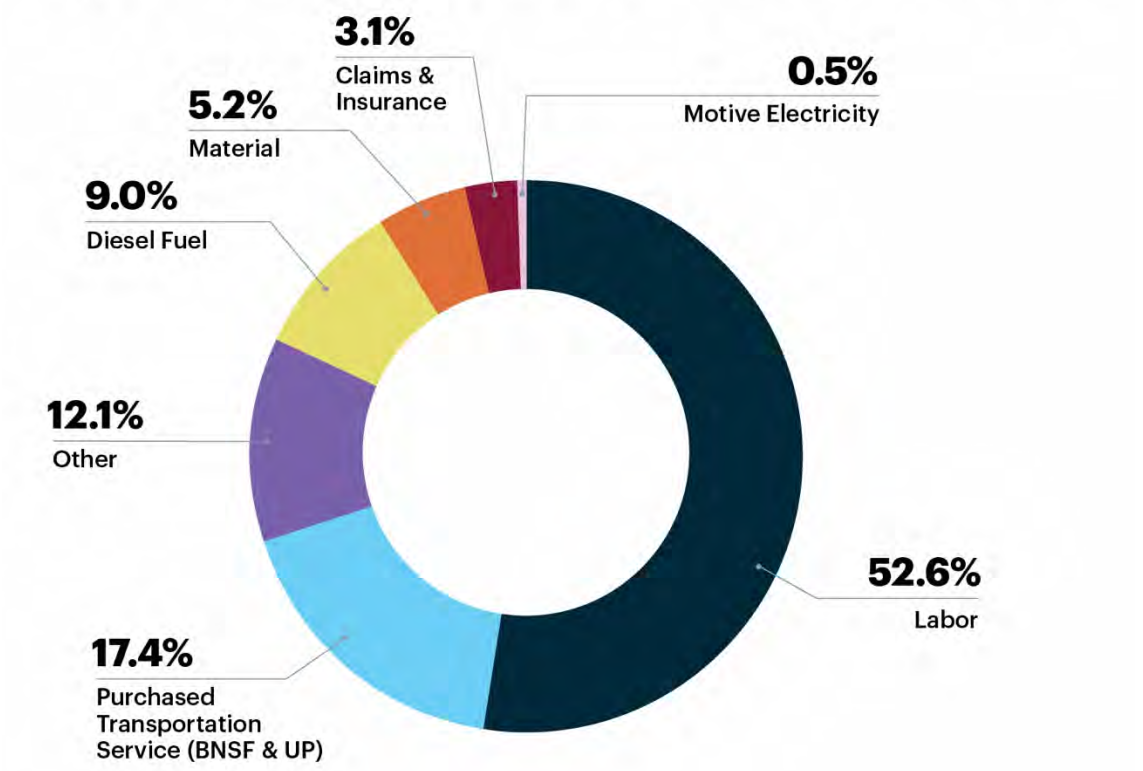
# 2027 Operating Overview

The proposed 2027 regional budget provides $1.234 billion for Metra operations, $91.9 million, or 8.0%, above the 2026 amended budget and $166.0 million, or 15.5%, above the 2026 estimate. The growth in the proposed 2027 operating budget relative to the 2026 estimate is largely driven by anticipated wage and inflationary increases, higher diesel fuel prices and costs associated with expanding service levels, including implementation of regional rail on the Rock Island Line. Other expense drivers include carryover funding from the 2026 budget for higher Union Pacific (UP) access fees, additional headcount related to transferred UP activities that have not yet occurred, and budgeted headcount that was vacant in 2026.

The proposed 2027 operating budget is balanced using remaining operating reserve funds in Metra's fund balance. The budget does not include a fare increase.

# 2027 Operating Expenses

**Figure 24. 2027 Metra Operating Expenses by Category: $1.234 Billion**




**Labor**

Labor and fringe expenses are Metra's largest operating expense, budgeted at $649.6 million or 52.6% of the proposed 2027 budget. Labor and fringe expenses incorporate a contractual 5.0% increase for union employees, a market-based wage increase for salaried employees, and a 10.0% increase in medical, dental,

and other insurance premiums. The proposed 2027 budget also includes additional headcount related to expanding service; staffing the regional incident reporting center; adding track, signal, and signage engineering crews; and the full-year impact of 2026 hiring for mechanical personnel and police officers, added in the 2026 budget amendment.

### Materials

Materials expenses are budgeted at $64.1 million, a 9.8% increase over the 2026 estimate. In addition to a base 2.5% inflationary increase, Metra is budgeting additional materials expenses to cover future wheel purchases that were made in previous years under federal and state funding grants.

### Fuel and Power

Diesel fuel expenses are budgeted at $111.6 million in 2027, an increase of $41.7 million from the 2026 forecast, driven by higher fuel prices and increased consumption associated with expanded service. The 2027 budget assumes purchases of 27.9 million gallons at an average spot-market price of $4.00 per gallon.

Electricity expenses for the Metra Electric Line are budgeted at $6.6 million in 2027, an increase of $1.2 million from the 2026 estimate. In 2026, Metra benefited from energy credits, provided by ComEd, its electricity supplier, related to the cost of producing electricity. The 2027 budget reflects only contractual electricity rates and does not include a provision for the continuation of those credits, as they are uncertain and unpredictable.

### Claims and Insurance

Claims and insurance expenses are budgeted at $37.8 million in 2027, an increase of $9.5 million over the 2026 estimate. Metra's 2026 forecast results are benefitting from favorable claims expenses both due to the number of claims and the average settlement amount. Due to the uncertainty regarding claims, Metra's proposed 2027 budget restores the 2026 budget amount and increases the amount for a standard inflation increase. Additionally, the total category increase is also due to inflationary increases in insurance premiums and purchasing an additional layer of liability coverage.

### Purchased Transportation Service

Costs in this category include costs for activities contracted with the Burlington Northern Santa Fe (BNSF) Railway to provide transportation operations, rail equipment repair and maintenance, and track, signal, bridge, and building repair and maintenance activities, as well as costs for activities contracted with the Union Pacific Railroad to provide track, signal, bridge and building repair and maintenance activities. In total, these costs, representing 17.4% of total costs, are budgeted at $215.3 million for 2027 — an increase of 7.7% over the 2026 estimate, and are split approximately evenly between the two freight railroads. BNSF's increase, in addition to wage, fringe, and inflation impacts, incorporates the costs of adding service, including additional equipment maintenance personnel added in both 2026 and 2027. UP's increase, in addition to wage,

fringe and inflationary impacts, reflects unspent 2026 budgeted costs that were restored in the proposed 2027 budget.

**Other Expenses**

Metra's other expense category consists of outside and professional services, utility costs, leases and rental expense, and other miscellaneous expenses (e.g., training, travel, and mobile app costs), which are offset by overhead reimbursement from capital project funding (capital credits). Metra is budgeting total other expense of $149.0 million in 2027, an increase of $36.0 million over the 2026 estimate. The main driver of this increase is the restoration of unspent 2026 budgeted costs in the proposed 2027 budget, primarily consisting of UP access fee costs, outside and professional services costs, and miscellaneous costs.

# Staffing and Key Assumptions

The 2027 budget includes 4,345 authorized Metra-controlled positions, an increase of 115 from the 2026 amended budget. After a 300-position vacancy adjustment, budgeted headcount is 4,045 positions, an increase of 65.

The increase in authorized full-time equivalent positions primarily supports signal, track, and signage activities within the Engineering Division; additional locomotive engineers and trainmen needed for the 22 new daily weekday trains on the Rock Island Line associated with regional rail implementation; and additional incident center personnel for Metra's incident reporting system that will become the NITA Ride Safe app.

Metra's experienced workforce includes a significant number of employees who can retire and are expected to do so over the next three years. Metra also continues to face challenges attracting, hiring, and retaining employees. As of July 31, Metra had filled 3,698 of its 4,230 authorized positions within its control, leaving 532 vacancies.

Because Metra does not expect to fill all vacancies, the budget assumes a vacancy adjustment of 300 positions, 50 more than in the 2026 budget. This adjustment reduces budgeted wages and employee benefits as well as budgeted headcount. The projected savings increase over the plan period as wage and benefit costs rise. See Metra's Organizational Chart.

**Table 15. Metra Operating Assumptions, 2027-2029**

| Assumption | 2027 | 2028 | 2029 |
|---|---|---|---|
| Non-Labor and Fringe cost standard increase rate | 2.50% | 2.50% | 2.50% |
| Union Wage Rate increase | 5.00% | 5.00% | 4.75% |
| Salaried Wage Rate increase | 4.00% | 3.00% | 3.00% |
| Salaried and Union Health Premium rate | 10.00% | 10.00% | 10.00% |

| Assumption | 2027 | 2028 | 2029 |
|---|---|---|---|
| Diesel Fuel Spot Price | $ 4.00 | $ 3.35 | $ 3.15 |
| Diesel Fuel gallons used (millions) | 27.90 | 27.90 | 27.90 |
| Vacancy Adjust. (positions / savings (in millions)) | 300 / $41.5 | 300 / $43.8 | 300 / $46.1 |
| Ridership (millions) | 42.84 | 45.81 | 50.26 |
| Average Fare per Ride | $4.59 | $4.52 | $4.52 |

**Table 16. Metra Staffing by Department, 2025-2029**

| | 2025 Actual | 2026 Estimate | 2026 Budget | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|---|
| **NIRC – Controlled (consistent with Org Chart)** | | | | | | |
| Police | 163 | 173 | 203 | 212 | 212 | 212 |
| Locomotive Engineers and Trainmen | 639 | 762 | 847 | 870 | 870 | 870 |
| Transportation Operations including Stations | 328 | 333 | 376 | 379 | 379 | 379 |
| Maintenance of Way (Engineering Division) | 745 | 781 | 913 | 1,010 | 1,010 | 1,010 |
| Capital Design & Delivery | 38 | 42 | 56 | 64 | 64 | 64 |
| Maintenance of Equipment (Mechanical Division) | 1,110 | 1,114 | 1,264 | 1,238 | 1,238 | 1,238 |
| Administration | 470 | 493 | 571 | 572 | 572 | 572 |
| **Total NIRC Controlled** | **3,493** | **3,698** | **4,230** | **4,345** | **4,345** | **4,345** |
| **Less: Vacancy Adjustment** | | | **(250)** | **(300)** | **(300)** | **(300)** |
| **Adjusted Total NIRC Controlled** | **3,493** | **3,698** | **3,980** | **4,045** | **4,045** | **4,045** |

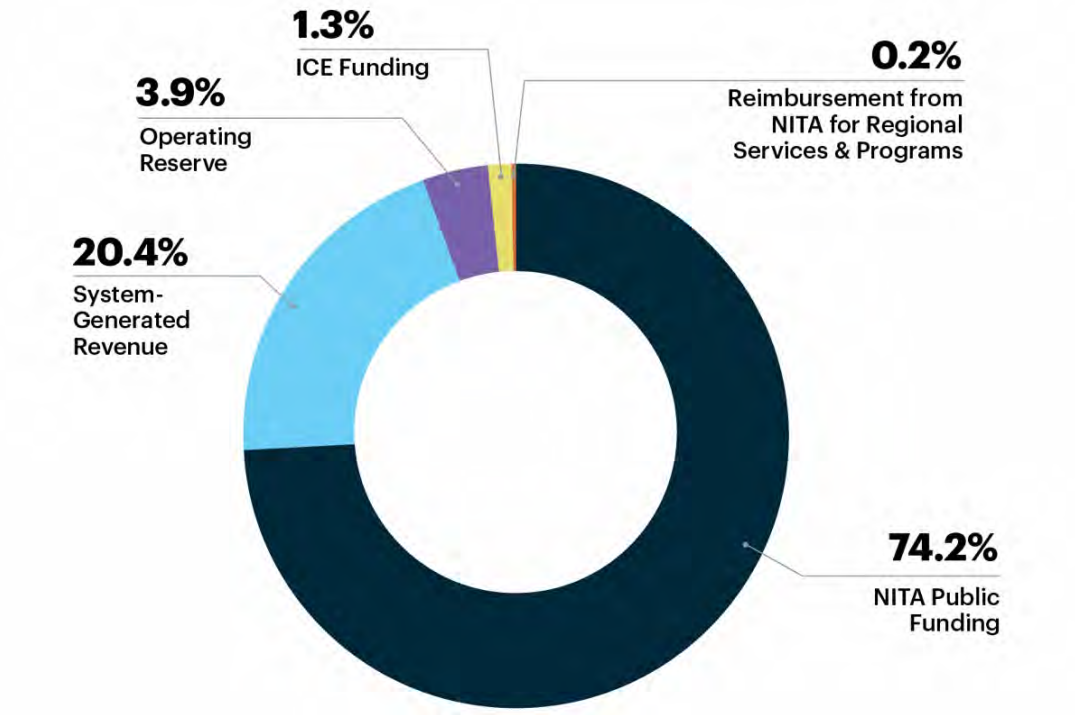
# 2027 Revenue and Funding

System-generated operating revenue is budgeted at $255.3 million in 2027, consisting of $195.8 million in passenger fares, $57.0 million in other operating income, and $2.5 million in state and local passenger fare subsidies. The

proposed 2027 budget is $7.8 million higher than the 2026 estimate primarily driven by an $11.0 million increase in passenger fare revenue due to a 2.2 million projected ridership increase, partially offset by a $3.2 million decrease in other operating income.

The remaining funding requirement is $978.6 million. This will be covered by $927.8 million in regional public funding, $2.1 million in NITA reimbursements for regional costs, and $48.7 million in reserve funds. Metra forecasts a reserve balance of $93.6 million carrying forward into 2027. The $48.7 million utilization in 2027 will leave approximately $44.9 million to carry forward into 2028. Note that Metra received $15.7 million in Innovation, Coordination, and Enhancement funding in 2027, which will be transferred to the capital program.

**Figure 25. 2027 Metra Revenues and Funding by Source: $1.250 Billion**




## Fares and Passes

Passenger fare revenue is budgeted at $195.8 million in 2027, an increase of $11.0 million from the 2026 estimate. The increase reflects higher ridership, including expected additional riders as the U-Pass program expands to more local colleges and universities.

Metra expects to provide 40.4 million rides in 2026, compared to an amended budget of 40.5 million rides, and is budgeting 42.6 million rides in 2027, a 2.2 million ride, or 5.4%, increase. Approximately 250,000 of the 2.2 million ride increase is due to increased U-Pass rides as Metra expands the network of schools, and another 50,000 of the increase relates to a projected increase in

free rides. Base rides are projected to increase by 1.9 million rides, or 5%, reflecting continuing trends of employees returning to the office more frequently.

While passenger rides are slightly below budget, the 2026 estimated average fare of $4.57 is $0.06 below the amended budget assumption of $4.63. This decrease is related to riders purchasing more Monthly Passes and fewer Day Passes and Day Pass 5-Packs, which have a higher fare per ride, and a higher proportion of total rides taken using the U-Pass product. Metra has expanded this offer to additional schools such as DePaul University and Roosevelt University, which weren't budgeted. Based on 2026 data and trends, Metra's average fare per ride for the 2027 budget is set at $4.59 per ride.

**Figure 26: Metra Average Fare per Ride**



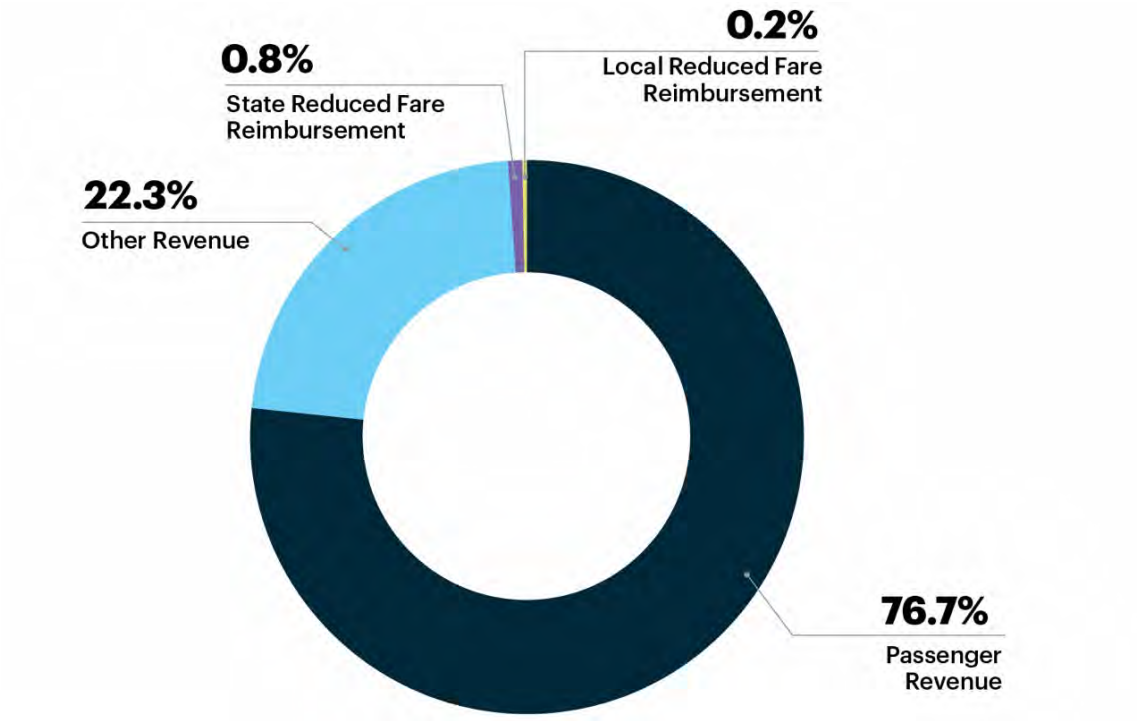

### Other System-Generated Revenue

Other operating income is budgeted at $57.0 million in 2027, a decrease of $3.2 million, or 5.3%, from the 2026 budget. The decrease primarily reflects lower interest and investment earnings as remaining reserves are used to support operations, along with lower advertising income.

These declines are partially offset by higher trackage income, lease and rental income, and third-party reimbursements.

State and local passenger fare subsidies are budgeted at $2.5 million in 2027. In 2026, Metra expects $0.4 million in reimbursement for low-income discounted rides that were not included in that year's budget.

**Figure 27: 2027 Metra System-Generated Revenue by Source: $255.3 Million**




# 2028-2029 Financial Plan

Metra's financial plan for 2028 and 2029 projects operating expenses of $1.248 billion and $1.225 billion, respectively. Projected 2028 operating expenses represent a 1.1% increase over 2027, driven by wage increase and inflationary impacts that are largely offset by $15.7 million of unspecified cost reductions (or other budget balancing actions such as higher public funding), which is needed to balance operating costs with revenues. 2029 operating expenses are 1.8% lower than 2028 operating expenses, as $66.0 million of unspecified cost reductions (or other budget balancing actions such as higher public funding) needed to balance operating costs with revenues is partially offset by wage increases and inflation impacts. The 2028 and 2029 budgets do not include additional service expansion.

### Operating Expenses

Wage increases and inflation raise projected costs in both years. The plan assumes balancing actions that largely offset those increases in 2028 and produce a decline in total expenses in 2029.

Diesel fuel expenses are projected to decline by $18.1 million, or 16.3%, in 2028 and $5.6 million, or 6.0%, in 2029 as assumed prices fall to $3.35 and $3.15 per gallon, respectively. Consumption remains at 27.9 million gallons annually.

Electricity expenses for the Metra Electric Line are projected to increase modestly to $6.7 million in 2028 and $6.9 million in 2029 because of inflation.

Claims and insurance expenses are projected to increase approximately 3.5% annually, reaching $39.1 million in 2028 and $40.5 million in 2029.

**Revenue and Funding**

System-generated revenue is projected to increase to $262.5 million in 2028 and $274.1 million in 2029, driven primarily by passenger fare growth from rising base ridership and the expansion of the U-Pass program.

Other operating income is projected to increase modestly to $57.5 million in 2028 and $57.9 million in 2029. Growth in trackage, lease and rental income is partially offset by further declines in investment income as reserves are depleted.

To meet projected funding requirements of $985.2 million in 2028 and $951.0 million in 2029, Metra plans to rely on regional public funding, NITA security reimbursements and remaining operating reserve funds. Achieving balance also depends on resolving the unspecified budget balancing actions described above.

**Table 17. Metra 2027 Budget and 2028-2029 Financial Plan (Dollars in Thousands)**

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Revenues** | | | | | |
| **System-Generated Revenue** | | | | | |
| Passenger Revenue | 175,003 | 184,802 | 195,770 | 202,489 | 213,667 |
| State Reduced Fare Reimbursement | 2,028 | 2,124 | 2,124 | 2,124 | 2,124 |
| Local Reduced Fare Reimbursement | 360 | 400 | 400 | 400 | 400 |
| Other Revenue | 107,538 | 60,200 | 57,000 | 57,500 | 57,900 |
| **Total System-Generated Revenue** | **284,929** | **247,526** | **255,294** | **262,513** | **274,091** |
| **Public Funding** | | | | | |
| Sales Tax I | 465,594 | 483,108 | - | - | - |
| Sales Tax II | 79,665 | 81,196 | - | - | - |
| PTF II | 88,443 | 93,776 | - | - | - |
| Non-Statutory Funding - ST I | 31,973 | - | - | - | - |
| Innovation, Coordination, and Enhancement Funding [1] | - | - | 15,705 | - | - |
| Other Funding | 689 | - | - | - | - |
| P.A. 104-0457 Funding | - | 49,900 | - | - | - |
| 2025 Budgeted Funding and Reserves | - | - | 837,374 | 837,374 | 837,374 |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| Additional funding allocation (based on 2024 operational metrics) | - | - | 90,410 | 100,480 | 111,156 |
| **Total Public Funding** | **666,364** | **707,979** | **943,488** | **937,853** | **948,530** |
| **Reimbursement from NITA for Regional Services and Programs** | **-** | **-** | **2,108** | **2,399** | **2,451** |
| **Operating Reserves** | | | | | |
| Operating Reserves [2] | 83,914 | 112,438 | 48,740 | 44,922 | - |
| **Total Operating Reserves** | **83,914** | **112,438** | **48,740** | **44,922** | **-** |
| **Total Revenues** | **1,035,207** | **1,067,943** | **1,249,630** | **1,247,688** | **1,225,072** |
| **Expenses** | | | | | |
| Labor | 541,626 | 593,013 | 649,599 | 683,541 | 697,742 |
| Material | 49,358 | 58,328 | 64,071 | 65,672 | 67,314 |
| Purchased Transportation Service (BNSF & UP) | 216,303 | 199,953 | 215,299 | 224,681 | 239,213 |
| Claims & Insurance | 63,886 | 28,288 | 37,804 | 39,145 | 40,538 |
| Diesel Fuel | 61,879 | 69,939 | 111,600 | 93,465 | 87,885 |
| Motive Electricity | 5,226 | 5,405 | 6,582 | 6,747 | 6,916 |
| Other [3] | 96,930 | 113,017 | 148,970 | 134,437 | 85,465 |
| **Total Expenses** | **$1,035,207** | **$1,067,943** | **$1,233,925** | **$1,247,687** | **$1,225,072** |
| ICE funding not used for operations - transfer to capital [1] | - | - | (15,705) | - | - |
| **Net Result** | **$0** | **$0** | **$0** | **$0** | **$0** |
| **Recovery Ratio** | **38.5%** | **24.3%** | **27.0%** | **27.0%** | **28.0%** |

[1] All 2025 funding (from 2023) allocated to ADA Paratransit. All 2026 funding (from 2024) allocated to CTA. Sunsets after 2027 funding (from 2025 actual & 2026 estimate).

[2] Resulting from previous drawdowns of federal CARES Act, CRRSAA, and ARP Act funding. Authorized for inclusion as revenue for recovery ratio purposes only through 2025.

[3] Includes cost savings/budget balancing actions in 2028-2029. Includes GASB 87 adjustment in 2026-2029.

# Pace Operations

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Pace Operations

Dear Riders, Partners, and Stakeholders,

On behalf of Pace and its Board of Directors, we are pleased to present a proposed 2027 plan that reflects confidence in our future, respect for the responsibility entrusted to us, and a clear commitment to the riders and communities we serve. Public transportation is essential to the strength of northeastern Illinois, and Pace remains focused on providing safe, reliable, accessible, and efficient service that connects people to jobs, education, healthcare, community resources, and one another.

This investment is designed to strengthen the services our riders rely on every day while positioning Pace to respond confidently to evolving travel patterns, workforce needs, and regional priorities. It affirms the essential role of bus, ADA Paratransit, and flexible mobility options across the suburban service area and reinforces our commitment to expanding equitable access for the communities we serve. At the same time, it reflects careful stewardship of public resources as Pace manages rising operating costs, contractual obligations, fuel and maintenance pressures, and continued investments in the people and systems that keep service moving every day.





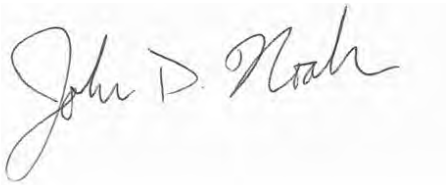


This season comes before us at a pivotal moment for the region's transit system. As northeastern Illinois transitions to the Northern Illinois Transit Authority framework, Pace is focused on ensuring that riders continue to receive dependable service while we work closely with regional partners, local governments, state leaders, employers, advocates, and the public to build a more coordinated, customer-centered network. Throughout that transition, we remain committed to preserving the strengths, service quality, and local responsiveness that have long defined Pace.

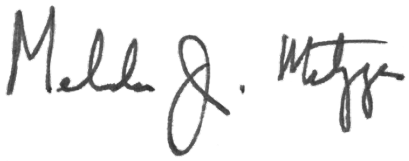
Our capital priorities continue to support long-term investments in fleet modernization, facility improvements, technology, accessibility, safety, and service reliability. These investments are designed to improve the rider experience, strengthen operational performance, support cleaner transportation options, and prepare Pace for the demands of the years ahead.

As we look ahead, Pace will continue to serve as a vital connector across northeastern Illinois. The Board is proud to support a budget that keeps that mission at the center while positioning Pace to help shape the next chapter of regional transit. We are grateful to Pace's employees, operators, contractors, local partners, board members, and riders for their continued commitment to public transportation and to the communities we serve.

Sincerely,



John Noak, Chairperson
Pace Board of Directors



Melinda Metzger
Pace Executive Director

# 2027 Operating Overview

The regional budget supports Pace Suburban Service and Regional ADA Paratransit Service, with expenses and funding tracked separately.

**Suburban Service**

The proposed 2027 regional budget provides $381.7 million for Pace Suburban Service operations. Operating expenses are expected to increase by $25.1 million, or 7.0%, from 2026. The operating plan is balanced using $2.8 million of operating funding reserves.

The budget includes a 7.3% increase in fixed-route vehicle revenue hours over 2026 estimated levels. This includes new service enhancements and the full-year impact of 2026 service changes, focused on improving night and weekend service throughout the service area. All routes with planned enhancements connect with at least one route or line operated by another Service Board.

Pace expects to have 29 battery-electric and 116 hybrid-electric buses in service in 2027, supporting its goal of reaching zero emissions by 2040.

**Regional ADA Paratransit**

The NITA budget provides $357.7 million in total revenue and funding for Regional ADA Paratransit in 2027, including $336.8 million in public funding and $20.9 million in system-generated revenue. Operating expenses are expected to increase by $29.7 million, or 9.1%, from 2026.

The operating plan funds federally required ADA Paratransit service and subsidized Taxi Access Program (TAP) and Rideshare Access Program (RAP) services for the full year, without a fare increase.

# 2027 Operating Expenses

**Suburban Service**

Suburban Service expenses are expected to increase by $25.1 million, or 7.0%, from 2026 to 2027. Total expenses are expected to finish 2026 $24.4 million below the amended budget, with the most significant savings in Pace Division, Demand Response, and headquarters expenses. These savings reflect the pause in ReVision-related service enhancements and the overall ReVision project during the NITA transition, along with operator staffing constraints.

Even with these constraints, Pace implemented 47,000 vehicle hours in March and an additional 67,000 vehicle hours in June 2026, approximately half of the enhancements originally planned before the pause.

### *Labor*

Increased staffing associated with additional fixed-route service and efforts to fill vacant headquarters positions are expected to add $9.6 million before annual

wage increases. Health insurance expenses are expected to increase by $5.2 million because of premium growth and additional staffing.

### *Materials*

Parts and supplies expenses are expected to continue growing above baseline inflation, adding $1.2 million to estimated expenses.

### *Fuel and Power*

Pace's proposed 2027 fuel and power budget of $25.6 million is comprised of four different sources — diesel, gasoline, compressed natural gas (CNG), and electric. This is a $3.4 million increase over the 2026 Estimate of $22.2 million.

Total liquid fuel expense (diesel, gasoline, and CNG) is expected to increase to $24.5 million in 2027, nearly 93% of which will be used to provide fixed route service. Although fixed route vehicle revenue hours increase by 7.3% in 2027, total fixed route liquid fuel consumption only increases 3.3%, reflecting the transition of more of Pace's fleet to more efficient electric and hybrid-electric vehicles.

Pace will increase the number of all-electric vehicles in fixed route service to 29 in 2027, up from one in 2026. Fixed route electric vehicles are budgeted to operate more than 1 million miles of service and save more than $0.5 million as compared to operating the same number of miles with diesel vehicles. Pace's electric power expense to operate 29 fixed route electric buses and one paratransit electric vehicle is expected to total $0.4 million and use 2.2 million kilowatt hours of charging.

In 2026, savings elsewhere in the operating budget are offsetting an expected $6.7 million fuel-expense overrun.

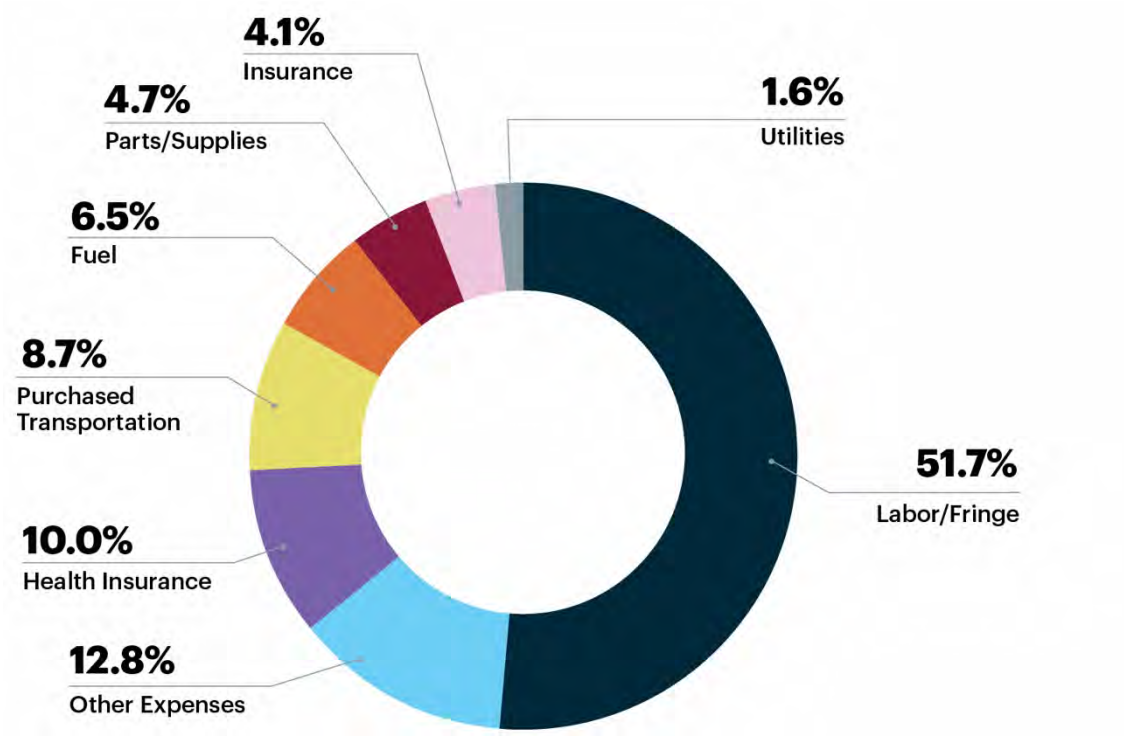
### *Liability Insurance*

Liability insurance expenses are expected to continue growing above baseline inflation, adding $1.3 million to estimated expenses.

### *Other Expenses*

Other expenses, including Purchased Transportation, Utilities, and the Regional ADA Support credit are expected to decrease $4.6 million in 2027, attributable to the winding down of two large projects — the replacement of Pace's enterprise resource planning system and the Ventra 3.0 upgrade, which is offsetting other expense growth.

**Figure 28: 2027 Pace Suburban Service Operating Expenses by Category: $381.7 Million**




### Regional ADA Paratransit

Regional ADA Paratransit expenses are expected to increase by $29.7 million, or 9.1%, from 2026 to 2027.

Expenses are expected to finish 2026 $33.3 million, or 9.2%, below budget. Most savings — $37.4 million —result from retaining the 30-ride monthly cap for most subsidized TAP/RAP riders. Traditional ADA service is expected to finish $4.8 million, or 2.0%, above budget, reflecting a small shift in ridership to traditional service because of the TAP/RAP cap on rides per month.

#### *Purchased Transportation*

Purchased transportation accounts for $26.4 million of the expected 2027 expense increase. Base ridership, excluding certification rides, is expected to grow 4.2%, adding $10.7 million in expenses. Contractual price increases account for the remaining $15.7 million increase in purchased transportation.

#### *Fuel*

Fuel consumption is expected to increase 3.1%, but an assumed 5.2% decrease in gasoline prices is projected to reduce fuel expenses by $0.2 million in 2027.

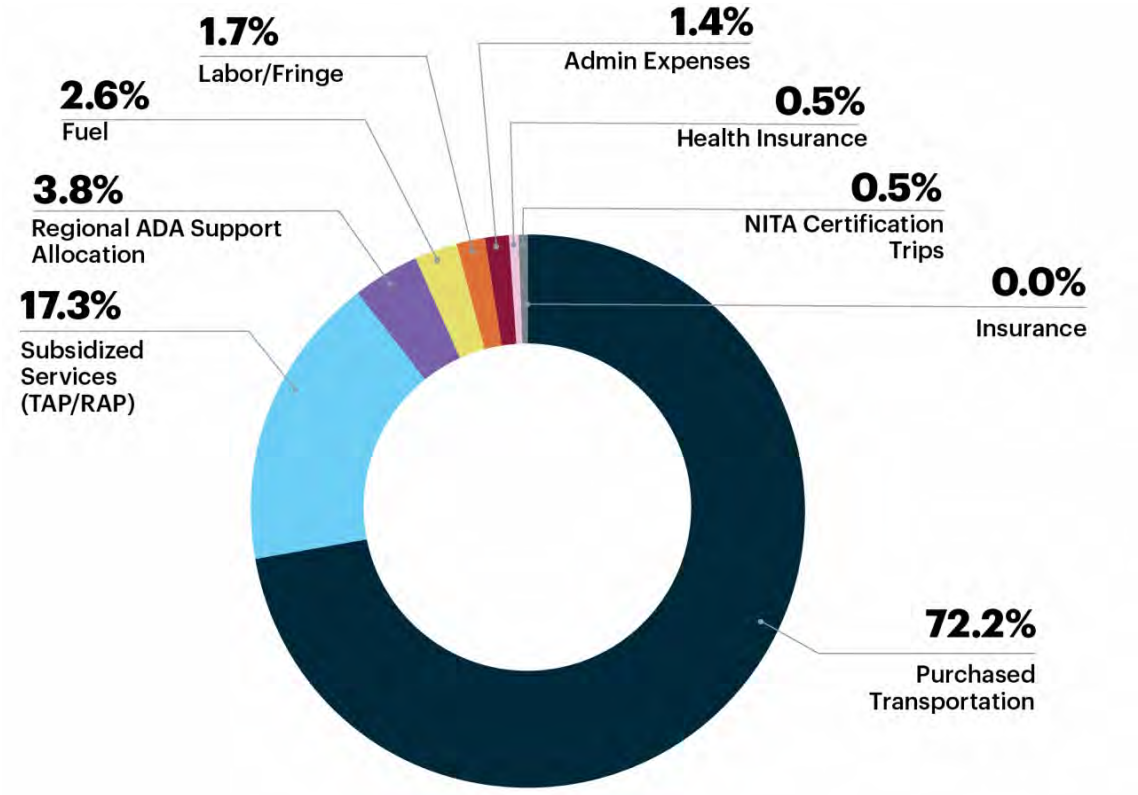
Fuel expenses are expected to finish 2026 $1.6 million above budget, partly offset by lower administrative expenses.

### *Administration and Other Expense Changes*

Administrative expenses, including rider certification and indirect overhead allocation, are expected to finish 2026 $2.3 million below budget.

For 2027, the remaining $3.5 million increase in total ADA expenses is attributable to wages and other inflation-related costs.

**Figure 29: 2027 Regional ADA Paratransit Operating Expenses by Category: $357.7 Million**




# Staffing and Key Assumptions

Pace Suburban Service provides fixed-route bus, demand-response, and vanpool services throughout the six-county region through Pace-operated services, public carriers, and contracted private carriers. Pace operates the Regional ADA Paratransit program, which is budgeted separately from Suburban Service. Shared administrative support costs incurred by Pace Suburban Service are proportionally allocated to the Regional ADA Paratransit program via the Regional ADA Support Allocation.

## Suburban Service Staffing

### *Fixed-route operations*

Pace-operated divisions carry approximately 90% of suburban service riders. For 2027, Pace reports 1,850.0 filled full-time equivalent (FTE) positions assigned to its divisions, including:

- 1,629 collectively bargained bus driver, vehicle maintenance and building maintenance positions.
- 221 non-bargained operations, maintenance and administrative positions.

Pace has divisions in Aurora (Fox Valley), Plainfield (Heritage), Waukegan (North), Evanston (North Shore), Des Plaines (Northwest), Elgin (River), Markham (South), Bridgeview (Southwest) and Melrose Park (West).

### *Headquarters administration*

Administrative functions include finance and accounting, grant programs, marketing, information systems, legal services, procurement and strategic planning. For 2027, this category includes 215 approved FTE positions. After allocating 5.5 positions to ADA operations and applying a 7.1% vacancy assumption, Suburban Service has 194.5 budgeted administrative FTE positions.

### *Centralized support*

Pace centrally manages fuel, bus and passenger facility maintenance, parts and supplies, liability and health insurance, service planning, and the Ventra fare system. This category includes 113 approved FTE positions. A 10.6% vacancy assumption results in 101 budgeted FTE positions for 2027.

## Regional ADA Paratransit Staffing

Regional ADA Paratransit includes 49.5 approved FTE positions and 5.5 positions allocated from headquarters administration. After accounting for 4.0 vacant positions, budgeted staffing totals 51.0 FTE positions for 2027.

**Table 18. Pace 2027 Budgeted Expenses and Staffing by Component (Dollars in Thousands)**

| | Budget Expense | Budget Union Staff | Budget Non-Union Staff | Budget Total Staff |
|---|---|---|---|---|
| **Operating Expenses** | | | | |
| Pace Divisions | $181,762 | 1,629.00 | 221 | 1,850.00 |
| Public Carriers [1] | 4,204 | | | 0 |
| Private Carriers [1] | 4,194 | | | 0 |
| Demand Response [1] | 29,439 | | | 0 |

| | Budget Expense | Budget Union Staff | Budget Non-Union Staff | Budget Total Staff |
|---|---|---|---|---|
| Vanpool [1] | 1,714 | | | 0 |
| Administration | 58,901 | 0 | 194.5 | 194.5 |
| Central Support | 114,958 | 0 | 101 | 101 |
| Regional ADA Support Credit | -13,507 | | | 0 |
| **Total, Suburban Service** | **$381,665** | **1,629.00** | **516.5** | **2,145.50** |
| Regional ADA Paratransit | 357,706 | | 51 | 51 |
| **System Total** | **$739,371** | **1,629.00** | **567.5** | **2,196.50** |

[1] Headquarters non-union personnel that support service operations are included in the Administration and Central Support components.

### Key Expense Assumptions

The following assumptions describe changes in wage rates, prices and premiums. They exclude the effects of changes in staffing, service volume or fuel consumption on total expenses.

**Table 19. Pace Suburban Service 2027 Operating Assumptions**

| Baseline Inflation | 2.5% increase |
|---|---|
| Union Wages (based on contract) | 2.8 - 3.5% increase |
| Average Non-Union Wages | 3.5% increase |
| Parts/Supplies | 7.3% increase |
| Health Insurance | 11.8% premium increase |
| Liability Insurance | 7.5% increase |
| Diesel Price | $4.26/gallon (13.0% increase) |
| Gasoline Price | $3.43/gallon (5.2% decrease) |

**Table 20. Regional ADA Paratransit 2027 Operating Assumptions**

| ADA Assumptions | |
|---|---|
| Baseline Inflation | 2.5% |
| Average Non-Union Wage | 5.0% |
| Contracted Service Price | 4.4% |
| Gasoline Price | (5.2%) |

Pace Organizational Chart.pdf

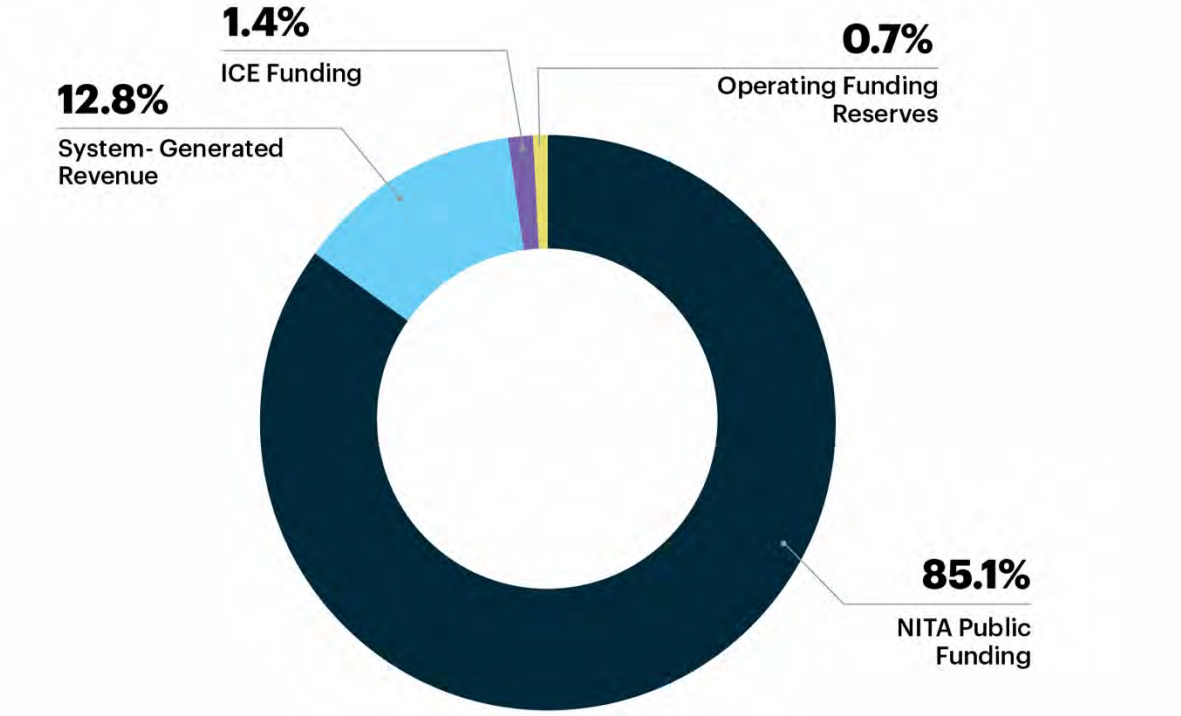
# 2027 Revenue and Funding

### Suburban Service

The NITA budget identifies $329.2 million in public operating funding for Pace Suburban Service in 2027, alongside $49.6 million in system-generated revenue. The revenue chart also includes $2.8 million in additional operating funding reserve funding. Together, these sources total approximately $381.7 million.

An additional $5.235 million in ICE funding will be transferred to capital. Including that transfer, total revenue and funding shown in the chart is $386.9 million.

**Figure 30: 2027 Pace Suburban Service Revenues and Funding by Source: $386.9 Million**




Public funding reflects baseline allocations set at 2025 budgeted levels and a full year of additional funding from the NITA sales tax increase implemented July 1, 2026.

For 2026, funding is forecast at $295.7 million, $11.3 million above the amended budget, including NITA funding and federal operating grants for Pulse Dempster service and call center operations. A projected $13.3 million funding shortfall will be covered by operating funding reserves.

Suburban Service system-generated revenue is forecast to finish 2026 $3.2 million, or 6.4%, below the amended budget. Pace Division revenue is expected to finish $1.8 million, or 8.6%, below budget, and demand-response revenue $1.0 million, or 8.2%, below budget. These results reflect ridership estimates, the pause in ReVision service planning during the NITA transition and operator staffing constraints.

### *Fares and Passes*

Passenger revenue accounts for 44.7% of projected Suburban Service system-generated revenue in 2027. Passenger revenue is budgeted at $22.2 million, an increase of $0.6 million, or 2.8%, from the 2026 forecast.

Average fare per ride is projected at $1.19, compared with $1.18 in 2026. The regional ridership forecast projects 18.6 million Pace bus trips in 2027, compared with 18.3 million in 2026.

**Figure 31: Pace Suburban Service Average Fare per Ride**



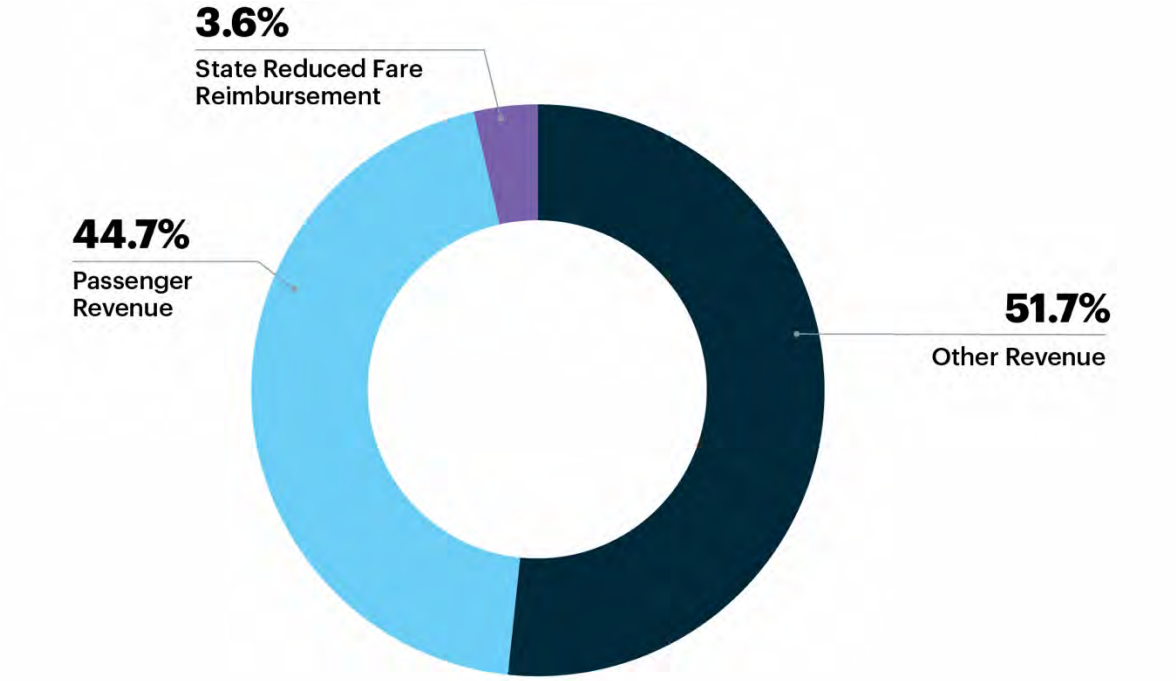

### *Other System-Generated Revenue*

Other revenue accounts for 51.7% of Suburban Service system-generated revenue in 2027, while state reduced-fare reimbursement accounts for 3.6%.

Other revenue is budgeted at $25.7 million, compared with $24.1 million in the 2026 forecast. State reduced-fare reimbursement is budgeted at $1.8 million.

Pace's Other System-Generated Revenue includes income from investments and advertising, as well as contributions from organizations and municipalities for the shared cost of providing service and reimbursement of operating grant-funded efforts. Total Other System-Generated Revenue growth is $1.5 million in 2027. A decrease in Investment Income of $100 thousand is offset by a $100 thousand increase in advertising revenue. Operating grant reimbursement will decrease $85 thousand due to the completion of grant-funded marketing efforts. The remaining increase in Other System-Generated Revenue is associated with an increase in contributions from organizations and municipalities for the shared cost of providing service.

**Figure 32: 2027 Pace Suburban Service System-Generated Revenue by Source: $49.6 Million**



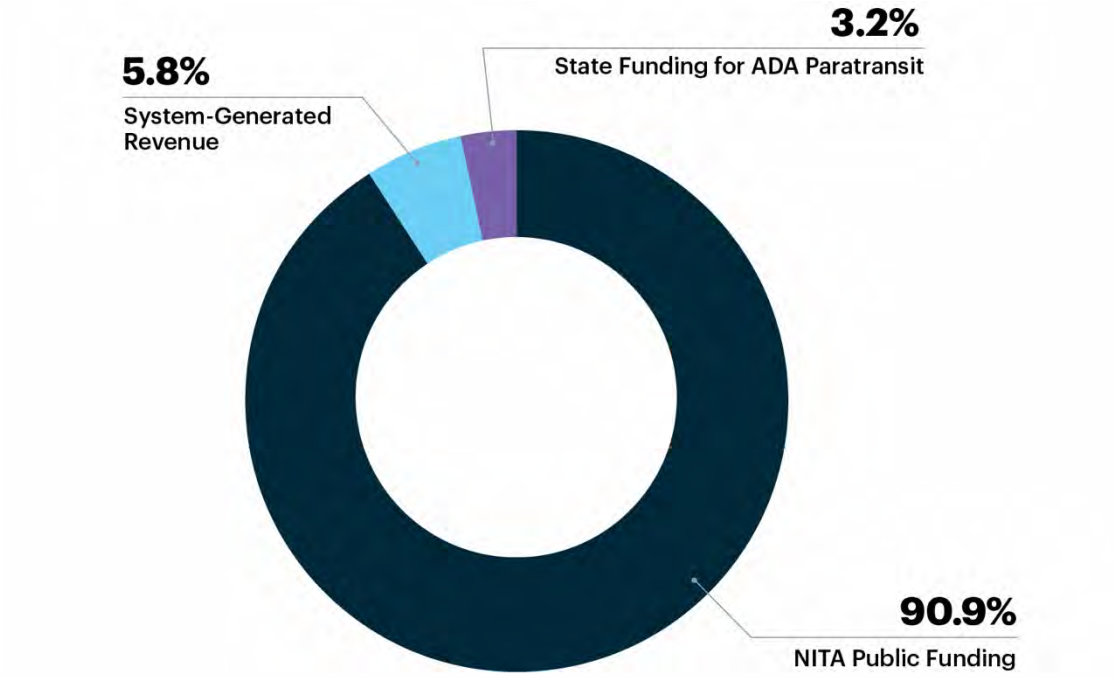

## Regional ADA Paratransit

The NITA budget identifies $357.7 million in total revenue and funding for Regional ADA Paratransit in 2027. This includes $325.3 million in NITA sales tax funding, an $11.5 million state grant and $20.9 million in system-generated revenue.

The combined $336.8 million in public funding is unchanged from the 2026 budget. The 2027 plan supports traditional ADA Paratransit and the subsidized TAP and RAP for the full year without a fare increase.

For 2026, ADA revenue is forecast to finish $4.7 million, or 19.1%, below budget, reflecting projected ridership, partially offset by higher-than-expected interest income. Public funding is expected to remain at the budgeted level. Together with lower projected expenses, this results in a $28.6 million funding surplus that will be held by NITA.

**Figure 33: 2027 Regional ADA Paratransit Revenues and Funding by Source: $357.7 Million**




### Fares and Passes

Passenger revenue accounts for 82.4% of projected ADA system-generated revenue in 2027. Passenger revenue is budgeted at $17.2 million, an increase of $0.7 million, or 4.2%, from the 2026 forecast.

No fare increase is assumed. Average fare per ride is projected to remain at $3.24, unchanged from 2026. Base ridership, excluding certification rides, is expected to increase 4.2%.

**Figure 34: Regional ADA Paratransit Average Fare per Ride**

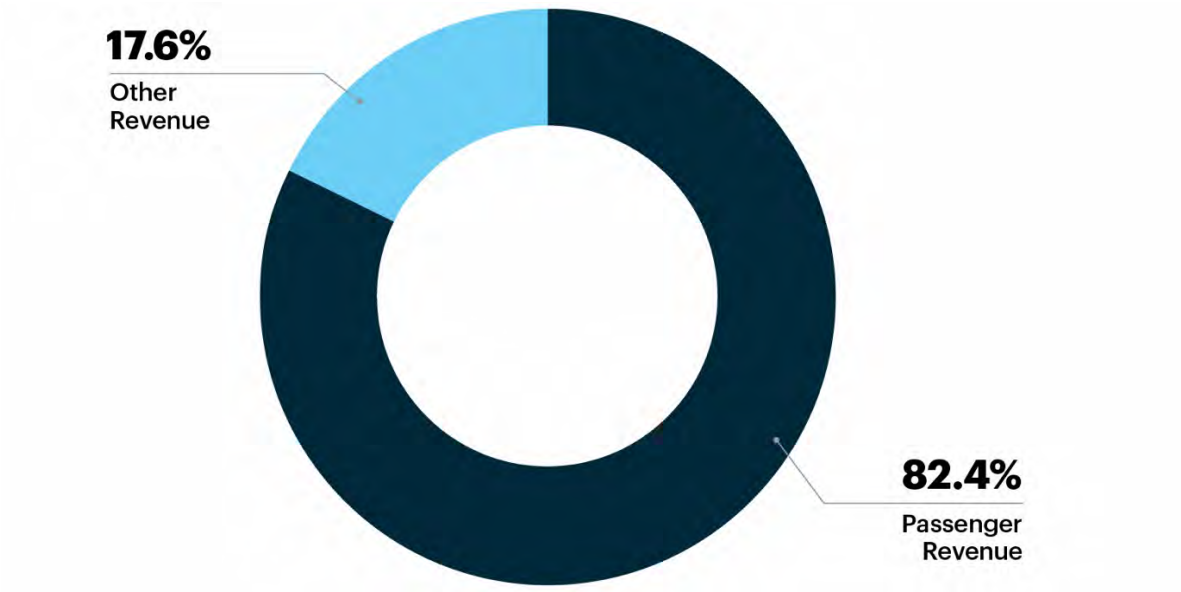



### *Other System-Generated Revenue*

Other revenue accounts for 17.6% of ADA system-generated revenue in 2027. It is budgeted at $3.7 million, compared with $3.3 million in the 2026 forecast.

Regional ADA Paratransit only has two sources of Other System-Generated Revenue — reimbursement revenue for the cost of providing trips for NITA certification and investment income. Of the $400,000 in budgeted growth, $170,000 is due to certification trip reimbursement. This is a 9.4% increase in reimbursement and reflects an expected 9.4% increase in the cost of providing this service. Investment income is expected to total $1.7 million in 2027, reflecting an estimated interest rate of 3.79% on an average cash balance of $44.9 million.

**Figure 35: Regional ADA Paratransit System-Generated Revenue by Source: $20.9 Million**




# 2028–2029 Financial Plan

The NITA financial plan includes $407.9 million in operating expenses for Pace Suburban Service in 2028 and $437.7 million in 2029. Regional ADA Paratransit operating expenses are projected at $377.8 million in 2028 and $403.4 million in 2029. Projected 2028 operating expenses for Pace Suburban Service are expected to increase by 6.9% over 2027, driven primarily by planned fixed-route service expansion, employee merit pay increases, and higher health care premiums. Operating expenses are projected to increase by an additional 7.3% in 2029, reflecting the continued impact of these same cost drivers.

Projected 2028 operating expenses for Regional ADA Paratransit are expected to increase by 5.6% over 2027, driven primarily by ridership growth and contractual price increases. Operating expenses are projected to increase by an additional 6.8% in 2029, reflecting the continued impact of these same cost drivers.

### Operating Expenses

Pace Suburban Service Labor Expenses are projected at $216.9 million in 2028 and $234.6 million in 2029, reflecting a 6.3% and 8.2% increase respectively.

Pace Suburban Service Health Care Expenses are projected at $44.5 million in 2028 and $49.9 million in 2029, reflecting a 12.6% and 12.2% increase respectively.

Labor and health insurance forecasts are impacted by increased staffing associated with continued ReVision service implementation. Pace currently plans to add more than 130,000 hours of additional service in both 2028 and 2029.

Combined fuel expense for diesel, gasoline, CNG, and electric vehicles is projected at $26.5 million in 2028 and $27.8 million in 2029, reflecting a 3.5% and 5.2% increase respectively. Increased consumption from additional service will be slightly tempered by expected decreases in diesel fuel prices in 2028 and 2029.

Pace anticipates additional ReVision service enhancements beyond those included in the NITA 2027 budget and 2028–2029 financial plan. Current estimates assume implementation will be complete by 2032.

ADA Paratransit Labor Expenses are projected at $6.1 million in 2028 and $6.6 million in 2029, representing a 2.6% decrease from 2027 due to a decrease in expected non-bargained pension contributions followed by an 8.1% increase compared to 2028.

ADA Paratransit Health Care Expenses are projected at $1.8 million in 2028 and $2.0 million in 2029, reflecting an 8.4% and 8.5% increase respectively.

Contractual service expenses for traditional ADA Paratransit services, subsidized TAP/RAP services, and certification trips account for more than 90% of Regional ADA Paratransit service expenses. Ridership growth of 3.0% in both 2028 and 2029, along with contractual price increases are the main drivers of Regional ADA Paratransit service expense growth in these years.

**Revenue and Funding**

Suburban Service system-generated revenue is projected at $51.8 million in 2028 and $52.6 million in 2029, including passenger revenue of $23.4 million and $24.5 million, respectively.

Projected increases to passenger revenue are in line with projected ridership growth. Pace ridership is projected to increase to 19.6 million trips in 2028 and 20.5 million in 2029, compared with 18.6 million in 2027. Average fare per ride is projected to remain at $1.19 throughout the plan period.

Other Revenue growth will be tempered by lower investment income in the plan years. Investment income is projected to decrease in both 2028 and 2029 because cash balances will decline as Operating Funding Reserves are drawn down to support additional ReVision service.

Public operating funding is projected at $334.3 million in 2028 and $339.7 million in 2029. The plan includes $21.8 million in operating funding reserves in 2028 and $45.4 million in 2029 to balance funding required to public operating funding available.

Available Operating Funding Reserves are projected to be exhausted in 2031, before the anticipated completion of ReVision service changes in 2032.Beginning in 2031, Pace will need additional funding from NITA to continue to support rollout of ReVision service.

Regional ADA Paratransit system-generated revenue is projected at $21.6 million in 2028 and $22.3 million in 2029, including passenger revenue of $17.7 million and $18.3 million, respectively.

ADA base ridership is projected to increase to 5.5 million trips in 2028 and 5.6 million in 2029, compared with 5.3 million in 2027. Average fare per ride is projected to remain at $3.24 throughout the plan period.

Public funding is projected at $356.2 million in 2028 and $381.1 million in 2029.

**Table 21. Pace Suburban Service 2027 Budget and 2028-2029 Financial Plan (Dollars in Thousands)**

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Revenues** | | | | | |
| System-Generated Revenue | | | | | |
| Passenger Revenue | $21,250 | $21,593 | $22,191 | $23,351 | $24,510 |
| State Reduced Fare Reimbursement | $1,760 | $1,767 | $1,767 | $1,767 | $1,767 |
| ReVision Revenue | $0 | $0 | $0 | $0 | $0 |
| **Total System-Generated Revenue** | **$51,620** | **$47,500** | **$49,618** | **$51,763** | **$52,594** |
| **Public Funding** | | | | | |
| Sales Tax I | $148,044 | $153,534 | $0 | $0 | $0 |
| Sales Tax II | $26,555 | $27,065 | $0 | $0 | $0 |
| PTF II | $29,481 | $31,259 | $0 | $0 | $0 |
| 2025 Budgeted Funding and Reserves[1] | $0 | $0 | $283,720 | $283,720 | $283,720 |
| Additional funding allocation (based on 2024 operational metrics) | $0 | $0 | $45,507 | $50,575 | $55,949 |
| Suburban Community Mobility Fund (SCMF) | $36,801 | $40,978 | $0 | $0 | $0 |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| South Suburban Job Access Fund (SSJA) | $7,500 | $7,500 | $0 | $0 | $0 |
| P.A. 104-0457 Funding | $0 | $27,374 | $0 | $0 | $0 |
| Non-Statutory Funding - PTF I | $7,055 | $0 | $0 | $0 | $0 |
| Non-Statutory Funding - ST I | $10,658 | $0 | $0 | $0 | $0 |
| Innovation, Coordination, and Enhancement Funding[1] | $0 | $0 | $5,235 | $0 | $0 |
| Federal Discretionary Fund Programs | $3,586 | $8,012 | $0 | $0 | $0 |
| **Total Public Funding** | **$269,680** | **$295,722** | **$334,462** | **$334,296** | **$339,670** |
| **Operating Reserve** | | | | | |
| Operating Funding Reserves[2] | $0 | $13,337 | $2,820 | $21,827 | $45,446 |
| **Total Operating Reserves** | **$0** | **$13,337** | **$2,820** | **$21,827** | **$45,446** |
| **Total Revenue** | **$321,300** | **$356,559** | **$386,900** | **$407,886** | **$437,710** |
| **Expenses** | | | | | |
| Labor/Fringes | $169,509 | $185,503 | $204,115 | $216,922 | $234,623 |
| Health Insurance | $28,608 | $34,289 | $39,505 | $44,470 | $49,903 |
| Parts/Supplies | $16,303 | $17,478 | $18,640 | $19,829 | $21,094 |
| Purchased Transportation | $29,113 | $31,787 | $34,272 | $36,392 | $38,544 |
| Fuel | $13,097 | $22,160 | $25,563 | $26,452 | $27,815 |
| Utilities | $5,532 | $6,086 | $6,187 | $6,521 | $6,873 |
| Insurance | $13,015 | $14,855 | $16,199 | $17,253 | $18,377 |
| Other Expenses | $40,301 | $56,699 | $50,691 | $54,925 | $56,103 |
| Regional ADA Support Credit | ($10,487) | ($12,298) | ($13,507) | ($14,878) | ($15,622) |
| **Total Expenses** | **$304,991** | **$356,559** | **$381,665** | **$407,886** | **$437,710** |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| ICE funding not used for operations - transfer to capital | $0 | $0 | ($5,235) | $0 | $0 |
| **Net Result** | **$** | **$0** | **$0** | **$0** | **$0** |
| **Recovery Ratio** | **23.24%** | **13.21%** | **15.00%** | **15.00%** | **15.00%** |

1. All 2025 funding (from 2023) allocated to ADA Paratransit. All 2026 funding (from 2024) allocated to CTA. Sunsets after 2027 funding (from 2025 actual & 2026 estimate).

2. Operating reserves funded primarily through prior-year sales tax receipts exceeding budget due to utilization of COVID relief funding in lieu of sales tax.

**Table 22. Regional ADA Paratransit 2027 Budget and 2028-2029 Financial Plan (Dollars in Thousands)**

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Revenues** | | | | | |
| **System-Generated Revenue** | | | | | |
| Passenger Revenue | 14,778 | 16,522 | 17,209 | 17,725 | 18,257 |
| Other Revenue | 3,208 | 3,261 | 3,685 | 3,906 | 4,071 |
| **Total System-Generated Revenue** | **17,986** | **19,783** | **20,894** | **21,631** | **22,328** |
| **Public Funding** | | | | | |
| Sales Tax II | 256,180 | 268,564 | - | - | - |
| State Funding for ADA Paratransit | 10,020 | 11,500 | 11,500 | 11,500 | 11,500 |
| P.A. 104-0457 Funding | - | 56,748 | 325,313 | 344,653 | 369,615 |
| RTA Fund Balance (from incremental 2025 RTA 15% Sales Tax I) | 17,467 | - | - | - | - |
| Innovation, Coordination, and Enhancement Funding [1] | 16,598 | - | - | - | - |
| Suburban Community Mobility Fund (SCMF) | 2,759 | - | - | - | - |
| RTA ADA Paratransit Reserve | 8,260 | - | - | - | - |

| | 2025 Actual | 2026 Estimate | 2027 Budget | 2028 Plan | 2029 Plan |
|---|---|---|---|---|---|
| **Total Public Funding** | **311,284** | **336,813** | **336,813** | **356,153** | **381,115** |
| **Total Revenues** | **$329,270** | **$356,596** | **$357,707** | **$377,784** | **$403,443** |
| **Expenses** | | | | | |
| Labor/Fringes | 5,510 | 5,479 | 6,257 | 6,094 | 6,589 |
| Health Insurance | 917 | 1,470 | 1,675 | 1,815 | 1,970 |
| Admin Expenses | 2,985 | 3,730 | 4,942 | 5,053 | 5,165 |
| Fuel | 6,418 | 9,545 | 9,329 | 9,821 | 10,337 |
| Insurance | 397 | 30 | 30 | 70 | 70 |
| RTA Certification Trips | 1,743 | 1,664 | 1,820 | 1,957 | 2,104 |
| Purchased Transportation | 219,859 | 241,389 | 258,364 | 275,982 | 294,794 |
| Subsidized Services (TAP/RAP) | 70,206 | 52,393 | 61,782 | 62,114 | 66,792 |
| Regional ADA Support Allocation [2] | 10,486 | 12,298 | 13,507 | 14,878 | 15,622 |
| **Total Expenses** | **$318,521** | **$327,998** | **$357,706** | **$377,784** | **$403,443** |
| **Net Result** | **$10,749** | **$28,598** | **$0** | **$0** | **$0** |
| **Recovery Ratio** | **11.1%** | **6.0%** | **5.8%** | **5.7%** | **5.5%** |

[1] All 2025 funding (from 2023) allocated to ADA Paratransit.

[2] Accounts for work done by other Pace departments in support of ADA Paratransit activities.

# Regional Capital Program

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Regional Capital Program

NITA's Five-Year 2027-2031 Regional Capital Program for transit in the six-county Northern Illinois region includes $9.73 billion in funding for key infrastructure projects across CTA, Metra, and Pace. NITA and the Service Boards are working together to deliver projects that reduce the region's state of good repair backlog, improve accessibility, support the transition to zero emissions, and advance expansions and upgrades as funding allows. These investments support the vehicles, stations, tracks, and facilities that riders and transit employees rely on each day.

Federal and state funding has supported progress toward capital goals, but the 2027–2031 program includes a new source of capital funding established by the NITA Act: a share of the interest earned on the state's Road Fund and State Construction Account. This source is estimated to provide $180 million annually and accounts for $990 million of the five-year program. The initial allocation includes $270 million available in 2027 from the second half of 2026 and the full year of 2027. Future allocations will vary with account balances and interest rates.

This initial PAYGO interest funding is proposed to support these key goals: Building out NITA's connected transit system, enhancing safety for riders and frontline workers, providing early wins for riders and operators, being innovative, and meeting state of good repair needs and NITA Act requirements.

Across the broader capital program, investments expected to deliver benefits during 2027 include the start of deliveries of 150 new CTA hybrid-electric buses, continued station improvements through CTA's Refresh and Renew program, Metra railcar rehabilitation, and deliveries of replacement Pace buses. Investments in facilities and equipment for frontline employees include CTA bus turnaround restrooms, Metra crew facilities, and Pace garage improvements. Project schedules and the timing of benefits vary across the five-year program.

Capital programming is a core function of NITA. The NITA Act requires the NITA Board to adopt a fiscally constrained five-year regional capital program annually, guided by a strategic plan. NITA reviews capital expenditures and project delivery to oversee the use of regional funding.

Additional state capital funding is necessary to deliver the integrated, accessible, and modern transit system envisioned in the NITA Act. The region faces substantial costs to repair and replace existing infrastructure, alongside investments needed to modernize service. The new PAYGO interest revenue provides important support, but sustained additional investment is needed to address both responsibilities.

This section details the investments included in the 2027–2031 Regional Capital Program, their funding sources, and the benefits they support for riders, transit employees and communities across the six counties. It explains how NITA evaluates projects and allocates funding, presents the capital investments for

CTA, Metra, and Pace within the regional program, and examines the long-term funding needed to maintain and modernize the transit system. More detail is available in Appendices to the budget and on the NITA Data Hub.

# NITA Act Changes to Capital Programming

The NITA Act expands NITA's authority to develop the regional capital budget and oversee the use of funding and delivery of projects. It also authorizes NITA to directly design and deliver capital projects or determine the entity best suited to deliver them.

The 2027–2031 Capital Program is the first to be adopted by the new NITA Board. NITA has introduced initial changes to project selection, evaluation, and reporting for this program while continuing the process of developing an entirely new capital budgeting and programming process as required by the NITA Act. That new process will guide development of the 2028–2032 Capital Program, to be adopted in 2027 as part of the 2028 budget.

**Immediate Changes for the 2027-2031 Capital Program**

- Project selection for PAYGO interest funding. NITA worked with transition consultants to develop a process for allocating the initial 2026 and 2027 PAYGO interest funds based on projects proposed by CTA, Metra, and Pace. The selection criteria and recommended allocations are detailed later in this section.
- Consultation with organized labor. As required by the NITA Act, the Service Boards meet with representatives of organized labor to discuss capital priorities and proposed projects.
- Updated project evaluations. The evaluation framework in this budget includes 14 themes analyzed using 18 metrics, reflecting updated requirements in the NITA Act. New themes include service standards and ridership. Changes also address environmental protection, equity and mobility justice, and accessibility improvements for stops and facilities.
- Reporting on regional benefits. The program identifies project benefits by county and highlights investments that improve the rider experience and conditions for frontline employees.
- Public input on capital priorities. NITA conducted a public survey **"What Moves You?"** that included questions about capital priorities. The results helped inform the programming of new PAYGO interest funding.

These initial changes begin the transition to NITA's expanded capital responsibilities. The new process for the 2028–2032 program will establish how NITA develops and evaluates the regional capital program under the Act.

# Early wins for riders and employees

NITA is focused on delivering benefits both in the short and long term. Here are some of the benefits that riders and frontline employees will see in this program:

**Early wins for riders**

- CTA is purchasing 150 new hybrid-electric buses that will provide cleaner air, better customer and operator amenities with deliveries expected to begin in 2027.
- CTA is continuing its successful Refresh and Renew program, which provides quick upgrades to train station platforms, stairs, signage, furniture, lighting and more.
- Metra is rehabbing Amerail railcars and Nippon Sharyo Highliners. Metra workers refurbish dozens of railcars annually that include improved seating and HVAC systems, smoother rides, and better operator cabins.
- Metra is expecting to open an all-new Auburn Park Station on the Rock Island Line in 2027, offering a quick ride from the Auburn Gresham neighborhood to the Loop.
- Pace has contracts for several types of vehicles that are expected to be delivered in 2027 and 2028.

**Early Wins for Operators and Frontline Workers**

- Pace is replacing several non-revenue vehicles used by front-line workers systemwide.
- CTA is planning to install bathrooms at several bus turnarounds to improve conditions for operators.
- CTA has several new bus orders in the works that provide enhanced security features for bus operators.
- Metra has several crew facilities projects in the program, including new buildings to expand spaces for crews and improvements to existing facilities such as revamped rest areas, new roofs, and other worker benefits.
- Metra is planning to procure new, cleaner switch locomotives, which will provide better working conditions for frontline workers.
- Pace is replacing several non-revenue vehicles used by frontline workers systemwide.
- Pace is planning improvements at garages used by operators and front-line workers including new roofs and improved break rooms.

# New buses decrease operations costs and increase reliability

Investing in new buses is one way CTA and Pace improve reliability for riders and decrease their operations expenses.

For example, CTA data shows a clear relationship between bus age and cost per mile, with systemwide costs increasing from $1.40 per mile for new buses to $3.19 per mile for 20-year-old buses — an increase of approximately 128%. Pace data similarly shows variation in operating costs across bus types and model years, reinforcing the importance of evaluating fleet age alongside vehicle type and performance.

To understand how reliably buses operate before requiring roadside assistance, CTA and Pace both track miles between road calls. Pace data illustrates substantial differences across model years: its 2007 and 2008 Eldorado fleets average approximately 2,800 miles between road calls, compared with 46,738 miles for the 2018 Eldorado fleet. Replacing aging, less reliable buses can help improve vehicle availability, reduce unexpected interruptions, and support more dependable scheduled service.

These financial and operational benefits extend directly to customers. A more reliable fleet can mean fewer breakdowns, more predictable trips, and greater confidence that buses will be available when needed. Maintaining a younger, well-performing fleet is therefore not simply a matter of replacing older vehicles; it is a strategic investment in cost-effective operations, dependable service, and public confidence in the transit system.



# Public Input on Capital Project Selection

As part of the 2027 budget process NITA conducted an online survey of riders to ask about various topics related to the budget. Riders were asked to prioritize what types of capital projects were most important to them. With over 4,000 results, the top three capital priorities were:

- Keeping what we have working (fixing track, bridges, signals, garages, and stations)
- Providing faster, more reliable trips (fixing tracks, signals, railroad infrastructure modernization, slow zones, giving buses priority at traffic lights)
- Extending service to new places (new stations, lines, routes, park-and-rides)

The first two priorities show that the public wants NITA to remain focused on maintaining what we have and the program delivers, with nearly half of the funds focused on state of good repair priorities.

In addition, riders are looking for service to be expanded, and the program continues to deliver with projects like CTA's Red Line Extension, Metra's new Auburn Park Station, and Pace's Cermak/22nd Street Pulse line funding in the program. Those priorities are reflected in the projects selected both for new PAYGO Interest fund and in projects that benefit the entire region.

# Regional Benefits

The NITA region covers the greater Chicagoland area, encompassing six counties and nearly 10 million people and provides increased mobility throughout the region. Some key projects in the 2027-2031 Capital Program by county include:

**Cook**

- CTA: Red Line Extension; Forest Park Branch Reconstruction; 103rd Garage Electrification
- Metra: Van Buren Street Station; 59th/60th University of Chicago Station; Davis Street/Evanston Station
- Pace: Cermak/22nd Street Pulse; Chicago Heights Bus Center Improvements, Burr Ridge Park-n-Ride expansion

**DuPage**

- Metra: Milwaukee District West signal upgrades from Wood Dale to Bartlett; Highlands, West Hinsdale, Elmhurst, and Glen Ellyn Station improvements
- Pace: Cermak/22nd Street Pulse; New Suburban Passenger Facility in DuPage County

**Lake**

- Metra: Upgrades to signals along the Milwaukee District North line between Lake-Cook Rd and Deerfield Station; Deerfield Station ADA improvements
- Pace: New electric buses for the North Division Garage in Waukegan; Fully electric North Division Garage

**McHenry**

- Metra: Woodstock Yard Design, Union Pacific Northwest Line grade crossing renewal at Pingree Road and Cuba Road; ADA improvements at Fox River Grove Station
- Pace: New paratransit and community vehicles at McHenry County locations; Roof replacement at the McHenry Garage

**Kane**

- Metra: Milwaukee District West signal upgrades in Elgin; ADA improvements at Big Timber Station
- Pace: A new River Division Garage in Elgin with capabilities for electric buses; Upgrades at the Fox Valley garage in Aurora

**Will**

- Metra: New Lenox Connection (Rock Island to Southwest Service); Control Point and Siding in Joliet; University Park electrical substation
- Pace: New coach buses to operate on I-55 out of Plainfield; new Hybrid buses operating from the Heritage garage serving routes in Joliet

# Building the Capital Program

The regional capital program includes over $9.7 billion dollars of funding which is allocated in three distinct ways.

Federal formula funds and PAYGO from the motor fuel tax (MFT) are programmed using the performance-based allocation method which passes funds onto the service boards based on each service board's state of good repair needs. About $5.5 billion or 57% of the program is built using this allocation method. Some key regional projects funded include $477 million for new CTA and Metra railcars, $385 million for new Pace and CTA buses, $129 million for Forest Park track reconstruction, $49M for Metra's Van Buren St Station reconstruction, and $135 million for improvements at yards, garages and shops that help improve frontline worker safety and security.

More details of how each service board chooses projects, and which projects are included can be found in the individual Service Board capital sections of the budget.

Discretionary funds are applied for and awarded by funding agencies for specific projects. These funds come from federal and local sources and amount to $1.7 billion or 17% of programmed funds. In addition, CTA is issuing bonds for the Red Line Extension (RLE), which the NITA Act permits for that project. RLE Bonds equal $1.5 billion or 15% of programmed funds.

New PAYGO Interest funds are being allocated using a project selection process that is detailed below. $318 million or 3% of the program is being allocated using the project selection process.

In addition, $761 million or 8% of the program is being held by NITA for future allocation based on an updated capital allocation process adopted next year.

# PAYGO Interest Funds

New PAYGO interest funding established by the NITA Act is proposed to be allocated through a new project selection process that considers delivery speed, state of good repair, statutory mandates, and benefits for riders and employees. This process is detailed in the capital allocation section of the budget book.

Using the scoring results, a set of projects is proposed to be funded with the $270 million in available PAYGO INT funds in 2027. Additional funding in the amount of $76 million was allocated from operating funds and PAYGO MFT to fund additional projects for a total of $346 million being funded using the project selection allocation method. The funded projects were selected based on their scores, with projects limited to receiving no more than 25% ($67.5 million) of available funds to support a diverse selection of projects benefiting the whole region and matching key priorities that were identified in the selection process.

The projects selected are detailed below and grouped based on the primary goal they address.

**NITA Act Mandates**

The NITA Act included several projects that advance the region's transit system. These funds deliver on NITA's commitment to create these projects for the region $**107.5 million**:

- CTA Forest Park Branch Kedzie and Cicero Station Design: This project will fund design of two ADA accessible stations along the Forest Park Branch including the required auxiliary entrance at Cicero Station**. $32.7 million**
- CTA Forest Park Branch Central Station Design: Design of a new Central Ave Station that will be fully ADA accessible and fills a gap on the Forest Park Blue Line. **$24.1 million**
- CTA Green Line Racine Station Reopening Design: Design of an ADA compliant station at Racine St on the Green Line providing increased equity for the Englewood neighborhood of Chicago. **$15.7 million**

- Metra Rock Island Control Point at 80th Ave in Tinley Park and 107th Street in Chicago: These projects will provide necessary infrastructure to allow more service on the Rock Island Line allowing for implementation of regional rail. **$35.0 million**

**State of Good Repair Needs**

The NITA area has over $30 billion in state of good repair needs to maintain what we have. These projects advance repairs and replacements of some of the greatest needs. **$41.5 million**:

- CTA 40 FT Hybrid Bus Purchase (Match to federal LoNo Award): The federal government awarded CTA the largest ever LoNo Bus purchase award and this will fund the necessary match for 150 new buses. **$21.4 million**
- Pace Paratransit Vehicle Purchase (100 vehicles): Pace's paratransit ridership continues to grow and providing new vehicles improves reliability and safety for that service. **$17.1 million**
- Pace Rosemont Bus Area Improvements: Rosemont is one of Pace's highest use facilities providing a seamless transfer from Pace local and express buses to the CTA blue line. The roof at Rosemont is leaking and there are significant issues with pavement at the station that will be addressed by this award. **$3.0 million**

**Early Wins for Riders**

These projects are designed to bring concrete improvements to the system as soon as possible; reducing slow zones, adding rider amenities, and improving trips. **$35.0 million**:

- CTA Forest Park Slow Zone Mitigation: CTA will use in-house staff to make urgent upgrades to the Forest Park branch to bring faster rides to customers. **$10.0 million**
- Pace Burr Ridge Park-n-Ride reconstruction and expansion: The project is fully designed and is expected to be under construction next year to add capacity to one of the busiest Pace I-55 express service stops. **$1.5 million**
- Pace Chicago Heights Bus Center Improvements: The project will modernize one of Pace's most heavily used bus hubs with improved rider and operator amenities. **$7.0 million**
- Metra Station ADA Repairs: Repairs at stations systemwide to address ADA state of good repair needs to ensure full accessibility. **$7.8 million**
- CTA Bus Reliability Improvements: Automated bus lane enforcement and priority zone painting to improve bus speed and reliability. **$8.7 million**

**Building NITA's Connected Transit System**

These projects will better integrate the region's transit system. **$48.2 million**

- NITA Regional Signage Program: Metra will install new signage along one of Metra's rail lines that provides better information on connectivity between services. **$7.3 million**
- NITA Regional Access to Transit Projects: NITA will fund sidewalks and other benefits to make accessing transit easier in the collar counties. CMAP will aid in determining the locations that will bring the most value for riders. **$10.0 million**
- NITA Bus Shelters and Benches: This project will add shelters and benches at frequently used CTA bus stops that do not have these amenities. NITA will coordinate with CMAP on optimal locations for installations. **$6.0 million**
- NITA Bus Stop Shelters: New Pace shelters at around 45 key locations throughout the region. NITA will coordinate with CMAP on optimal locations for installations. **$4.5 million**
- NITA Ride Safe App Regional Expansion: Expansion of Metra's successful crime reporting app to all NITA riders. **$1.2 million**
- NITA Regional Signage Program: CTA will install Digital Bus Stop Signs at key locations that can provide real time information including data from Metra and Pace at transfer locations. **$4.0 million**
- Bus Garage Study: Study to determine the needs and site for a potential new bus garage that could be used by CTA and Pace. **$3.0 million**
- Woodstock Rail Yard: Final Design for a new Woodstock Rail Yard which would allow increased service along the Metra UP-NW line. **$12.2 million**

**Safety for Riders and Frontline Workers**

These projects will provide concrete safety benefits to riders and operators through targeted investments. **$34.6 million**:

- CTA Bus Shields: Retrofit of existing CTA buses to add driver protection. **$3.0 million**
- Pace 95$^{th}$ St Roadway and Accessibility Improvements: Roadway improvements in conjunction with IDOT work along 95$^{th}$ Street to improve safety and prepare for Pace Pulse service on the corridor. **$2.0 million**
- Metra Crew Facilities Western Avenue Coach Yard: Employee improvements and enhanced amenities at one of Metra's busiest yards. **$7.6 million**
- Metra Crew Facilities University Park: Enhancement of crew facilities that currently have safety issues that need addressing. **$8.0 million**
- Pace Garage Improvements at Fox Valley and Northwest Garage: Enhancements to operator and employee spaces including safety and security upgrades at two Pace garages. **$4.0 million**

- CTA Garage Repairs and Upgrades: The project will provide facility modernization and infrastructure upgrades to improve safety conditions and amenities at CTA garages systemwide. **$10.0 million**

**Innovative Solutions**

NITA is looking for innovative solutions to provide a better, faster, safer service, regionwide. **$68.0 million**:

- Metra Zero Emission Trainset Trailer Cars: Additional cars for Metra's new zero-emission trains that will allow for more passenger capacity. **$25.0 million**
- CTA Bus Reliability Improvements: Design, engineering, and initial construction on one corridor identified in CTA's Better Streets for Better Buses plan enabling faster more reliable service. **$35.0 million**
- Metra Automated Passenger Counters: Will allow Metra to get better information on train level ridership and adjust service accordingly to prepare for regional rail. **$8.0 million**

**Table 23. 2027 Project Selection Funding Awards by Agency (Dollars in Millions)**

| | Projects Funded | Funding Amount (in millions) | % of Request Funded |
|---|---|---|---|
| CTA | 12 | $181.6 | 26.4% |
| Metra | 11 | $115.3 | 69.6% |
| Pace | 7 | $39.1 | 71.7% |
| Regional | 1 | $10.0 | 100% |
| Total | 31 | $346.0 | 37.7% |

As shown above, 31 of the 37 projects received funding: $181.6 million for CTA, $115.3 million for Metra, $39.1 million for Pace and $10 million for the regional access to transit fund.

**Table 24. 2027 Project Selection Requests and Awards by County (Dollars in Millions)**

| | Cook | DuPage | Kane | Lake | McHenry | Will | Regional Vehicles |
|---|---|---|---|---|---|---|---|
| Projects Proposed | 29 | 5 | 4 | 5 | 4 | 8 | 5 |
| Projects Funded | 24 | 5 | 4 | 4 | 4 | 8 | 5 |
| % of projects Funded | 83% | 100% | 100% | 80% | 100% | 100% | 100% |
| Dollars Proposed (in millions) | $816 | $27 | $20 | $52 | $28 | $96 | $80 |
| **Dollars Funded (In Millions)** | **$253** | **$20** | **$20** | **$28** | **$28** | **$74** | **$75** |
| **% of dollars funded** | **31%** | **74%** | **100%** | **54%** | **100%** | **77%** | **93%** |

As shown in the table at least 80% of projects were funded in each county and for four of the collar counties all projects received at least partial funding. In the collar counties between 54% and 100% of the funding requested is proposed to be allocated while in Cook County 31% of the funding requested is allocated.

# Station upgrades open doors to community connections



For JoAnn Bratcher, an easier trip on the Red Line means more time serving her community.

A Lakeview resident and community organizer at Access Living, Bratcher volunteers with several nonprofits. She often rides from Bryn Mawr to Lawrence to help at a soup kitchen, but before the stations were rebuilt, the stairs made that trip a challenge. While she could take the bus instead, that often meant a longer journey to get where she needed to go.

That changed when CTA opened rebuilt stations at Bryn Mawr, Berwyn, Argyle, and Lawrence in July 2025. Each now has elevators and escalators, making train travel accessible to more riders. The improvements are part of the $2.1 billion Red and Purple Modernization Phase One project, a major capital investment in the region's transit system.

For Bratcher, the difference is personal. The new stations are "so much better," she said, and she has also noticed more reliable trips following the track improvements.

"They care about us too, and they did a very good job," she said.

> "They care about us too, and they did a very good job."

Her experience shows why capital spending is an essential part of the regional transit budget. Investments in stations and tracks do more than replace aging infrastructure; they remove barriers, improve everyday trips, and help people stay connected to their communities. As the agency plans future investments with additional funding from the NITA Act, projects like these demonstrate the lasting value of making transit more accessible.

# Accessible stations make more trips possible



Community organizer T.J. Gordon was born and raised in Chicago and has been a Red Line rider his entire life. Growing up in Washington Park, he would ride the south branch. He now takes the north branch near his home in Edgewater.

Before the Red and Purple Modernization (RPM) station upgrades, Gordon sometimes had to ride past his destination to Howard to reach an elevator, then take a bus back south toward Edgewater.

With those extra steps, it was “just better to go on a bus,” he said, because he could count on an accessible ride. The rebuilt stations have made the Red Line a more practical option for Gordon. Elevators at Bryn Mawr, Berwyn, Argyle, and Lawrence now give riders more choices about where to board and exit, reducing the need for lengthy detours.

For Gordon, the work must continue. He wants to see Morse and Jarvis become accessible, too. Riders should not have to travel to Howard simply to find an elevator, he said. These stations are included in CTA’s RPM Next Phases planning study, being finalized now. His experience underscores why accessibility remains a priority as NITA plans future capital investments.

**Table 25. CTA and Metra Rail Station Accessibility, 2018-2031**

| | 2018 | 2026 | 2031 (estimate) |
|---|---|---|---|
| **Total number of stations** | 373 | 390 | 396 |
| **Number of accessible stations** | 286 | 315 | 339 |
| **Percent accessible stations** | 76% | 81% | 86% |
| **Percent of ridership at accessible stations** | 83% | 88% | 94% |

# The Regional Capital Programming Process

1

**Service Board Capital Programming (Ongoing)**

Each service board maintains a rolling five-year capital program driven by their agency's strategic plans that outline their capital investment priorities based on plan goals and anticipated fiscal constraints. The service boards coordinate with NITA to align projects with regional goals and NITA's regional strategic plan, Transit is the Answer.

**Funding: (June-July)**

NITA provides the Service Boards with preliminary estimates of funding for development of the 5-year Capital Program (i.e., Federal Formula, PAYGO, ICE).

Service Boards provide NITA with estimates of funds expected from discretionary grants and other Service Board funds including bonds and local funds.

2

**Project Evaluation (August-September)**

Service Boards evaluate projects based on NITA and individual agency criteria to determine their proposed Capital Program.

After meeting with organized labor as required by the Act, Service Boards submit their proposed list of Capital Projects with evaluations to NITA.

NITA staff reviews evaluations for regional consistency and project eligibility and then provides feedback to the Service Boards about changes needed to the program.

3

**Program and Budget Development (August-November)**

Service Boards create their program and submit their Capital Budgets to NITA.

NITA reviews the proposed Capital Budgets and provides feedback on projects and budgets as necessary to meet regional goals and requirements, budgets, etc.

4

**Public Review and Board Adoption (October-December)**

NITA solicits public feedback about capital projects via a survey and public engagement event.

NITA staff drafts a proposed Budget Book.

NITA opens a public comment period that includes a NITA Public Hearing as well as presentations to each County Board.

The proposed Capital Program is amended based on public feedback.

The final Capital Program is taken to the NITA Board for final adoption.

**5 Modification (Ongoing)**

The Service Boards modify their Capital Programs throughout the year as new funding is awarded, project costs change, and priorities are adjusted.

NITA presents quarterly amendments to the Capital Program to the board that incorporate these changes.

Note: Under the NITA Act, beginning January 1, 2027, the process for creating and adopting the five-year capital program will change. As part of this, NITA will evaluate and revise the capital programming process. These changes will be reflected in the 2028-2032 capital program.

# NITA Regional Capital Investment Decision Process

### Capital Project Evaluations

Beginning in 2022, in response to state law (PA 102-0573) and feedback from stakeholders and planning done as part of the implementation of the last strategic plan, Transit is the Answer, a new evaluation process for capital projects was created for all projects that are funded in the five-year capital program. For the 2027-2031 capital program the evaluation process has been updated to match new evaluation criteria outlined in NITA Act legislation. For the current capital program there are a series of 18 metrics being used to evaluate projects that address the 14 evaluation themes that were either identified in state statute, suggested by the Service Boards, or recommended by stakeholders during the strategic plan development process. The evaluation themes and metrics are detailed below.

The budget book looks at the capital program and assesses how the entirety of the program and the individual projects that are contained within do at addressing each of the regional capital goals.

The detailed evaluation of each project can be found in an Appendix. These metrics provide different lenses for analyzing the capital program and understanding how each project fits into the puzzle of accomplishing a diverse set of regional objectives with the limited funding available.

#### *Access to Key Destinations:*

This theme is evaluated using a metric called Access to Key Destinations. The metric will consider the degree to which a project affects access to the region's key destinations, including jobs, retail, education, healthcare, and recreation.

The measures for this metric are:

↑↑ Significantly improves Access to Key Destinations

↑ Moderately improves Access to Key Destinations

↔ Maintains Access to Key Destinations

– Does not impact Access to Key Destinations

### *Racial Equity and Mobility Justice:*

This theme is evaluated using the metric **Racial Equity and Mobility Justice** based on: Chicago Metropolitan Agency for Planning (CMAP)'s Economically Disconnected and Disinvested Areas Dataset for the location(s) a project benefits.

The measures for this metric are:

↑↑ Project is in an Economically Disconnected AND Disinvested Area

↑ Project is in an Economically Disconnected OR Disinvested Area

↔ Project is NOT in an Economically Disconnected or Disinvested Area

– Project is not location specific or benefits entire service area

### *Benefit to Riders:*

This theme is evaluated using the metric **Benefits to Riders**. This metric looks at projects that are visible to riders and directly improve their experience. Benefits could range from new vehicles to station upgrades to speed enhancements on bus routes/train lines. This metric will consider the level of benefit the project provides to riders.

The measures for this metric are:

↑↑ Significant benefit to riders

↑ Moderate benefit to riders

↔ Helps to maintain current benefits to riders

– Project does not impact riders

### *Capacity:*

This theme is evaluated based on the metric **Capacity Benefit and Need.** The capacity metric will be defined broadly to include vehicles, stations/stops, transit lines, operating right of way, and storage facilities. The responses will consider how much a project increases capacity and whether the current or planned utilization is near capacity.

The measures for this metric are:

↑↑ Project increases capacity of transit operations or facilities where current or planned utilization is near capacity

↑ Project increases capacity of transit operations or facilities where current or planned utilization is not near capacity

↔ Project maintains/returns system to original capacity

– Not related to capacity of transit operations or facilities

### *Economic Impact:*

This theme is evaluated using **Economic Impact** as a metric. Economic Impact is broadly defined to include land use development, construction jobs, and long-term job impacts.

The measures for this metric are:

↑↑↑ Large impact on economic development

↑↑ Moderate impact on economic development

↑ Small impact on economic development

– No Economic Impact

### *Service Speed and Reliability:*

This theme is evaluated using the metric **Impact to Service Speed/Reliability**. The measure considers the level of impact on speed/reliability of the project.

The measures for this metric are:

↑↑ Significantly improves speed/reliability

↑ Moderately improves current speed/reliability

↔ Needed to maintain current speed/reliability

– No impact on service speed/reliability

### *Safety and Security:*

This theme is evaluated using two metrics. The first is **Impact on Customer and/or Employee Safety** and the second is **Impact on System Security**. The first metric will consider the risk and exposure levels if a project addresses a safety issue. The second metric will consider the level of security enhancement the project makes and if the impacted location has a history of security incidents.

The measures for **Impact on Customer / Employee Safety** are:

↑↑ Project directly provides safety benefit/improvement

↑ Project indirectly provides safety benefit/improvement

↔ Project maintains current safety levels

– Project has no impact on safety

The measures for **Impact on System Security** are:

↑↑ Project implements new security protection and/or prevention

↑ Project enhances existing security level

↔ Project maintains or replaces existing level of security

– Project has no impact on security

### *State of Good Repair:*

This theme is evaluated using two metrics, **Asset Condition** and **Vehicle Useful Life**. Asset condition will be measured using ratings from the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) on projects where it is applicable. For Vehicles Useful Life, vehicle ages will be compared with Service Board useful life benchmarks.

The measures for **Asset Condition** are:

- Asset(s) Rated below 2
- Asset(s) Rated 2-3
- Asset(s) Rated above 3
- – Project does not have an asset rating

The measures for **Vehicle Useful Life** are:

- Over 2 years past useful life
- 0-2 years past useful life
- Not exceeding useful life
- – Asset is not a vehicle with a useful life

### *Climate Impact:*

This theme is evaluated using two metrics, **Environmental Protection Impact and Climate Agency Operating Impacts**. The first metric considers impacts such as, electrification/decarbonization, constructing green facilities, promoting energy efficiencies, Reduction of pollution (noise, air, light), addressing environmental contaminants, Community health, and Employee health and safety. The second measure addresses efforts to reduce greenhouse gas (GHG) emissions generated from transit operations, including transitioning to near-zero-emissions vehicles.

The measures for **Environmental Protection Impact** are:

- ↑↑ Directly supports significant increases to environmental protection, mitigation or restoration
- ↑ Directly or indirectly supports moderate increases to environmental protection or mitigation
- ↔ Maintains existing environmental protection benefits (does not increase existing benefits)
- – Project does not affect environmental protection

The measures for **Climate Agency Operating Impacts** are:

- ↓↓ Directly supports significant reduction/zero GHG emissions from transit agency operations
- ↓ Supports moderate reductions or offsets to GHG emissions from transit agency operations
- ↔ No reduction of GHG emissions from transit agency operations
- – Project does not affect GHG emissions

### *Improving Physical Access (Accessibility):*

This theme is evaluated using two metrics. **Accessibility Improvements for Transit Vehicles and Accessibility Improvements for Stops and Passenger and Staff Facilities**. These metrics focus on improvements to existing assets to make them partially or fully accessible.

The measures for **Accessibility Improvements for Transit Vehicles** are:

- ↑↑ Makes vehicles fully accessible
- ↑ Improves current vehicle accessibility
- ↔ Maintains current vehicle accessibility
- – Project has no impact on vehicle accessibility or not a transit vehicle project

The measures for **Accessibility Improvements for Transit Facilities** are:

- ↑↑ Makes transit facility fully accessible
- ↑ Improves current transit facility accessibility
- ↔ Maintains current transit facility accessibility
- – Project has no impact on transit facility accessibility or not a transit facility project

### *Regulatory Requirements:*

This theme is evaluated based on the metric: **Regulatory Requirements**. The Service Board will provide which requirements are met.

The measures for **Regulatory Requirements** are:

- ✓ Yes
- ✕ No

### *Operating Cost:*

This theme is evaluated based on the metric **Impact on Operating Costs**.

The measures for impact on operating cost are:

↓↓ Significant Decrease (>=10%)

↓ Minor Decrease (<10%)

↔ No change / increase

– Not applicable or unsure

### *Ridership:*

This theme is evaluated using the metric **Ridership/Mode Shift Impacts**. This metric focuses on projects that will directly improve access, speed, ease of use or customer experience.

The measures for **Ridership/Mode Shift Impacts** are:

↑↑ Significantly improves transit ridership

↑ Moderately improves transit ridership

↔ Maintains assets necessary for transit ridership

– Project has no impact on transit ridership

### *Service Standards:*

This theme is evaluated using the metric **Impact on Service Standards**. This metric focuses on eight service standards that have been identified by NITA Act legislation: travel time and on-time performance, equipment failure rates, service productivity, employee and customer safety, crowding (frequency and capacity), cleanliness (both vehicles and facilities), customer satisfaction and ridership

The measures for **Impact on Service Standards** are:

↑↑ Significantly improves: Positively impacts 4 or more service standards

↑ Moderately improves: Positively impacts 2-3 service standards

↔ Maintains or minor improvements: Positively impacts 0-1 service standard

– No impact: Does not impact any service standards

Appendix F includes how each project in the capital program has been evaluated and includes details about how the region is doing in meeting the wide-ranging goals laid out for the system.

# Capital Funding Goals Evaluation

Each capital project is evaluated based on the key regional goals it meets (up to 2 can be selected):

**State of Good Repair**: Maintenance, replacement, and rehabilitation projects designed to bring the system's assets to a level at least equal to that called for in their design specifications.

**All Stations Accessibility**: Projects designed to make all rail stations throughout the system fully accessible.

**Transition to Zero Emissions**: Projects that purchase zero-emission vehicles or make zero-emission fleets possible.

**Expansions/Upgrades**: Expansions such as new lines or stations and upgrades such as new technology, upgraded customer amenities at stations etc.

**Other Needs**: Required projects that do not fit within the other goals.

The project evaluations use this lens to look at how state of good repair expenditures compare with other key regional priorities based on the constrained funding available.

### Priority Projects Analysis

In addition to the above evaluation measures, NITA will continue to report on priority projects, which are a set of core capital initiatives largely focused on bringing the regional transit system toward a state of good repair, as well as advancing limited expansions. This list is updated each year during the capital programming process.

In describing the capital program through the lens of priority projects, NITA and the Service Boards provide transparency around how many projects there are and how much funding is needed to advance each of these specific priorities.

# Capital Funding Sources

The region relies on federal grants, state funds, and NITA bonds to fund capital projects. Below is an overview of the key sources:

### Federal Formula

Federal formula funding is allocated annually to the Service Boards through NITA using the Performance-Based Capital Allocation Process outlined above.

### 5307/5340 Urbanized Area

Eligible activities include planning, engineering, and investments related to facilities, rolling stock, and stations; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. All preventive maintenance and some ADA complementary paratransit service costs are eligible capital costs. Funding is available to all Service Boards.

### 5337 State of Good Repair

Eligible activities include capital projects that provide for a state of good repair for fixed guideway or high intensity motorbus system assets. This includes projects that maintain, replace, and rehabilitate rolling stock, track, equipment and structure, signal and communication, power generation, stations and terminals, security, and maintenance facilities. Funding is available to CTA and Metra.

### 5339 Bus and Bus Facilities

Eligible activities include the replacement, rehabilitation, and purchase of buses, vans, and related equipment, as well as the construction of bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is available to CTA and Pace.

In addition, there are federal formula funds that are allocated via the local Metropolitan Planning Organization (MPO), CMAP. These include:

### Carbon Reduction Program (CRP)

CRP funds a wide range of projects designed to reduce carbon dioxide emissions from on-road highway sources. Eligible activities include constructing Bus Rapid Transit corridors, purchasing Zero-emission transit vehicles, replacing or retrofitting of diesel fleets, and associated charging or fueling facilities.

### Congestion Mitigation and Air Quality Improvement (CMAQ)

CMAQ funds transportation projects that reduce traffic congestion and improve air quality in nonattainment and maintenance areas to help meet the requirements of the Clean Air Act. Eligible activities include the purchase of diesel replacements, or medium- and heavy-duty zero emission vehicles and related charging equipment.

### PAYGO Motor Fuel Tax (MFT)

PAYGO is a state funding source that uses revenue from the Motor Fuel Tax to fund capital investments in public transportation. PAYGO funding was established as part of the Rebuild Illinois capital bill. Like Federal Formula funding, NITA distributes PAYGO funds to the Service Boards using a performance-based capital allocation process.

### PAYGO Interest (INT)

Under the NITA Act, 90% of the annual interest earned on the state's Road Fund and State Construction Account balances will be allocated to NITA for capital projects. The state estimates these accounts will generate approximately $180 million in annual capital funding for the NITA region. Annual allocations will vary based on account balances and interest rates.

### State Bonds

The state provides bond funds when new state capital programs are enacted. The state has enacted a new capital program on average every 10 years. The 2019 Rebuild Illinois program provided the regional system with $2.6 billion in

bond funding, which was programmed in 2020 and 2021 and continues to be expended on projects throughout the region.

### NITA Bonds

Under the NITA Act, NITA maintains the authority to issue general obligation bonds to provide capital funding. NITA has no debt limit. NITA does not have any plans for new bond issuances in the 2027-2031 timeframe.

### Service Board Bonds

Under the NITA Act, the Service Boards cannot issue bonds for new Projects. CTA has an exemption to continue to issue bonds for the Red Purple Modernization Project and Red Line Extension, two projects for which the agency already holds full-funding grant agreements with the federal government.

### Local Sources

The region's six counties and many local municipalities support capital projects through local grant programs, by providing local match funds, and by creating Tax Increment Financing (TIF) districts as allowed through the TIF Act (65 ILCS 5/Art. 11 Div. 74.4). For example, McHenry County is providing local match funds for the new Metra Woodstock rail yard and CTA is partially funding the Red Line Extension with revenue generated from a Transit TIF.

### Federal Discretionary

Federal discretionary funding is made available on a competitive basis. In each Federal Transportation Bill, grant opportunities are established, and funding levels are set annually. The Service Boards have secured substantial competitive federal grants to fund major capital improvement projects including:

### Bus and Bus Facilities, 5339(b)

Funds are through the Grants for Buses and Bus Facilities Program to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities.

### Low or No Emissions Program, 5339(c)

Funds are available through the Low or No Emission Program for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

### Capital Investment Grant (CIG)

CIG funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity.

### Rail Vehicle Replacement Program

Funds are for the replacement of rail rolling stock, defined as revenue service, passenger carrying vehicles, or propulsion (locomotives) vehicles necessary for the provision of rail public transportation. The current federal continuing

resolution does not fund this program, but APTA and the region are lobbying for this funding to continue in the next surface transportation bill.

### All Stations Accessibility Program (ASAP)

Eligible activities are capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131). Funds can be used for the repair, improvement, modification, retrofit, or relocation of infrastructure to make all public areas of the station accessible to people with disabilities. The current federal continuing resolution does not fund this program, but APTA and the region are lobbying for this funding to continue in the next surface transportation bill.

### Community Project Funding (CPF) / Congressionally Directed Spending (CDS)

Referred to as earmarks, CPF/CDS are one-time funds for projects sponsored by members of Congress for specific local projects in their district or state. Funding for earmarks is included in the annual federal appropriations bills.

# Allocation of Capital Funds

### Performance-Based Programming of Capital Funds

NITA and the Service Boards have also continued to partner to make funding allocations more transparent. A Performance-Based Capital Allocation method was approved at the July 2021 meeting of the former RTA Board of Directors, which is used to allocate state PAYGO funds and federal formula funds. The goal in implementing performance-based allocations is to use a data-driven approach to distribute funds based on three key principles.

The first principle is to address capital reinvestment needs. To that end, the region uses the 20-year state of good repair metric to determine the baseline allocation of funds. This measure estimates the amount of funding each Service Board would need to reach a state of good repair for all assets within 20 years. The proportion of need makes up the initial funding split.

The 20-year state of good repair need is determined by the Strategic Asset Management (SAM) working group, which includes both Service Board and NITA staff. The group is tasked with regularly updating the needs assessment with new data to reflect investments that have been made.

The needs-based allocation was initially calculated in 2020 and has seen updates in 2022 and again in 2025. There was no update to the 20-year state of good repair need in 2026. To reduce uncertainty, once the allocation percentage for a specific year is set, NITA does not adjust it; for example, the 2025 allocation percentages were set during the 2021-2025 budget using the original 2020 data. This year the 2031 allocation percentages are being set based on 2025 data. The 2022 allocation percentages apply to 2027, 2028, and 2029 funds and the

2025 allocation percentages apply to 2030 and 2031 and are shown in **Table 26**. The SAM working group continues to work alongside the Service Boards on updates to the 20-year state of good repair need with a new update planned for 2027.

**Table 26. State of Good Repair Needs-Based Allocation Shares, 2027-2031**

| | 2027, 2028 & 2029 | 2030 & 2031 |
|---|---|---|
| CTA | 59.7% | 58.7% |
| Metra | 33.2% | 34.9% |
| Pace | 7.1% | 6.4% |

The second principle is to incentivize faster completion of projects. Fifty percent of state PAYGO and federal formula funds are allocated based on the 20-year state of good repair needs percentages and then are incremented based on two measures, average age of funds (which has a goal to be under 2.5 years old) and percent of funds spent (with a goal of spending at least 20% of available funds annually); both metrics are built on a three-year average. Service Boards that meet the performance measures have no change to their available funding.

NITA allows adjustments and exceptions to the calculation of the two performance measures. The following funds are exempted from the calculation: up to 25% of annual State PAYGO funds that are programmed for Federal Discretionary Grant matches. In addition, the following adjustments to the start date of a project are allowed when the delay exceeds 90 days: permitting/National Environmental Policy Act (NEPA)/other entity approvals, vendor delays, concurrence delays, and land acquisition delays.

The adjustments and exemptions allow Service Boards to reduce withheld funds by documenting that they were able to leverage state funds to bring additional discretionary awards to the region and ensure that Service Boards are not being penalized for specific delays in project implementation that are outside of their control.

If a measure is not met, after adjustments and exemptions, then funds are incrementally set aside for future reallocation. **Table 27** shows the average age of funds calculation and **Table 28** shows the percent of funds spent calculation.

**Table 27. Average Age of Capital Funds by Service Board (Years)**

| | 2023 | 2024 | 2025 | 3-year Average |
|---|---|---|---|---|
| CTA | 2.07 | 2.42 | 2.67 | 2.39 |
| Metra | 2.32 | 2.83 | 2.99 | 2.71 |
| Pace | 2.32 | 2.74 | 3.07 | 2.71 |

**Table 28. Percentage of Capital Funds Spent by Service Board**

| | 2023 | 2024 | 2025 | 3-year Average |
|---|---|---|---|---|
| CTA With Debt Payments | 29.97% | 31.47% | 28.47% | 29.91% |
| CTA Without Debt Payments | 23.67% | 24.54% | 20.43% | 22.88% |
| Metra | 14.98% | 18.90% | 18.41% | 17.43% |
| Pace | 9.20% | 5.47% | 11.60% | 8.75% |

For program years 2027-2029, NITA did not implement the withholdings. For 2030 and 2031, withholdings have begun and are detailed in **Table 29**. Funds are held in the NITA portion of the capital program for redistribution based on NITA board input.

**Table 29. Capital Funding Withholdings by Service Board, 2030-2031 (Dollars)**

| | 2030 Withholding Amount | 2031 Withholding Amount |
|---|---|---|
| CTA | $0 | $0 |
| Metra | $10,060,003 | $10,176,019 |
| Pace | $4,485,448 | $6,059,583 |
| **Total** | $14,545,451 | $16,235,602 |

The final part of the performance-based capital allocation is to advance policy priorities by programming projects that meet specified regional priorities. For 2027-2029, the priorities are equity and accessibility improvements. For 2030, the priorities are reducing operating costs and shifting towards zero-emissions. The region must program at least 20% of the 2027-2030 federal formula and PAYGO funds to projects that meet at least one of the regional goals outlined for each year. Projects meeting these requirements in 2027 are outlined in each service board's capital section.

### Project Selection Based Allocation

For the new $270 million in PAYGO INT funding available from 2026 and 2027, rather than distributing funding via performance-based programming, staff proposed to use a call for projects for the Service Boards to recommend projects that would address four priorities:

1. The ability to deliver projects quickly to improve the rider's experience.
2. Addressing the backlog of state of good repair projects
3. Funding NITA legislative mandates
4. Providing improvements to rider and employee experience in the following key areas:

Places to Wait for Transit (Stops, Stations); Transit (i.e., vehicles, fares, infrastructure); Rider Information (i.e., IT, maps, signage); Frontline Employee Improvements (i.e., restrooms, breakrooms, bus shields); Safety & Security; Interagency Hubs (i.e., improvements to transfers)

A total of 37 candidate projects were submitted with a total funding request of over $900 million, significantly higher than the available funds.

To advance the project selection process, NITA engaged the transition consultants (Boston Consulting Group or BCG) to develop a scoring rubric to be used in determining which projects would be selected. The scoring system that was developed focused on five key areas:

1. Speed of project delivery (0-5 points)
2. State of good repair (0-3 points)
3. NITA Mandate and project innovativeness (0-4 points)
4. Impact on seven key rider and employee areas, plus regional integration (0-5 points)
5. Funding effectiveness in delivering projects (0-3 points)

The rubric included a maximum of 20 points per project with the candidate projects scoring between 5 and 14 points.

During the development process, NITA staff provided feedback and suggested adjustments to the proposed scoring system as well as reviewed project scoring to ensure accuracy. Along the way, results were shared with key stakeholders including IDOT, CMAP, and senior staff at NITA.

# 2027-2031 Regional Capital Program

The NITA regional capital program brings together capital projects that benefit the entire six-county region. From CTA's All Stations Accessibility Program projects and the Red Line Extension to Metra's zero-emission trainsets and Van Buren Street Station rehabilitation, to Pace's Cermak 22nd Street Pulse line and the new Northwest Garage, the region's transit system is improving for riders and frontline employees. The funded capital projects will provide for speedier rides, cleaner regional air quality, better operator facilities, and better access to transit throughout the region. NITA delivers on providing a regional program that improves state of good repair of the system while providing enhancements that make the regional system more rider- and worker-friendly.

**Regional Capital Assets**

The graphic below shows a high-level overview of regional capital assets. With the large number of ever aging assets supporting the transit system, robust funding is needed to maintain a state of good repair and accomplish the other lofty goals set out in the NITA Act.

To keep up with state of good repair needs on average the region should be replacing over 200 buses and 65 rail cars yearly as well as updating 8-10 stations on an annual basis. In addition, to meet the goal of achieving accessibility at all stations, there are 85 stations that need to be made accessible as well as an additional 10 stations that need to have additional features added to be made fully accessible. Furthermore, as the region transitions to zero-emissions, just 2% of buses are electric and all 20 garages need additional investments to support electric buses.

**Table 30. Regional Transit Capital Asset Inventory**

| | |
|---|---|
| Rail Cars | 2,675 |
| Locomotives | 193 |
| Total Buses | 2,844 |
| Diesel/Hybrid Buses | 2,698 |
| CNG Buses | 94 |
| Electric Buses | 52 |
| Rail Stations | 390 |
| Fully Accessible Stations | 305 |
| Partially Accessible Stations | 10 |
| Bus Passenger Facilities | 8 |
| Railyards | 36 |
| Bus Garages | 17 |
| Bridges | 1,041 |
| Grade Crossings | 600 |
| Power Substations | 81 |
| Miles of Track | 1,384 |

### 2027-2031 Capital Funding by Source

The 2027-2031 Regional Capital Program includes $9.73 billion in funding. After accounting for CTA debt-service payments, the region has $8.77 billion for capital projects in the five-year program. **Table 31** shows the breakdown of funding sources by Service Board.

**Table 31. 2027-2031 Regional Capital Program Funding by Agency and Source (Dollars in Millions)**

| | CTA | Metra | Pace | NITA | Total | Total % |
|---|---|---|---|---|---|---|
| **Funding Sources** | | | | | | |
| Federal Formula | 2,335 | 1,335 | 268 | 0 | 3,938 | 40% |
| Federal Discretionary | 704 | 192 | 0 | 0 | 896 | 9% |
| PAYGO MFT | 945 | 542 | 107 | 41 | 1,635 | 17% |
| PAYGO INT | 153 | 79 | 29 | 730 | 990 | 10% |
| NITA | 19 | 16 | 5 | 0 | 40 | 0.4% |
| Chicago Tax Increment Financing (TIF) | 759 | 0 | 0 | 0 | 759 | 8% |
| **Sub-Total Non-Bond Funds** | **4,915** | **2,163** | **410** | **761** | **8,258** | 85% |
| CTA Bond Proceeds | 1,473 | 0 | 0 | 0 | 1,473 | 15% |
| **Sub-Total Bond Funds** | **1,473** | **0** | **0** | **0** | **1,473** | 15% |
| **Total Capital Funding** | **6,387** | **2,163** | **410** | **761** | **9,730** | |
| Debt Service | -948 | 0 | 0 | 0 | -948 | |
| **Total Capital Funding Available** | **5,439** | **2,163** | **410** | **761** | **8,782** | |

The $9.73 billion in funding is 4.9% more than the 2026-2030 Capital Program adopted in December 2025. The capital program increased because of the new PAYGO INT funding from the state that represents 10% of the entire program. On the other hand, a large portion of the initial Red Line Extension (RLE) federal discretionary funding was included in 2025 and 2026, which reduced the growth of the program. Other changes to the budgeted amount are due to continued uncertainty about anticipated federal allocations. The budget makes a conservative estimate of expected future funds, with 1% growth estimated for 2028-2031 and no growth in 2027. Between 2022 and 2026, regional Federal Formula fund allocations grew slowly, averaging an increase of less than 1% per year. The lower growth in federal funding is offset by an increase in state PAYGO MFT funds, which are estimated at $300 million per year in 2027 and includes a 2.5% annual growth estimate for 2028-2031. Because PAYGO MFT funding is tied to inflation, that funding source has grown by over 55% in the first six years even as motor fuel sales have remained stagnant.

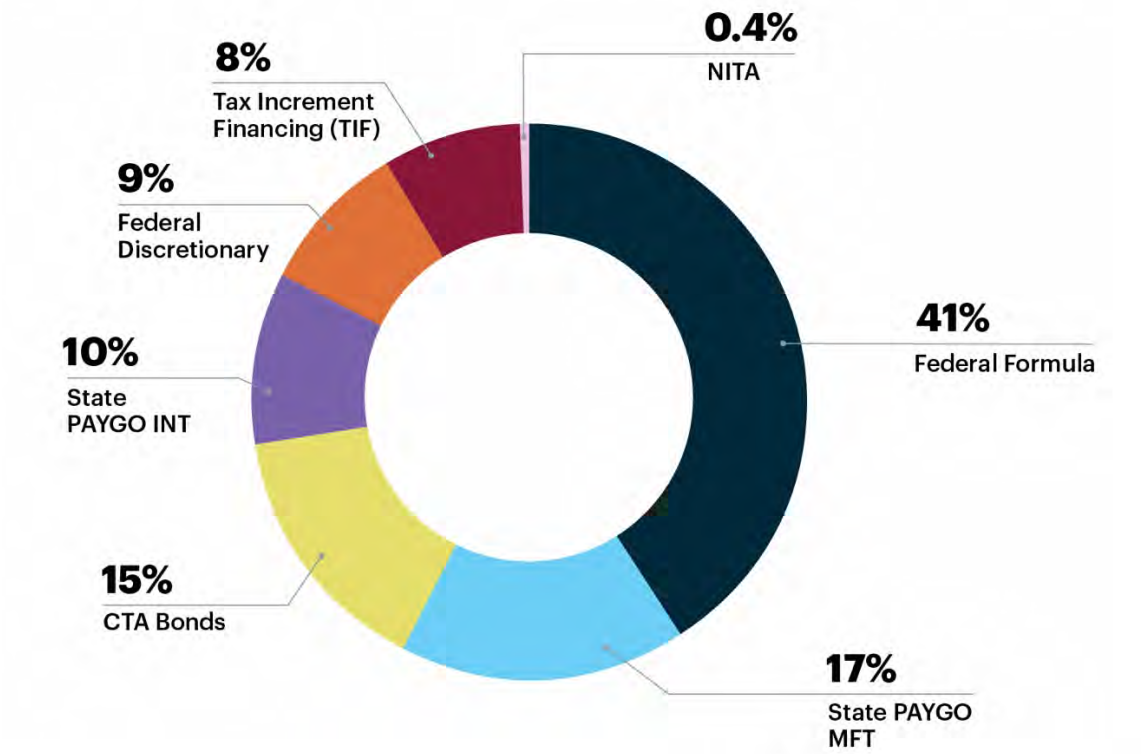
Federal formula and federal discretionary funds continue to be separated in the budget as discretionary funds remain an important and distinct part of the program. The region continues to compete for many of the discretionary opportunities that include funds for bus replacement, large regionally significant projects, accessibility, and many other categories. Additional awards will be presented in the capital program amendments as they are awarded. Almost $900 million in anticipated discretionary awards are being included in the program.

NITA is closely monitoring federal reauthorization as many of the discretionary programs that were included in the last authorization have not been included in early proposals for this round of funding. The region will continue to advocate for these pools of funding to be made available to support key state of good repair needs as well as accessibility improvements and transitioning to zero-emissions.

For the 2027-2031 program, state PAYGO MFT estimates are increased to $1.6 billion, increasing over 14% compared to the 2026-2030 estimate of available funds. Motor fuel tax results have continued to outperform estimates, allowing for an upward revision in the amount expected to be available from a key state capital funding source. The state has provided additional capital funding, from Road and Construction Funds interest, PAYGO INT. These funds were estimated by the state to net the region $180 million a year. The 2027 allocation included funds from the second half of 2026 making $270 million available in the first year of the program and $990 million available in the 5-year program. The state had also included bond funds as part of the 2020-2024 Rebuild Illinois program, and these funds were fully programmed and granted in 2020 and 2021. NITA has continued to work with the state to seek additional capital funding opportunities, including beginning the discussion of the state's next bond program to supplement PAYGO dollars.

**Figure 36** shows the detailed funding source split of the 2027-2031 Capital Program. The program is comprised of 50% federal funds, 27% state funds and 23% NITA and local funds.

**Figure 36. 2027-2031 Regional Capital Program Funding by Source: $9.73 Billion**



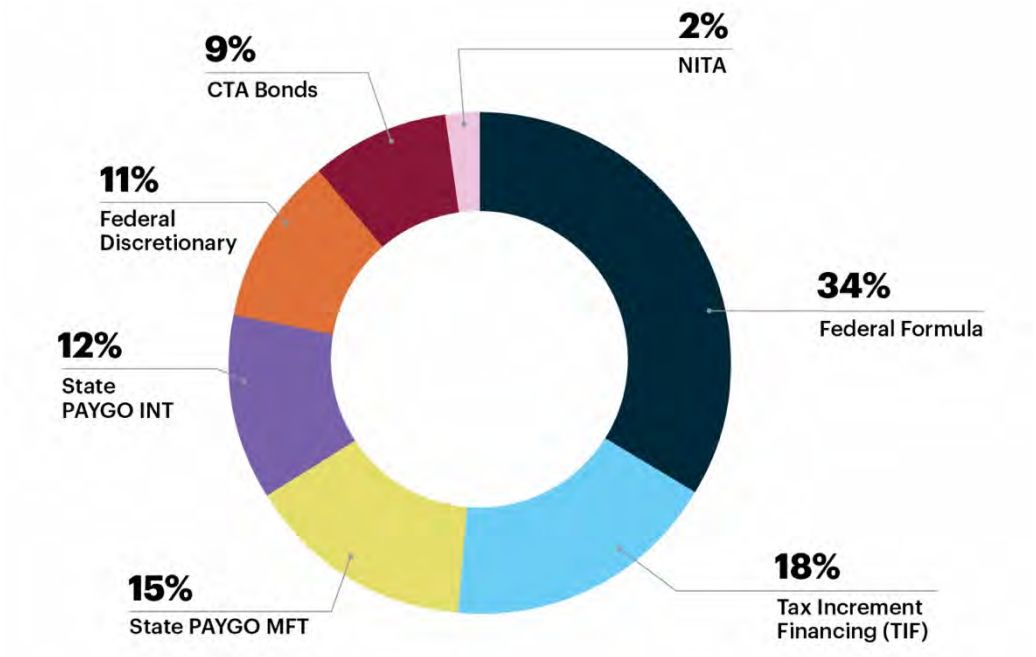
## 2027 Annual Capital Program Funding

For 2027, the total regional funds are $2.28 billion. After deducting $216 million of CTA debt service payments on previously issued bonds, an estimated amount of $2.07 billion is available for the year. **Table 32** and **Figure 37** show the detailed split of funds by Service Board and funding source for 2027.

**Table 32. 2027 Regional Capital Program Funding by Agency and Source (Dollars in Millions)**

| | CTA | Metra | Pace | NITA | Total | Total % |
|---|---|---|---|---|---|---|
| **Funding Sources** | | | | | | |
| Federal Formula | 461 | 256 | 55 | 0 | 772 | 34% |
| Federal Discretionary | 205 | 46 | 0 | 0 | 251 | 11% |
| PAYGO MFT | 189 | 127 | 32 | 0 | 348 | 15% |
| PAYGO INT | 153 | 79 | 29 | 10 | 270 | 12% |
| NITA | 19 | 16 | 5 | 0 | 40 | 2% |
| Chicago Tax Increment Financing (TIF) | 402 | 0 | 0 | 0 | 402 | 18% |
| **Sub-Total Non-Bond Funds** | **1,427** | **524** | **120** | **10** | **2,084** | 91% |
| CTA Bond Proceeds | 200 | 0 | 0 | 0 | 200 | 9% |
| **Sub-Total Bond Funds** | **200** | **0** | **0** | **0** | **200** | 9% |
| **Total Capital Funding** | **1,630** | **524** | **120** | **10** | **2,284** | |
| Debt Service | -216 | 0 | 0 | 0 | -216 | |
| **Total Capital Funding Available** | **1,414** | **524** | **120** | **10** | **2,068** | |

**Figure 37. 2027 Regional Capital Program Funding by Source: $2.28 Billion**




# NITA Regional Capital Evaluations

NITA evaluated all capital projects in the 2027-2031 capital program using 18 metrics, as required by statute. Detailed evaluations of each project can be found in Appendix F.

These metrics are based on available funding after payment of debt service. Debt service, $948 million, is not evaluated because these funds paid for capital projects that would have been evaluated in previous programs. Further, the $31 million of PAYGO MFT withheld based on performance-based programming and the $720 million in PAYGO INT is not included in these calculations as these funds have not been allocated to specific projects. The total funding being evaluated is $8.02 billion.

**Table 33** shows all 18-evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 50% of funds significantly improve access to key destinations. Illustrative projects are included in the Service Board sections of the report.

**Table 33. Regional Capital Project Evaluation Results**

| Metric | Measurements | | |
|---|---|---|---|
| **Access to Key Destinations** | ↑↑ | Significantly improves access | 50% |
| | ↑ | Moderately improves access | 6% |
| | ↔ | Maintains access | 33% |
| | – | Not applicable | 12% |

| Metric | Measurements | | |
|---|---|---|---|
| **Racial Equity and Mobility Justice** | ↑↑ | In an economically disconnected AND disinvested area | 47% |
| | ↑ | In an economically disconnected OR disinvested area | 3% |
| | ↔ | NOT in an economically disconnected or disinvested area | 5% |
| | – | Not location specific/benefits entire service area | 45% |
| **Benefit to Riders** | ↑↑ | Significant benefit | 73% |
| | ↑ | Moderate benefit | 10% |
| | ↔ | Maintains current benefit | 9% |
| | – | Project does not impact customers | 9% |
| **Capacity Benefit and Need** | ↑↑ | Increases capacity where utilization is near capacity | 49% |
| | ↑ | Increases capacity where utilization is not near capacity | 1% |
| | ↔ | Maintains original capacity | 37% |
| | – | Not related to capacity | 13% |
| **Economic Impact** | ↑↑↑ | Large economic impact | 51% |
| | ↑↑ | Moderate economic impact | 9% |
| | ↑ | Small economic impact | 9% |
| | – | No economic development impact | 31% |
| **Impact on Service Speed and Reliability** | ↑↑ | Significantly improves speed/reliability | 24% |
| | ↑ | Moderately improves speed/reliability | 5% |
| | ↔ | Maintains speed/reliability | 13% |
| | – | No impact on speed/reliability | 58% |
| **Impact on Customer/ Employee Safety** | ↑↑ | Directly provides safety benefit/improvement | 4% |
| | ↑ | Indirectly provides safety benefit/improvement | 79% |
| | ↔ | Maintains safety levels | 12% |
| | – | No impact on safety | 4% |

| Metric | Measurements | | |
|---|---|---|---|
| **Impact on System Security** | ↑↑ | Implements new security protection/prevention | 7% |
| | ↑ | Enhances existing security level | 24% |
| | ↔ | Maintains or replaces existing level of security | 4% |
| | – | Does not impact security | 65% |
| **Asset Conditions** | ⚙ | Rated below 2 for FTA's Transit Economic Requirements Model (TERM) | 10% |
| | ⚙ | Rated between 2 and 3 for TERM | 10% |
| | ⚙ | Rated above 3 for TERM | 1% |
| | – | Does not have an asset rating | 78% |
| **Vehicle Useful Life** | ⚙ | Over 2 years past useful life | 9% |
| | ⚙ | Between 0-2 years past useful life | 15% |
| | ⚙ | Not exceeding useful life | 3% |
| | – | Is not a vehicle with a useful life | 73% |
| **Ridership/ Mode Shift** | ↑↑ | Significantly improves transit ridership | 58% |
| | ↑ | Moderately improves transit ridership | 20% |
| | ↔ | Maintains asset necessary for transit ridership | 14% |
| | – | Project has no impact on transit ridership | 8% |
| **Environmental Protection Impacts** | ↑↑ | Directly supports significant increases in environmental protection, mitigation or restoration | 48% |
| | ↑ | Directly or indirectly supports moderate increases to environmental protection or mitigation | 14% |
| | ↔ | Maintains existing environmental protection benefits (does not increase existing benefits) | 15% |
| | – | Project does not affect environmental protection | 23% |

| Metric | Measurements | | |
|---|---|---|---|
| **Climate Agency Operating Impacts** | ↓↓ | Directly supports significant reduction/zero GHG emissions | 53% |
| | ↓ | Supports moderate reductions or offsets to GHG emissions | 13% |
| | ↔ | No reduction of GHG emissions | 6% |
| **Accessibility Improvements for Transit Vehicles** | – | Project does not impact GHG emissions | 29% |
| | ↑↑ | Makes vehicles fully accessible | 9% |
| | ↑ | Improves current vehicle accessibility | 0% |
| | ↔ | Maintains current levels of accessibility for vehicles | 14% |
| | – | Project is not related to accessibility | 76% |
| **Accessibility Improvements for Stops and Passenger and Staff Facilities** | ↑↑ | Makes transit facility fully accessible | 46% |
| | ↑ | Improves current transit facility accessibility | 4% |
| | ↔ | Maintains current transit facility accessibility | 2% |
| | – | Project has no impact on transit facility accessibility or not a transit facility project | 48% |
| **Regulatory Requirements** | ✓ | Yes, fulfills regulatory requirements | 31% |
| | ✕ | No, is not a project that fulfills specific regulatory requirements | 69% |
| **Impact on Operating Cost** | ↓↓ | Significant Decrease (>=10%) | 25% |
| | ↓ | Minor Decrease (<10%) | 11% |
| | ↔ | No change / increase | 61% |
| | – | Not applicable | 3% |
| **Impact on Service Standards** | ↑↑ | Significantly improves: Positively impacts 4 or more service standards | 77% |

| Metric | Measurements | | |
|---|---|---|---|
| | ↑ | Moderately improves: Positively impacts 2-3 service standards | 15% |
| | ↔ | Maintains or minor improvements: Positively impacts 0-1 service standard | 5% |
| | – | No impact: Does not impact any service standards | 3% |

### Capital Funding Goals

Capital funding in the region is dedicated to four major types of projects:



**State of Good Repair**



**Transition to Zero Emissions**



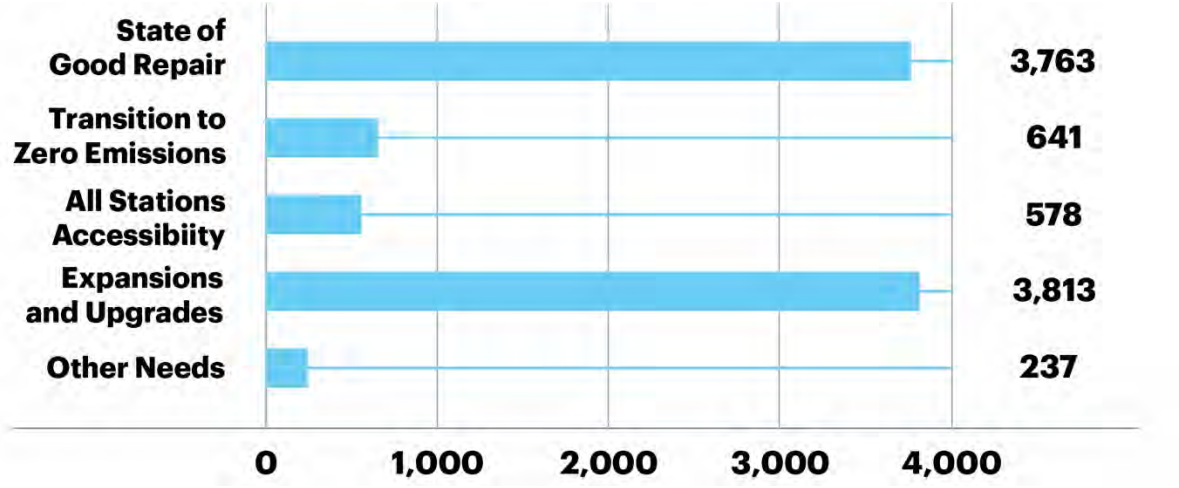
**All Stations Accessibility**



**Expansions and Upgrades**

For this budget, we have categorized all projects, excluding debt service, based on the four primary types of capital projects listed above. Each project can have a primary goal as well as a secondary goal. For example, a station refresh project might also make the station fully accessible, so it would be categorized in both. In addition, projects that do not fall into one of the categories are included in other need, which might include projects such as administrative and support activities. **Figure 38** shows the total dollars being invested in each of the goals. Because 44 out of the region's 202 projects are categorized with multiple goals, the total available funding is $8.95 billion which means that $935 million in projects are classified in two categories. This analysis does not include the PAYGO funds held by NITA for future distribution.

**Figure 38. 2027-2031 Regional Capital Funding by Goal (Dollars in Millions)**




### State of Good Repair

The region has an extensive rail network, some of which dates to the late 1800s, in addition to aging rolling stock and many bridges and facilities that need to be maintained. The 2027-2031 program contributes $3.76 billion towards state of good repair. 152 out of the 202 projects in the program focus on State of Good Repair. Some of the key state of good repair projects include:

CTA: Rail Car Purchases - CTA plans to purchase 7000 and 9000 series rail cars to completely replace older 2600 and 3200 rail cars that have reached the end of their useful life. **$436 million**

Metra: Station Rehabilitations and Improvements - Metra is working to improve stations throughout the system, from downtown stations such as Union Station and Van Buren Street to local stations across the six-county region, including University Park in Will County, Elmhurst in DuPage County, and Deerfield in Lake County. **$379 million**

Pace: Bus and revenue vehicle purchases - Pace has planned replacement purchases for all types of revenue vehicles from standard buses, to coach buses for express services to paratransit and community vehicles. These will be distributed throughout the six-county region. **$249 million**

### Transition to Zero-Emissions

The NITA Act mandates a transition to zero-emission buses, and the Service Boards have laid out an ambitious plan to have a zero-emission bus fleet by 2040. This entails significant costs — estimated at more than $3 billion alone to electrify the current aging CTA and Pace fleet in addition to the multibillion-dollar need to provide bus charging at garages and along routes. In addition, Metra is investing in new technologies to provide zero-emission service along its corridors, and the region is looking at reduced and zero-emission options when purchasing non-revenue vehicles.

The 2027-2031 program contributes $641 million towards the goal of transitioning to zero emissions. The analysis shows that there are 12 projects contributing to this goal, but these projects are impactful in moving the region ahead.

CTA

103rd Bus Garage Electrification: CTA's 103rd garage will be the city's first fully electric garage, benefiting an area that historically has seen higher levels of pollution compared to other parts of the region. **$133 million**

Metra

Zero-Emission Trainsets: Metra is planning to use new battery-powered trainsets to offer regional rail service on the Rock Island Line as mandated by the NITA Act. Battery-powered trainsets accelerate faster and allow for more frequent service. **$125 million**

Pace

River Division Construction: Pace is reconstructing the River Division Garage, which serves Kane and McHenry County, to accommodate the next generation electric bus fleet. **$30 million**

### All Stations Accessibility

Moving the system towards full accessibility continues to be another regional goal. While all trains and buses are accessible, getting to the stations and bus stops remains a challenge. The region has set out to make all rail stations accessible and to work with communities to improve the accessibility of bus stops. CTA has laid out an extensive All Stations Accessibility Program to plan out full accessibility, and Metra has its own plans to bring the Metra system to full accessibility.

The 2027-2031 program contributes $578 million towards making all stations accessible. This is achieved through 19 projects included in the program.

CTA

All Stations Accessibility Program: CTA programmed funding to include Oak Park and Ridgeland on the Green Line, North/Clybourn on the Red Line and Cicero and Austin on the Blue Line **$224 million**

Metra

Accessibility Initiative: Metra has programmed funds around the system to improve accessibility including: 59th/60th University of Chicago Station in Chicago, Olympia Fields Station in south suburban Cook County, West Hinsdale Station in DuPage County, and Hubbard Woods Station in north suburban Cook County. **$92 million**

### Expansions and upgrades

NITA aims to improve the system for our riders and frontline workers by investing in expansions and upgrades when feasible. This goal includes new stations, line extensions, upgrades to customer and operator amenities, and more.

The program includes a selection of expansions and upgrades based on available funding, regional prioritization, and need. The 2027-2031 program includes $3.81 billion invested towards expansions and upgrades in 48 projects.

**CTA**

Red Line Extension: CTA is programming the remaining funding needed to complete the Red Line Extension to 130th St. This project will add four fully accessible stations and a new rail yard benefiting riders and frontline staff. The project is expected to be operational in 2030. **$3.3 billion**

**Metra**

Rock Island Regional Rail Improvements: Metra is taking the first steps towards improving the Rock Island Line to allow for more frequent regional rail service. **$53 million**

**Pace**

Pulse Cermak/22nd Street Line: Pace is planning to build a bus rapid transit line along Cermak and 22nd Street in Cook and DuPage counties to benefit riders with faster speed and better amenities. **$42 million**

# 10-year State of Good Repair Needs and Regional Improvement Priorities

The 10-year regional capital funding need is over $43 billion. The current 2027-2031 Capital Program only funds 22.6% of the total 10-year need and remains over 50% short of what is needed over a five-year period to adequately address the state of good repair backlog as well as provide for enhancements to the system. This indicates that the region needs to continue to develop sustainable funding streams to increase capital funding to maintain, build, and modernize the regional transit system.

Within the 10-year needs there are two distinct types of projects, state of good repair (maintaining the existing system) and expansion and upgrades, as well as administrative tasks that need to be funded.

Most of the need, over $31 billion, is for state of good repair projects that focus on repairing and replacing existing assets. This includes the following major categories:

- Revenue vehicle maintenance and replacements ($8.2 billion in need)
- Facilities and equipment renovations and replacements ($2.4 billion in need)
- Stations ($1.9 billion in need)
- The System (track, bridges, tunnels, signals) ($18.7 billion in need)

$3.7 billion of state of good repair need is funded in the 2027-2031 capital program.

Expansion and upgrades are another important part of the 10-year need and are integral to building an optimal system for the region. The 10-year needs for expansions and upgrades are over $9 billion. Key needs include:

- Red Line Extension ($3.3 billion in need, fully funded)
- Improvements to the system (track, bridges, tunnels, signals) ($3.0 billion in need)
- Accessibility Improvements ($1.3 billion in need)
- Electrification of facilities excluding vehicle replacements ($1.0 billion in need)
- Bus Improvements (BRT, TSP) ($0.7 billion in need)

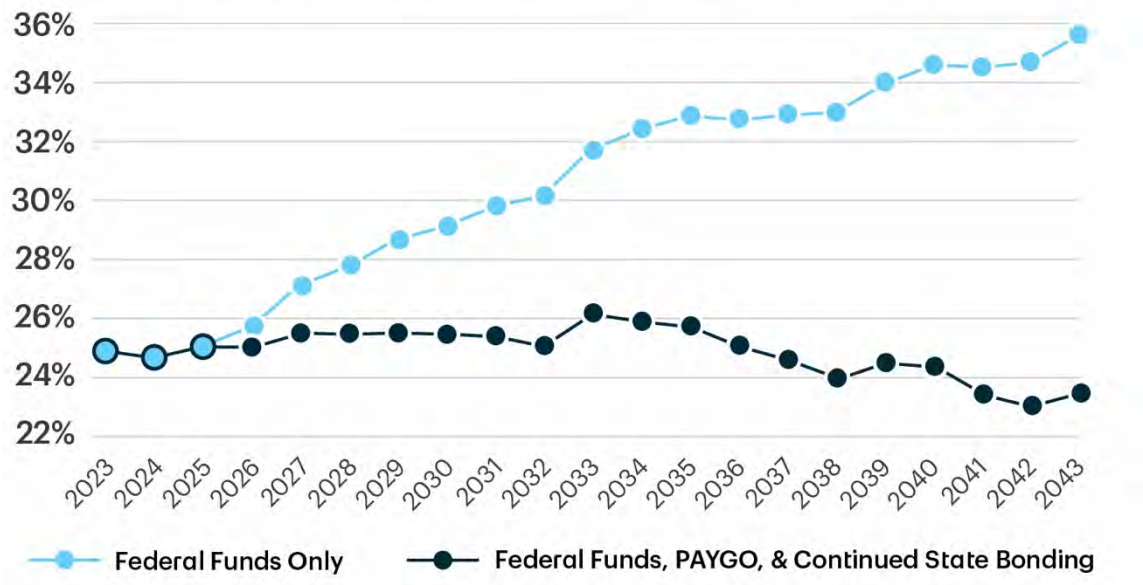
$3.8 billion of expansions and upgrades are funded in the 2027-2031 capital program.

In addition, there is approximately $3 billion in need for administrative items such as debt service and program management and administration. $1.2 billion in funding is included in the program for these types of projects.

### Long-Term Funding Need

Overall, the 2027-2031 Capital Program is primarily focused on addressing the region's state of good repair needs, increasing accessibility systemwide, making limited expansions and upgrades, and transitioning to zero-emissions. The capital investment in our region from Rebuild Illinois allowed real progress to be made improving our transit system, as the percentage of assets exceeding their useful lives decreased from 31% in 2016 to 25% in 2025. **Figure 39** shows the percentage of assets exceeding useful life at around 25% in 2025.

**Figure 39. Projected Share of Assets Beyond Useful Life by Funding Scenario**



With State support, as shown in the black line on the chart, the state of good repair backlog will continue to decrease, but more funding is needed to help clear the backlog. The additional funds from PAYGO INT included in the NITA Act are a good start, but regular bond issuances or other state support will be needed to continue lowering the state of good repair backlog. To bring our transit system into a full state of good repair (without accounting for any expansion), maintaining an average capital investment of around $4 billion per year is needed over the next 20 years, yet the five-year program averages less than $2 billion per year. NITA continues to lead Strategic Asset Management (SAM) activities for the region to consider the impacts of capital funding and the asset condition outlook beyond the timeframe covered in the capital program. NITA is currently working with the Service Boards to update the data and models used to estimate the impact of capital funding on the region. Meanwhile, capital funding continues to be insufficient to meet regional needs.

# Conclusion

In NITA's expanded role in capital programming for the region, NITA is empowered to develop a capital program that benefits the entire region, providing benefits to the riding public and frontline workers while delivering a more seamless transit experience between the three operating agencies. The 2027-2031 capital program injects $9.73 billion into key state of good repair projects as well as expansions and upgrades that benefit riders, transit workers, and the region.

# CTA Capital Program

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# CTA Capital Program

CTA's 2027-2031 Capital Program has $6.39 billion programmed for capital expenditures and debt service. CTA has a 10-year need of more than $26 billion for priority projects that include key initiatives such as the Blue Line Forest Park Branch rehab, Red Purple Modernization, bus fleet electrification, as well as state of good repair priorities including replacement of aging rail cars, and key track improvements. CTA's current capital program remains focused on the Red Line Extension (RLE), with more than 53% of funding being allocated to this project. Other funded projects focus on state of good repair and improving accessibility throughout the system.

## CTA Capital Assets

CTA's capital assets require ongoing maintenance, rehabilitation, and replacement, alongside investments in bus fleet electrification and station accessibility. The graphic summarizes assets supported by the capital program.

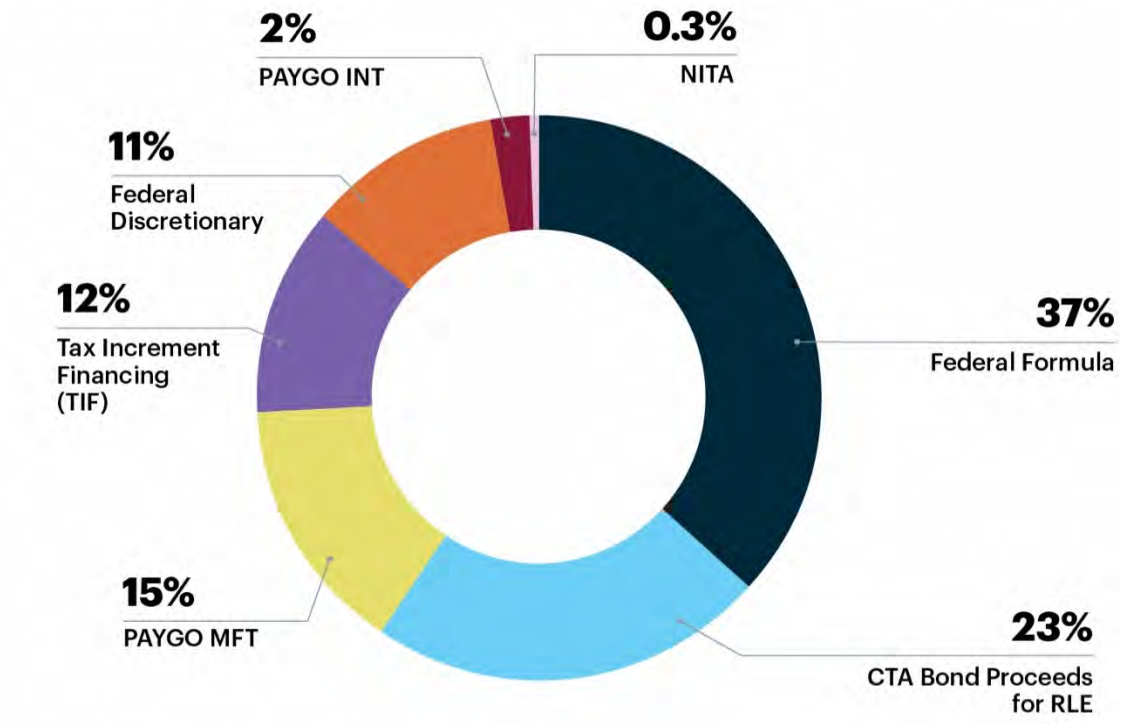
**Table 34. CTA Capital Asset Inventory**

| | | |
|---|---|---|
| | Rail Cars | 1,645 |
| | Total Buses | 2,198 |
| | Diesel/Hybrid Buses | 2,175 |
| | Electric Buses | 23 |
| | Rail Stations | 146 |
| | Fully Accessible Stations | 110 |
| | Railyards | 12 |
| | Bus Garages | 8 |
| | Bridges | 115 |
| | Grade Crossings | 34 |
| | Power Substations | 66 |
| | Miles of Track | 229 |

# CTA Capital Funding Sources

In CTA's $6.39 billion 2027-2031 Capital Program, funding comes from sources shown in **Figure 40**. Due to the Red Line Extension, a sizable percentage (35%) of CTA's funding comes from local sources, which include CTA Bonds and City of Chicago TIF funds. These funds provide a match to CTA's federal discretionary awards that amount to $704 million, of which $598 million is for the Red Line Extension and funding for the purchase of electric buses and related charging equipment.

**Figure 40. 2027-2031 CTA Capital Program Funding by Source: $6.39 Billion**



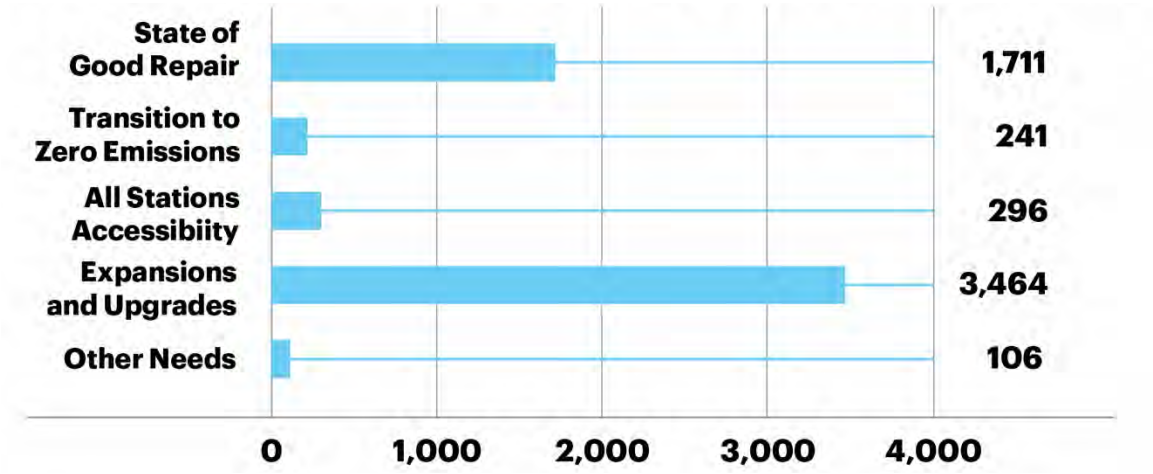

In the past CTA has funded large projects by issuing bonds. CTA uses federal formula funds to pay debt service. In the 2027-2031 capital program, CTA plans to use $948 million in federal formula funds to support debt service on existing bonds. In addition, the NITA Act centralizes bonding authority with NITA except for existing CTA projects: RPM and RLE. CTA includes an additional $1.5 billion in bonding in the current program to complete the RLE project. No additional bonding is planned for RPM.

# CTA Capital Funding Goals

CTA investments support the four regional capital goals shown below. Projects may contribute to two goals, so funding can appear in more than one category; category totals do not represent additional available funding. Projects outside these goals are classified as other needs.

For example, Bus Garage Electrification — 103rd Garage falls into both Transition to Zero Emissions and State of Good Repair because the project is upgrading to a zero-emission option while also addressing an old asset in need of replacement.

**Figure 41. 2027-2031 CTA Capital Funding by Goal (Dollars in Millions)**




### State of Good Repair

CTA plans to invest $1.71 billion in projects that focus on State of Good Repair and will replace or restore assets back to their original design and function. Key projects include:

Purchase Rail Cars 7000 Series: $362 million will be invested in purchasing a new fleet of rail cars to replace the decades-old 2600 series with options to replace some of the 3200 series rail cars.

Purchase Articulated Buses: $297 million will be invested to replace buses significantly past their useful life.

Forest Park Reconstruction: $129 million will be used to continue the reconstruction of the Forest Park branch from Illinois Medical District to Kedzie for Phase 3 of the project.

Life-Extending Overhaul 3200 Series: $122 million will be invested in overhauling older rail cars to keep these assets in a state of good repair as new cars are delivered.

### Transition to Zero Emissions

CTA has programmed $241 million for projects that advance the goal of moving towards zero emissions.

103rd Bus Garage Electrification: $133 million is being programmed to electrify the 103rd Street garage in preparation for new zero-emission buses.

Purchase 40 ft Zero Emission Buses: $10 million is programmed to purchase electric buses as a match to an IEPA award that was received in 2025. These buses are being purchased via a joint procurement with Pace.

### All Stations Accessibility

$296 million of CTA's programmed funds are dedicated towards projects that improve station accessibility, all of which are part of CTA's continued efforts to comply with the Americans with Disabilities Act (ADA). Key Stations funded in the program include Oak Park and Ridgeland on the Green Line, North/Clybourn on the Red Line and Cicero and Austin on the Blue Line.

### Expansions and Upgrades

Expansions and Upgrades are CTA's largest investment, with $3.46 billion programmed to projects that expand and/or upgrade the existing system including an extension, safety and security upgrades, and improved station amenities.

Red Line Extension: The Red Line Extension project receives $3.3 billion in the capital program, which fully funds the project. Delivery is expected in 2030.

Bus Turnaround Improvements: CTA is investing $52 million in operator and rider improvements at key bus turnarounds systemwide.

# CTA PAYGO INT Projects

CTA submitted 15 projects to be funded with the new PAYGO Interest funds. **Table 35** shows all projects applied for, the amount of funding requested, the project score and the funded amount.

**Table 35. CTA Project Selection Requests, Scores, and Funding Awards (Dollars in Millions)**

| Project | Ask ($ in millions) | Project Score | Funded Amount ($ in millions) |
|---|---|---|---|
| 40 ft Hybrid Bus Purchase (Match) | $21.4 | 15 | **$21.4** |
| Forest Park – Slow Zone Mitigation | $10.0 | 14 | **$10.0** |
| Forest Park – Central Station Design | $24.1 | 11 | **$24.1** |
| Green Line Racine Station Reopening | $15.7 | 11 | **$15.7** |
| Bus Shields (driver protection retrofit) | $3.0 | 11 | **$3.0** |
| Forest Park – Track Design & Construction (Kedzie to IMD) | $316.7 | 10 | **$-** |
| Green Line Slow Zone Mitigation (South Branch) | $64.0 | 10 | **$-** |
| Bus Reliability Improvements (BRT) | $35.0 | 10 | **$35.0** |

| Project | Ask ($ in millions) | Project Score | Funded Amount ($ in millions) |
|---|---|---|---|
| Bus Reliability Improvements (Priority Zones / Enforcement) | $8.7 | 10 | **$8.7** |
| Bus Shelters & Benches | $6.0 | 10 | **$6.0** |
| Digital Bus Stop Signs | $4.0 | 10 | **$4.0** |
| Faregates of the Future Pilot | $8.0 | 10 | **$8.0** |
| Forest Park – Kedzie & Cicero Station Design | $32.7 | 9 | **$32.7** |
| Garage Repair & Upgrades | $25.0 | 9 | **$10.0** |
| Brown Line Slow Zone Mitigation | $109.60 | 8 | **$-** |
| Bus Garage Study | $3.00 | 5 | **$3.0** |
| **CTA Subtotal** | **$686.90** | | **$181.6** |

Projects that are shaded teal in the funding amount column in **Table 35** receive funding from other sources than PAYGO INT. CTA is receiving $152.9 million in PAYGO INT funding and an additional $28.7 million from other sources. A total of 12 CTA projects received funding with a total of $181.6 million or 26.4% of CTA's requests were funded.

CTA's projects provide benefits throughout the region with bus shelter installations, a faregate modernization pilot, as well as bus garage repairs and upgrades. Another project, Forest Park – Kedzie and Cicero Station Design, will include design and engineering for the full rebuild of both stations which includes full accessibility. In addition, the region will benefit from CTA's Bus Reliability Improvements project that will add priority zones, dedicated bus lanes and enforcement, and other BRT-treatments that will increase service delivery efficiency in key arteries throughout the system.

# CTA Key Capital Initiatives and Programs

### All Stations Accessibility Program (ASAP)

CTA's All Stations Accessibility Program (ASAP) establishes a comprehensive framework for making all remaining non-accessible rail stations vertically accessible by 2038.

Introduced in 2018, the ASAP Strategic Plan identifies short- and long-term accessibility improvements, including station modernization concepts, preliminary cost estimates, and implementation schedules. The program extends beyond federal accessibility requirements by also addressing the rehabilitation or replacement of more than 160 existing station elevators and improvements to

signage and wayfinding for customers who are blind, have low vision, or are deafblind.

CTA's bus and rail vehicle fleets are fully accessible to customers requiring step-free boarding. In addition, 110 of CTA's 146 rail stations, approximately 75 percent, are accessible. Continued investment through ASAP will further expand accessibility across the rail system and improve mobility for all customers.

### Forest Park Branch Rebuild

Much of the Blue Line's Forest Park Branch infrastructure dates to its original construction in 1958 and has exceeded its intended useful life. Infrastructure deterioration has contributed to reduced operating speeds, service reliability challenges and increased maintenance requirements. Prior assessments identified approximately 84 percent of the branch as subject to speed restrictions.

The program includes the reconstruction and modernization of seven rail stations to meet current accessibility standards, replacement of aging track and drainage infrastructure, and improvements to the traction power system. These investments will support modern railcar operations, improve service reliability, reduce maintenance requirements, and accommodate future ridership demand.

### Red and Purple Modernization Program

The Red and Purple Modernization (RPM) Program is a multi-phase initiative to modernize aging rail infrastructure along the North Red Line between Belmont and Howard and the Purple Line between Belmont and Linden.

RPM Phase One, the second-largest capital project in CTA history, included the reconstruction of elevated track infrastructure, construction of a new rail bypass north of Belmont station, and the complete rebuilding of the Lawrence, Argyle, Berwyn, and Bryn Mawr stations and adjacent track structures. The project also included installation of a modernized signal system between Howard and Belmont. Phase One was substantially completed in 2025.

CTA continues planning for subsequent phases of the program, including improvements to the following segments:

- Addison to Sheridan
- Thorndale to Howard
- Purple Line Evanston Branch, from Howard to Linden

Future phases will continue addressing aging infrastructure, improving accessibility, and supporting long-term service reliability along these heavily utilized rail corridors.

### Red Line Extension

The Red Line Extension (RLE) is a major transit expansion initiative that will extend the Red Line approximately 5.5 miles south from its existing terminal at 95th/Dan Ryan to 130th Street.

The project includes four new, fully accessible stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street, along with a new rail yard and supporting infrastructure. Each station will incorporate multimodal connections, including bus access, bicycle and pedestrian facilities, and park-and-ride accommodations.

The extension will expand rapid transit access to communities on Chicago's Far South Side, improve connections to employment and educational opportunities, and support economic development throughout the corridor.

With design and construction activities underway, CTA is advancing the project toward a targeted opening in 2030.

**Charging Forward – Bus Electrification**

CTA's Charging Forward Bus Electrification Initiative establishes a long-term strategy for transitioning the agency's bus fleet toward zero-emission operations while maintaining reliable and equitable transit service.

Key planning considerations include:

- Evaluating and selecting appropriate zero-emission bus technologies.
- Identifying locations and infrastructure requirements for vehicle charging.
- Establishing a phased approach to garage and route electrification.
- Coordinating electrical and facility improvements with other capital modernization needs.
- Maintaining operational reliability and cost-effectiveness throughout the transition.

Electrification of CTA's extensive bus network, consisting of approximately 1,900 buses operating across more than 120 routes and seven bus garages, represents a significant long-term capital undertaking.

CTA's phased approach is intended to balance environmental objectives, technological readiness, infrastructure requirements, service reliability, and available funding while advancing toward a more sustainable transit system. This initiative is coordinated through NITA in order to achieve the region's zero emission goal.

# CTA track upgrades to cut travel time by 41 percent on West Side




Elle Lynn Quimpo is a Ukrainian Village resident and the Program Director at the COLLAB Network, where she helps community-based organizations in the West Side of Chicago expand their capacity. She used to ride the Blue Line west along the Forest Park branch to the Pulaski stop when COLLAB had an office nearby. A transplant from Los Angeles, Quimpo is proud to ride on Chicago's rail network.

Despite this enthusiasm, Quimpo eventually found herself avoiding the Blue Line because of its chronic slow speeds between UIC and Forest Park. "I either had to look for different routes on the bus or if I was super pressed for time, catch a Lyft or an Uber, which is way more expensive," Quimpo said.

Much of the Forest Park branch's track and drainage infrastructure dates to 1958 and has exceeded its useful life. As of May 2023, approximately 14 miles of track were subject to slow zones, limiting train speeds and contributing to longer trips.

> “I think what's really important is knowing that someone's feedback is taken into account and just being listened to.”

Despite only traveling an average of two stops on the Blue Line, Quimpo estimated she would give up on taking it about a third of the time. Even when she did catch the train, it was stressful because “I just had to account for extra time.”

Quimpo said this problem is felt in communities across the Forest Park branch of the Blue Line. Many people have a story of being stuck at a station in the winter with a big bag of groceries or cold children. “It impacts everyone’s daily life,” she said.

Thanks in part to new funding from the NITA Act, CTA is working to eliminate these slow zones. The planned modernization will replace 17.4 track miles of aging infrastructure, including the trackbed and drainage system, helping address recurring flooding and the conditions that affect daily service. To date, 2.6 track miles have been completed, with the remaining 14.8 miles requiring reconstruction. Once complete, the project is expected to cut travel time between UIC and Forest Park by 28 minutes or 41 percent.

When a similar slow zone elimination project on CTA’s Red Line South track was completed a decade ago, ridership increased by 5.5 percent, and operations were made more efficient as the same scheduled service was maintained with two fewer trains. Similar benefits are expected along the Forest Park branch of the Blue Line.

When asked how she would react if the Blue Line was faster, Quimpo said, “I would ride it more often. I would feel like I could trust public transit more.”

COLLAB’s office isn’t near the Pulaski Blue Line station anymore, but Quimpo still comes to the West Side often to visit friends. Thanks to the ongoing upgrades, she is more likely to choose transit, and more likely to get the service she deserves.

# CTA Capital Evaluation Process

CTA's Capital Finance department conducts an annual solicitation process to request new and revised capital project proposals from CTA departments. The process is detailed in the chart below.

CTA evaluates capital proposals using a Project Request Form, Evaluation Rubric and State of Good Repair Questionnaire. These tools document project scope, location, estimated costs, sponsoring department, objectives and justification, along with the condition and investment needs of existing assets.

The evaluation rubric incorporates CTA's Transit Asset Management (TAM) Policy Statement and assesses projects against four primary criteria:

- Safety and Security: Investments that enhance the safety and security of customers, employees and transit infrastructure.
- Customer Service: Improvements that enhance customer experience, service quality and system reliability.
- Accessibility: Projects that expand accessibility and improve mobility for customers of all abilities.
- Operations and Maintenance: Investments that improve operational efficiency, system performance and long-term asset maintenance.

Additional considerations include risk mitigation, regulatory compliance, constructability and project sequencing, opportunities for innovation, and impacts on surrounding communities.

For projects involving replacement, rehabilitation or renewal of existing assets, the State of Good Repair Questionnaire assesses asset age and condition relative to useful-life benchmarks, along with potential impacts on accessibility, operational performance and safety.

**Additional Capital Planning and Analysis Tools**

CTA's capital asset COST model estimates long-term investment requirements based on asset age, condition, useful life, functionality and affordability. It provides a benchmark for assessing investment in the financially constrained five-year Capital Improvement Program (CIP).

CTA's bus and rail fleet management plans assess replacement, rehabilitation and expansion needs over five- and ten-year periods. They consider projected ridership, anticipated service levels, vehicle age and condition, maintenance requirements and operating needs.

CTA updates its five-year CIP annually to reflect changing project needs, schedules and funding availability. The CTA President and Chief Financial Officer present proposed revisions to the Chicago Transit Board for consideration and approval.

# NITA Regional Evaluation Metrics for CTA

NITA evaluated CTA projects using the 18 regional metrics described earlier in this section. The table below shows the share of CTA's $5.44 billion in evaluated project funding associated with each measurement, along with illustrative projects. The evaluation excludes $948 million in debt service. Detailed project evaluations appear in Appendix F.

**Table 36** shows all 18-evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement, and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 65% of funds significantly improve access to key destinations.

**Table 36. CTA Capital Project Evaluation Results and Illustrative Projects**

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Access to Key Destinations** | ↑↑ | Significantly improves access | 65% | **Bus Reliability Improvements - Bus Priority Corridor Study / Priority Zones / Enforcement** will increase access to key destinations for riders in the targeted bus corridors throughout the region by implementing BRT-like treatments including bus priority zones and bus lane enforcement. |
| | ↑ | Moderately improves access | 6% | |
| | ↔ | Maintains access | 21% | |
| | – | Not applicable | 8% | |
| **Racial Equity and Mobility Justice** | ↑↑ | In an economically disconnected AND disinvested area | 65% | **Red Line Extension (RLE)** is one of the single largest investments for the Far South Side of Chicago, bringing 24/7 rapid transit service to the neighborhood residents. |
| | ↑ | In an economically disconnected OR disinvested area | 3% | |
| | ↔ | NOT in an economically disconnected or disinvested area | 0% | |
| | – | Not location specific or benefits entire service area | 31% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Benefit to Riders** | ↑↑ | Significant benefit | 86% | The **Purchase Rail Cars - 7000 series** project will replace the deteriorated existing rail cars with newer, more modern rail cars that enhance both customer comfort and overall ridership experience. |
| | ↑ | Moderate benefit | 7% | |
| | ↔ | Maintains current benefit | 3% | |
| | – | Project does not impact customers | 4% | |
| **Capacity Benefit and Need** | ↑↑ | Increases capacity where utilization is near capacity | 64% | **103rd Street Garage Electrification** will add needed capacity to store more buses and expand service in the busy South Side of Chicago. |
| | ↑ | Increases capacity where utilization is not near capacity | 0% | |
| | ↔ | Maintains original capacity | 26% | |
| | – | Not related to capacity | 10% | |
| **Economic Impact** | ↑↑↑ | Large economic impact | 66% | **RLE** is one of the single largest investments in the Far South Side of Chicago and is expected to bring economic benefits including construction jobs as well as long term benefits including new housing and jobs to the area. |
| | ↑↑ | Moderate economic impact | 7% | |
| | ↑ | Small economic impact | 2% | |
| | – | No economic impact | 26% | |
| **Impact on Service Speed and Reliability** | ↑↑ | Significantly improves speed/reliability | 19% | The **Forest Park Branch Rebuild** project will make the Blue Line Forest Park branch's service safer, more reliable, and faster by eliminating the Slow Zones for West Side riders. |
| | ↑ | Moderately improves speed/reliability | 1% | |
| | ↔ | Maintains speed/reliability | 9% | |
| | – | No impact on speed/reliability | 71% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Impact on Customer/ Employee Safety** | ↑↑ | Directly provides safety benefit/improvement | 2% | **Public Address Communication Modernization & Upgrade** will provide riders and front line workers with clear announcements. |
| | ↑ | Indirectly provides safety benefit/improvement | 86% | |
| | ↔ | Maintains safety levels | 10% | |
| | – | No impact on safety | 2% | |
| **Impact on System Security** | ↑↑ | Implements new security protection/prevention | 3% | The **Faregates of the Future Pilot project** will add modernized faregates that will deter fare evasion, ensure customer safety while also speeding up entry/exit time and improving accessibility. |
| | ↑ | Enhances existing security level | 17% | |
| | ↔ | Maintains or replaces existing level of security | 2% | |
| | – | Does not impact security | 79% | |
| **Asset Conditions** | | Rated below 2 in FTA's Transit Economic Requirements Model (TERM) | 4% | The **Forest Park Branch Rebuild** project will make the Blue Line Forest Park branch's service safer, more reliable, and faster by eliminating the Slow Zones for West Side riders. |
| | | Rated between 2 and 3 in TERM | 5% | |
| | | Rated above 3 in TERM | 1% | |
| | – | Does not have an asset rating | 89% | |
| **Vehicle Useful Life** | | Over 2 years past useful life | 3% | **Life Extending Rail Car Overhaul (3200) Series** will return a decades old rail car fleet to a state of good repair extending the useful life until replacement rail cars can be purchased. |
| | | Between 0-2 years past useful life | 15% | |
| | | Not exceeding useful life | 1% | |
| | – | Is not a vehicle with a useful life | 81% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Ridership/ Mode Shift Impact** | ↑↑ | Significantly improves transit ridership | 69% | **RLE** will extend Red Line service to South Side neighborhood residents, and the four new stations will increase ridership for the community with more connectivity to the Loop and other CTA rail lines. |
| | ↑ | Moderately improves transit ridership | 17% | |
| | ↔ | Maintains asset necessary for transit ridership | 10% | |
| | – | Project has no impact on transit ridership | 4% | |
| **Environmental Protection Impacts** | ↑↑ | Directly supports significant increases in environmental protection, mitigation, or restoration | 63% | **103rd Street Garage Electrification** will provide environmental protection for operators by reducing the diesel emissions found in the garage area. |
| | ↑ | Directly or indirectly supports moderate increases to environmental protection or mitigation | 6% | |
| | ↔ | Maintains existing environmental protection benefits (does not increase existing benefits) | 15% | |
| | – | Project does not affect environmental protection | 17% | |
| **Climate Agency Operating Impacts** | ↓↓ | Directly supports significant reduction /zero GHG emissions from transit agency operations | 65% | **Purchase of Electric Buses and Charging Equipment** will benefit customers with an all-electric fleet which eliminates reliance on the existing diesel-powered bus fleet. |
| | ↓ | Supports moderate reductions or offsets to GHG emissions from transit agency operations | 15% | |
| | ↔ | No reduction of GHG emissions from transit agency operations | 3% | |
| | – | Project does not affect GHG emissions | 18% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Accessibility Improvements for Transit Vehicles** | ↑↑ | Makes vehicles fully accessible | 0% | |
| | ↑ | Improves current vehicle accessibility | 0% | |
| | ↔ | Maintains current vehicle accessibility | 16% | |
| | – | Project has no impact on vehicle accessibility or not a transit vehicle project | 84% | |
| **Accessibility Improvements for Stops and Passenger and Staff Facilities** | ↑↑ | Makes transit facility fully accessible | 66% | The **All Stations Accessibility Program (ASAP)** is dedicated to bringing CTA's rail stations to full accessibility. Currently, 75% of CTA's rail stations are accessible. |
| | ↑ | Improves current transit facility accessibility | 1% | |
| | ↔ | Maintains current transit facility accessibility | 1% | |
| | – | Project has no impact on transit facility accessibility or not a transit facility project | 32% | |
| **Regulatory Requirements** | ✓ | Yes, fulfills regulatory requirements | 24% | The **ASAP – Oak Park, Ridgeland** projects will make these stations ADA accessible by adding pathways in and out of the stations including ramps, elevators, escalators, platform extensions as well as stationhouse renovations and expansions. |
| | ✗ | No, does not fulfill a specific regulatory requirement | 76% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Impact on Operating Cost** | ↓↓ | Significant Decrease (>=10%) | 19% | **Purchase Articulated Buses and Equipment** project will help facilitate CTA replacing their existing 4000 Series articulated buses with newer models that are more environmentally friendly and require less maintenance which reduces the costs for labor and replacement parts. |
| | ↓ | Minor Decrease (<10%) | 11% | |
| | ↔ | No change / increase | 68% | |
| | – | Not applicable | 3% | |
| **Impact on Service Standards** | ↑↑ | Significantly improves: Positively impacts four or more service standards | 86% | **Purchase Rail Cars - 7000 series** project that addresses the following service standards: Travel time, On-time performance, Ridership, Vehicle Cleanliness, Customer Satisfaction and Crowding, as well as lower Equipment Failure Rates. |
| | ↑ | Moderately improves: Positively impacts 2-3 service standards | 12% | |
| | ↔ | Maintains or minor improvements: Positively impacts 0-1 service standard | 2% | |
| | – | No impact: Does not impact any service standards | 2% | |

# CTA Performance-Based Programming

The performance-based programming methodology requires that each Service Board program 20% of funding to regional priorities determined by the NITA Board. **Table 37** shows the projects and dollar values that are programmed to either equity or accessibility projects for program year 2027. 70% of CTA's program in 2027 will meet either the accessibility or equity requirement.

**Table 37. CTA 2027 Capital Projects Supporting Accessibility and Equity (Dollars)**

| Description | 2027 | Equity | Accessibility |
|---|---|---|---|
| Bus Garage Electrification - 103rd Garage | $20,000,000 | ● | |
| Forest Park Slow Zone Mitigation (In-House) | $10,000,000 | ● | |
| Bus Turnaround Improvements - Priority Locations | $15,000,000 | ● | ● |
| Red Line Extension | $863,408,500 | ● | ● |
| Green Line Racine Station Reopening | $14,699,801 | ● | ● |
| Forest Park – Central Station Design | $24,100,000 | ● | ● |
| Forest Park – Kedzie & Cicero Station Design | $32,700,000 | ● | ● |
| All Stations Accessibility Program - Oak Park, Ridgeland | $14,699,801 | | ● |
| **Total Toward Equity and Accessibility** | $ 994,608,102 | | |
| **Total Program Available** | **$1,411,125,717** | | |
| **% Toward Equity and Accessibility** | **70%** | | |

# CTA Long Term Funding Need

CTA has identified 39 capital priority projects as part of their 10-year funding need. In addition, there are three administrative/uncategorized buckets that have a need. All priority projects are identified in the capital appendix. CTA's total 10-year need including administration is $26.37 billion of which 24% ($6.39 billion) is funded in the current five-year program.

NITA estimates that nearly double the funding would be needed in the 5-year capital program to fully address CTA's 5-year needs. In the long term more sustainable funding sources need to be identified to help deliver on all of CTA's long-term goals.

# CTA Capital Program Summary

CTA and NITA continue to advocate for funds that will help address important goals such as CTA's All Stations Accessibility Program, electrification of the bus network, Blue Line Forest Park Reconstruction and replacement of rail cars and buses beyond their useful life. The programmed projects build on the system and offer transit to underserved communities, fulfilling an important need for the region. In addition, CTA's projects provide concrete benefits to riders, operators and other front-line workers. By delivering the Red Line Extension to the far south side of Chicago, investing in new rail cars that are being delivered on an ongoing basis and providing worker amenities like restrooms at bus turnarounds and garage improvements throughout the system, CTA keeps the promise of capital benefits being delivered to the region's riders and front-line workers.

# Metra Capital Program

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Metra Capital Program

Metra's 2027-2031 Capital Program has $2.16 billion in available funding. Metra has an approximate $14.3 billion 10-year funding need for its priority projects, which include key goals of reaching a state of good repair, updating the fleet of railcars and locomotives, repairing and replacing bridges, and improving reliability and passenger amenities.

Metra has dedicated 40% of its program towards replacing and rehabilitating rail cars and locomotives, 19% towards replacing and rehabilitating stations across the system, and 15% towards track and structure improvements. The 2027-2031 program also includes a significant investment in zero-emission vehicles, with $20 million programmed for battery-powered locomotives, $23.2 million to test three battery-powered switch locomotives used in rail yards, and $124 million toward the ongoing procurement of zero-emission trainsets.

## Metra Capital Assets

The graphic below is an overview of all of Metra's assets. Metra requires continual investment to keep up with needs that include maintaining and replacing 1,030 railcars, 193 locomotives, and 926 bridges. In addition, a high level of investment is needed to make the system's remaining 49 stations fully accessible and to transition to zero-emission technologies for rail service. A large percentage of the $14.32 billion need over the next 10 years is to keep Metra's assets in a state of good repair.

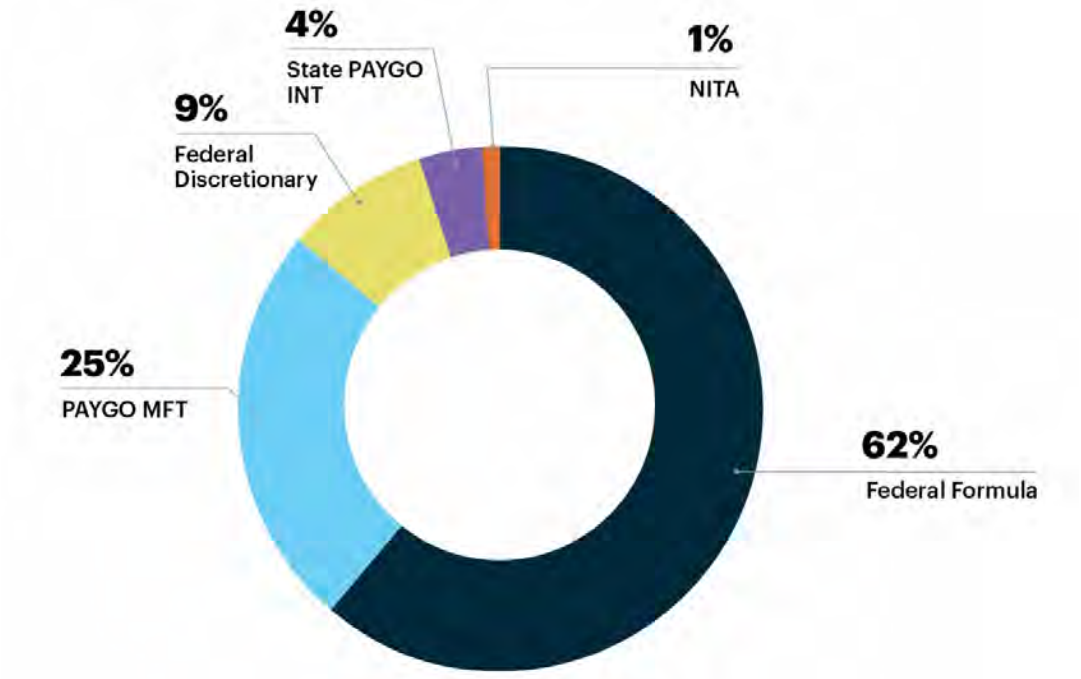
**Table 38. Metra Capital Asset Inventory**

| | | |
|---|---|---|
|  | Passenger Rail Cars | 1,030 |
| | Locomotives | 193 |
| | Rail Stations | 244 |
|  | Fully Accessible Stations | 195 |
| | Partially Accessible Stations | 10 |
|  | Railyards | 24 |
|  | Bridges | 926 |
| | Grade Crossings | 566 |
|  | Power Substations | 15 |
|  | Miles of Track | 1,155 |

# Metra Capital Funding Sources

Metra's $2.16 billion 2027-2031 Capital Program is funded by federal, state, and local funding sources. As shown in **Figure 42**, Metra's Capital Program is comprised of 62% federal formula funds, 9% federal discretionary funds, 28% PAYGO funds, and 1% NITA funds. Metra's federal discretionary funds are targeted at purchasing a cleaner fleet as well as rehabbing Van Buren St and Edgebrook stations.

**Figure 42. 2027-2031 Metra Capital Program Funding by Source: $2.16 Billion**

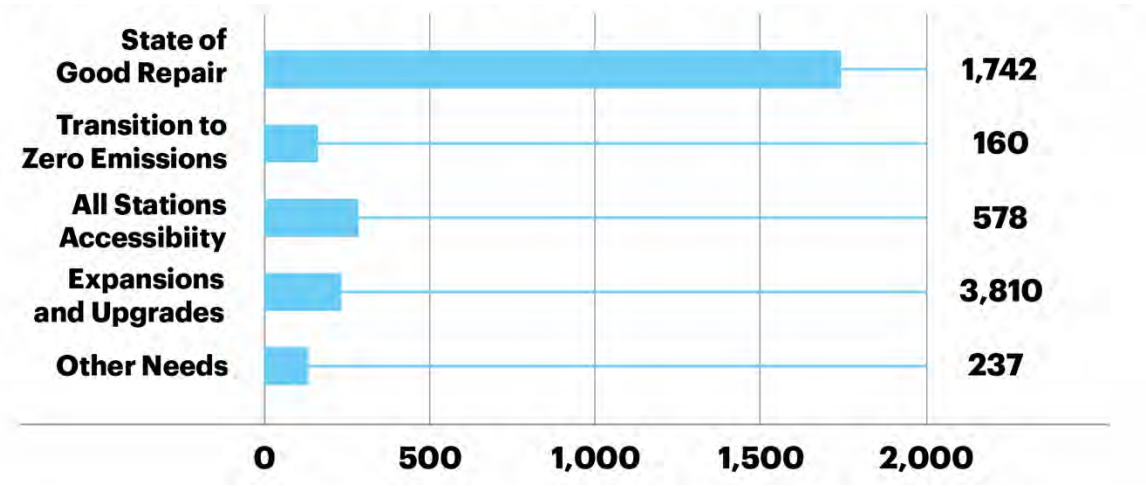



# Metra Capital Funding Goals

Metra investments support the four regional capital goals shown below. Projects may contribute to two goals, so funding may appear in more than one category; category totals do not represent additional available funding. Projects outside these goals are classified as other needs.

Because 24 of Metra's 128 projects are categorized with multiple goals, the total available funding for this calculation is $2.54 billion, which means that $380 million in projects are classified in two categories.

**Figure 43. 2027-2031 Metra Capital Funding by Goal (Dollars in Millions)**




### State of Good Repair

State of Good Repair is Metra's largest investment, with $1.74 billion programmed to projects that will restore assets back to their original design and function. Projects that contribute to this investment include those that address safety concerns, replace rail components, repair bridges, and perform routine maintenance. Key projects include:

New Railcars: $360 million is planned to fund the base order purchase of 200 railcars. The purchase of these modern multilevel railcars will allow Metra to replace the oldest railcars in its fleet, built between 1953 and 1979.

Van Buren Street Station: $156 million is programmed toward completely rehabilitating and reconstructing the Van Buren Street Station in Grant Park in downtown Chicago. Additional funding will be needed to complete this project.

Ties, Ballast & Switch Heaters: $60 million will be invested in renewing the wooden ties, ballast rock, and switch heaters that support safe and reliable operations throughout the Metra system.

Crew Facilities & Yard Facilities: More than $52 million will be invested in several crew facility and yard facility projects that improve the conditions of assets used by frontline staff in daily operations.

### Transition to Zero Emissions

Metra has programmed $160 million for projects that implement zero-emissions technology. Metra is working to be the first passenger rail agencies to operate self-propelled trainsets that do not require the construction and maintenance of wayside power.

Zero-Emission Trainsets: Over the next five years, nearly $124 million of additional capital funding is programmed to purchase battery-electric trainsets from Stadler USA Inc.

### All Stations Accessibility

Projects that improve station accessibility will see $282 million of Metra's programmed funds. These projects are part of Metra's ongoing effort to bring rail stations into compliance with the Americans with Disabilities Act (ADA).

Olympia Fields Station: $18 million is programmed to make this station ADA compliant and provide the local match needed for a federal discretionary grant received in 2026. The project includes rehabilitation of the west tunnel access to make it ADA-compliant, and the addition of an elevator on the south side of the platform.

59th/60th Street University of Chicago Station: $32.5 million is programmed for the reconstruction of the 59th Street entrance, the reopening of the 60th Street entrance, and the addition of elevators to provide a full ADA-compliant station.

### Expansions and Upgrades

Metra has programmed $227 million toward projects that expand and/or upgrade the existing system. This includes track and locomotive improvements that increase capacity, safety and security upgrades, and improved station amenities.

Rock Island Regional Rail Improvements: This project funded with $53 million will begin the steps needed to enable additional service along the corridor and eventually allow for future expansion of Southwest Service and Rock Island operations.

*Your Investment in Action*

# Metra to update signs and add digital displays

Metra is rolling out new signage and wayfinding technology across its network to make using transit a more seamless experience for riders.

The main change customers will see is that all stations will get new platform signs. These are the large blue signs on station platforms that show the station name and the direction of travel.




Updating the platform signs is an important investment toward keeping stations in a state of good repair. Many of these signs date back to the 1980s and are reaching the end of their useful lives.

The new signs also include the color associated with the Metra line. This makes the system easier to navigate, especially for customers who speak English as a second language or no English at all. The new signs are all ADA-compliant.

Metra is also making it easier to track departures at its downtown terminals. Each downtown station will get a digital display near the entrance to help first-time riders find their train and let long-term commuters know the status of their ride.

These improvements are part of a broader regional effort to make transit easier to navigate. Alongside Metra's station signs and digital displays, NITA, CTA, Metra, and Pace are coordinating real-time information and signage at transfer locations or NITA Hubs. Together, this work will help riders find accessible entrances, understand service information, and make connections across the regional network.

# Metra PAYGO INT Projects

Metra submitted 13 projects to be funded with the new PAYGO Interest funds. **Table 39** shows all projects applied for, the amount of funding requested, the project score and the funded amount.

**Table 39. Metra Project Selection Requests, Scores, and Funding Awards (Dollars in Millions)**

| Project | Ask ($ in millions) | Project Score | Funded Amount ($ in millions) |
|---|---|---|---|
| Metra COPS App Regional Expansion to NITA Ride Safe | $1.2 | 13 | **$1.2** |
| Stadler Trainset Trailer Cars | $25.0 | 12 | **$25.0** |
| Metra Police Department Vehicles | $3.3 | 12 | **$3.3** |
| Station Signage | $29.0 | 11 | **$7.3** |
| Rock Island Control Point — 80th Ave/Tinley Park | $25.0 | 10 | **$25.0** |
| Rock Island Control Point — 107th Street | $10.0 | 10 | **$10.0** |
| Automatic Passenger Counters (336 railcars) | $8.0 | 9 | **$8.0** |
| Bridge A110 Replacement | $24.0 | 8 | **$-** |
| Metra Station ADA State of Good Repair | $7.8 | 8 | **$7.8** |
| Crew Facilities – Western Ave. Coach Yard | $7.6 | 8 | **$7.6** |
| Crew Facilities – University Park | $8.0 | 6 | **$8.0** |
| Woodstock Rail Yard (Design) | $12.2 | 5 | **$12.2** |
| Downtown (Combined) Crew Facilities | $4.5 | 5 | **$-** |
| **Metra Subtotal** | **$165.60** | | **$115.3** |

Projects that are shaded teal in the funding amount column in **Table 39** receive funding from other sources than PAYGO INT. Metra is receiving $78.5 million in PAYGO INT funding and an additional $36.8 million from other sources. A total of 11 Metra projects received funding with a total of $115.3 million or 69.6% of Metra's requests were funded.

Metra's projects provide regional benefits by replacing railcars at or near end of their useful life with battery passenger trainsets. Benefits to riders include reduced delays, more reliable service, and enhanced accessibility. Metra continues to advance Regional Rail 1.0, which envisions 30-minute headways on the Rock Island Line. New control points on the mainline near 80th Ave./Tinley Park and 107th Street will reduce slow zones and increase capacity and schedule recovery capabilities, allowing Metra to adopt new schedule patterns along the Rock Island Line. Metra will also upgrade crew facilities to provide modern amenities for Metra personnel.

# Metra Key Capital Initiatives and Programs

### Metra's Station Accessibility Initiative

Metra's Station Accessibility Initiative is part of the agency's effort to bring all stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Metra is currently completing numerous station reconstruction projects fueled by funding from Rebuild Illinois, and five stations are set to receive FTA All Stations Accessibility Program (ASAP) funding. Meanwhile, planning for the next era of station accessibility projects is underway.

Among Metra's 244 stations, 195 stations (80%) are fully accessible and ADA-compliant. Metra considers another 11 stations (4.5%) to be partially accessible but in need of additional enhancement to resolve ADA regulation compliance issues. As such 206 stations (84.4%) are accessible for customers who use wheelchairs, mobility devices, strollers, and such to access train platforms. An estimated 95.6% of Metra transit trips are taken to and from fully accessible and ADA-compliant stations.

### Bridge Improvement Program

Every day, nearly 700 Metra trains navigate across the system's 500 route miles and traverse 920 railroad bridges to connect communities across northern Illinois. Half of these bridges were built more than a century ago and, while the bridges remain safe to use, they were not designed to support the increased service frequency Metra plans to provide under the regional rail model. Metra owns 210 bridges that need capacity and reliability improvements to meet modern bridge design standards.

Many of these bridges are now simultaneously eclipsing the expected useful service life of steel and concrete bridges built to 19th- and early-20th century design standards. Improving and replacing these bridges is an imperative to avoid operating speed restrictions or the temporary closure of bridges and commuter rail lines.

Unfortunately, the aging bridges represent a massive infrastructure backlog that Metra does not have adequate funding to address. Metra's proposed Bridge Improvement Program (BIP) could be a proactive solution that could systemically provide the capital for necessary reinvestment to support the regional rail system. The BIP is an ambitious plan, staged over 20 years, and requires $140 million of

annual capital funding on average to rehab and replace 10 bridges each year for the next 20 years.

**Next-Gen Rail Fleet**

The Next-Gen Rail Fleet initiative will acquire the next generation of Metra's rail fleet. As Metra seeks to expand its service, it also needs to continually reinvest in its fleet as older assets are taken out of service. To face this challenge, Metra is acquiring new rolling stock vehicles and investing in new technologies that will make Metra’s vehicles more accessible and efficient with enhanced safety features while producing fewer emissions.

New fleet purchases include:

- 200 Multilevel Railcars
- Battery-Electric Trainsets
- Tier 3 Locomotives

**Regional Rail**

Metra is shifting towards a regional rail service model, as detailed in its Systemwide Network Plan. This model seeks to offer robust transit service providing all-day options for a variety of trip types and goes beyond bringing commuters in and out of downtown Chicago during rush hour.

Moving toward a regional rail model will require advancing capital improvements needed to support changes to operations. To facilitate implementation, Metra has categorized its plan into two phases. “Regional Rail 1.0” aims to increase service frequency on all lines with limited capital investment, while “Regional Rail 2.0” unlocks the potential for more service through significant investment in capital projects that improve the efficiency of the entire Metra network.

**Metra Fleet Modernization**

This programmatic project includes continuous capital renewal efforts to rehabilitate existing bi-level railcars and the overhaul of locomotives. Routine reinvestment into railcars ensures all safety and braking systems are well-maintained, air conditioning and heating systems function, and that the railcars perform reliably.

# Metra Capital Investment Decision Process

Each spring, Metra solicits capital project requests from architects, engineers, technical experts, and frontline employees who manage, maintain and build its assets. Senior leadership also develops projects to improve operating efficiency, strengthen railroad partnerships, improve connections with CTA and Pace, and support more frequent regional rail service.

The April 2026 call produced more than 200 requests for the 2027–2031 program. Submissions included asset information, funding amounts and timing,

risks, and expected outcomes. Metra supplements these requests with ridership and asset-condition data and reviews the information for quality assurance.

Metra scores proposed projects against six criteria informed by its Strategic Plan and NITA and FTA priorities. The criteria total 100 possible points, with higher scores indicating stronger alignment. The same criteria apply across project types, although not every criterion is applicable to every project.

Criteria 1: Strategic Alignment (30 points)

A. Safety & Security (10 points): evaluates a project's impact on system safety and security, including workplace safety, transit policing, security features such as lighting and cameras, and more.

B. Customer Service (10 points): evaluates how projects may impact customer service, system access, and transit service or capacity.

C. Cost (10 points): evaluates how a project impacts the operating and maintenance costs of related assets, whether it extends the asset's life, is eligible for outside funding, and is projected to have a high rate of return on investment.

Criteria 2: Project Readiness (10 points)

Points are awarded for capital projects that are already in progress, increasingly so if key milestones have been met such as securing easements and permits, utility coordination, and whether environmental reviews have been completed.

Criteria 3: Condition (35 points)

Projects receive points for improving or replacing assets in poor condition, addressing assets beyond their useful life or documented failures, and improving infrastructure resilience.

Criteria 4: Mandate (10 points)

Evaluates how a capital project corrects or prevents a compliance issue with a federal, state, or local mandate.

Criteria 5: Ridership & Accessibility (10 points)

A. Access to Economically Disconnected Areas (EDA) (3 points): Requested capital projects are mapped to determine if the project invests in a CMAP economically disconnected area (EDA), defined as a census tract that lags behind the region in employment, median income, education, long commute times, and other quality of life challenges.

B. Achieves Full Accessibility (3 points): Evaluates whether a project makes a station fully ADA-compliant.

C. Access to NITA Key Destinations (2 points): Evaluates whether a project supports access for riders to and from key destinations, based on NITA's Activity Centers data.

D. Access to Job Centers (2 points): Projects are evaluated on their proximity to above-average number of jobs and if the project would enhance service to such areas, based on NITA's Activity Centers data.

Criteria 6: Cost Savings & Air Quality (5 points)

A. Operational Cost Savings (3 points): Projects are evaluated for reducing operating, maintenance, repair, and administrative costs.

B. Air Quality Improvement (2 points): Projects are evaluated for reducing energy consumption, implementing energy-saving technology, or reducing hazardous materials or substances.

**Funding Criticality Evaluation**

After scoring, Metra conducts a funding criticality review to identify necessary investments that may need to proceed even when they receive lower scores. This first round considers whether a project:

- Is required to meet a mandate or regulatory requirement.
- Supports core capital renewal activities.
- Is a current obligation or active contract, and whether prior-year funding is available.
- Has an existing financial commitment, including grant matching requirements.
- Is part of an upcoming Metra contract.

In the second round, Metra assigns funding to projects identified through this review, then allocates remaining funds to ongoing work and the highest-scoring new projects. Decisions also account for funding eligibility and availability by year, coordination with other infrastructure improvements, and applicable requirements. Metra reviews its prioritization process annually to reflect legislation, grantor guidance, and updated data.

# NITA Regional Evaluation Metrics for Metra

NITA evaluated Metra projects using the 18 regional metrics described earlier in this section. The table below shows the share of Metra's $2.16 billion in evaluated project funding associated with each measurement, along with illustrative projects. Detailed project evaluations appear in Appendix F.

**Table 40** shows all 18-evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement, and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 19% of funds significantly improve access to key destinations.

**Table 40. Metra Capital Project Evaluation Results and Illustrative Projects**

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Access to Key Destinations** | ↑↑ | Significantly improves access | 19% | Replacement and expansion of the **Homewood Substation** will allow for additional service along the Metra Electric Line. |
| | ↑ | Moderately improves access | 6% | |
| | ↔ | Maintains access | 56% | |
| | – | Not applicable | 20% | |
| **Racial Equity and Mobility Justice** | ↑↑ | In an economically disconnected AND disinvested area | 2% | The **Harvey Intermodal Transportation Center** is a joint venture with Metra, Pace, and the City of Harvey that includes improvements to the Metra rail station to form a magnet for new businesses and new residents in Harvey. |
| | ↑ | In an economically disconnected OR disinvested area | 2% | |
| | ↔ | NOT in an economically disconnected or disinvested area | 14% | |
| | – | Not location specific or benefits entire service area | 82% | |
| **Benefit to Riders** | ↑↑ | Significant benefit | 39% | **59th/60th UChicago Station** on the Metra Electric Line will be reconstructed. Improvements benefiting riders include reconstruction of headhouses and entrances. The station will also be made fully ADA accessible. |
| | ↑ | Moderate benefit | 16% | |
| | ↔ | Maintains current benefit | 25% | |
| | – | Project does not impact customers | 19% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Capacity Benefit and Need** | ↑↑ | Increases capacity where utilization is near capacity | 21% | **A20 Interlocking** on the Milwaukee District North Line will be modernized and made more reliable using PTC-compatible control systems. This will improve speed and reliability, leading to the ability to run more trains in an area of the line near capacity. |
| | ↑ | Increases capacity where utilization is not near capacity | 1% | |
| | ↔ | Maintains original capacity | 60% | |
| | – | Not related to capacity | 18% | |
| **Economic Impact** | ↑↑↑ | Large economic impact | 20% | Rehabilitation of **Van Buren Street Station** will include upgrades to the Grant Park and Michigan Avenue pedestrian tunnels, platform replacement, waiting room updates, and warming shelters. The large construction project is expected to have a significant impact on construction jobs. |
| | ↑↑ | Moderate economic impact | 16% | |
| | ↑ | Small economic impact | 25% | |
| | – | No economic impact | 38% | |
| **Impact on Service Speed and Reliability** | ↑↑ | Significantly improves speed/reliability | 29% | **Substation improvements** at locations in Chicago, Flossmoor, Homewood, Harvey, and University Park will replace components of the electrical power distribution system and allow for faster, more reliable service. |
| | ↑ | Moderately improves speed/reliability | 17% | |
| | ↔ | Maintains speed/reliability | 23% | |
| | – | No impact on speed/reliability | 31% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Impact on Customer/ Employee Safety** | ↑↑ | Directly provides safety benefit/improvement | 9% | **Signal System Updates** enhance the reliability and safety of Metra's network of signals and relays by replacing assets nearing the end of their useful life. |
| | ↑ | Indirectly provides safety benefit/improvement | 73% | |
| | ↔ | Maintains safety levels | 7% | |
| | – | No impact on safety | 10% | |
| **Impact on System Security** | ↑↑ | Implements new security protection/prevention | 16% | **Car and Locomotive Cameras** will replace old technology and add additional surveillance to increase onboard security. |
| | ↑ | Enhances existing security level | 43% | |
| | ↔ | Maintains or replaces existing level of security | 0% | |
| | – | Does not impact security | 41% | |
| **Asset Conditions** | ⚙ | Rated below 2 in FTA's Transit Economic Requirements Model (TERM) | 22% | Metra will replace **ties, ballast, and switch heaters** systemwide to comply with FRA mandatory conditions and improve the riding quality of the trains and reduce the incidence of slow orders. |
| | ⚙ | Rated between 2 and 3 in TERM | 23% | |
| | ⚙ | Rated above 3 in TERM | 2% | |
| | – | Does not have an asset rating | 54% | |
| **Vehicle Useful Life** | ⚙ | Over 2 years past useful life | 26% | The procurement of new **Switcher Locomotives** will allow Metra to retire an existing fleet that is more than half a century old and well beyond its useful life. |
| | ⚙ | Between 0-2 years past useful life | 7% | |
| | ⚙ | Not exceeding useful life | 7% | |
| | – | Is not a vehicle with a useful life | 60% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Ridership/ Mode Shift Impact** | ↑↑ | Significantly improves transit ridership | 38% | **New Rail Car Purchase** will include new modern, multilevel railcars that will be equipped with numerous safety advancements and modern amenities. New cars will also enhance service reliability. These benefits will help drive a ridership increase. |
| | ↑ | Moderately improves transit ridership | 17% | |
| | ↔ | Maintains asset necessary for transit ridership | 27% | |
| | – | Project has no impact on transit ridership | 18% | |
| **Environmental Protection: Impacts** | ↑↑ | Directly supports significant increases in environmental protection, mitigation or restoration | 16% | Metra will be among the first passenger rail agency to purchase and operate **zero-emissions trainsets**. Battery-powered trainsets will significantly reduce the agency's greenhouse gas footprint and greatly improve regional air quality. Metra estimates that replacing one old diesel locomotive with a battery-powered trainset will reduce nitrogen oxide emissions by more than 30 tons per year. |
| | ↑ | Directly or indirectly supports moderate increases to environmental protection or mitigation | 30% | |
| | ↔ | Maintains existing environmental protection benefits (does not increase existing benefits) | 16% | |
| | – | Project does not affect environmental protection | 39% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Climate Agency Operating Impacts** | ↓↓ | Directly supports significant reduction /zero GHG emissions from transit agency operations | 25% | Metra will convert three diesel locomotives to zero-emissions **Battery-Powered Locomotives**. The battery-powered locomotives will be fully compatible with Metra's existing fleet and will be capable of operating on any Metra line that uses diesel-hauled trains. These will reduce operational and maintenance costs. |
| | ↓ | Supports moderate reductions or offsets to GHG emissions from transit agency operations | 4% | |
| | ↔ | No reduction of GHG emissions from transit agency operations | 12% | |
| | – | Project does not affect GHG emissions | 58% | |
| **Accessibility Improvements for Transit Vehicles** | ↑↑ | Makes vehicles fully accessible | 35% | Metra's **new railcars** will be ADA-compliant, including features such as near-level boarding, wheelchair lifts on each car, and accessible bathrooms. |
| | ↑ | Improves current vehicle accessibility | 0% | |
| | ↔ | Maintains current vehicle accessibility | 0% | |
| | – | Project has no impact on vehicle accessibility or not a transit vehicle project | 65% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Accessibility Improvements for Stops and Passenger and Staff Facilities** | ↑↑ | Makes transit facility fully accessible | 3% | **Station ADA Rehabilitation** will bring stations into ADA compliance. Accessibility will be addressed at the following stations: Rogers Park, 59th/60th UChicago, Van Buren, Elmhurst, Forest Glen, Glen Ellyn, Olympia Fields, and University Park |
| | ↑ | Improves current transit facility accessibility | 12% | |
| | ↔ | Maintains current transit facility accessibility | 5% | |
| | – | Project has no impact on transit facility accessibility or not a transit facility project | 80% | |
| **Regulatory Requirements** | ✓ | Yes, fulfills regulatory requirements | 48% | **Positive Train Control (PTC)** is a federal mandate that prevents train-to-train collisions and over-speed derailments. |
| | ✕ | No, does not fulfill a specific regulatory requirement | 52% | |
| **Impact on Operating Cost** | ↓↓ | Significant Decrease (>=10%) | 36% | **Rail Car Rehabilitation** will rebuild and upgrade bi-level cars to help extend the useful life and reduce the annual maintenance cost funded with operating dollars. |
| | ↓ | Minor Decrease (<10%) | 9% | |
| | ↔↑ | No change / increase | 51% | |
| | – | Not applicable | 3% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Impact on Service Standards** | ↑↑ | Significantly improves: Positively impacts 4 or more service standards | 69% | **Zero-emission trainsets** meet all eight of the Service Standards sub-metrics such as customer satisfaction, equipment failure rate, and travel time and on-time performance. |
| | ↑ | Moderately improves: Positively impacts 2-3 service standards | 16% | |
| | ↔ | Maintains or minor improvements: Positively impacts 0-1 service standard | 10% | |
| | – | No impact: Does not impact any service standards | 6% | |

# Metra Performance Based Programming

The performance-based programming methodology requires that each Service Board program 20% of funding to regional priorities determined by the NITA Board. **Table 41** shows the projects and dollar values that are programmed to either equity or accessibility projects for program year 2027. Forty percent of Metra's projects in 2027 will meet either the accessibility or equity requirement in 2027.

**Table 41. Metra 2027 Capital Projects Supporting Accessibility and Equity (Dollars in Thousands)**

| Description | 2027 | Equity | Accessibility |
|---|---|---|---|
| RI Retaining Walls (81st-85th) | 775 | ● | |
| Rock Island Intercity Improvements (RI3) | 7,500 | ● | |
| ADA Improvements-BNSF | 1,130 | ● | ● |
| ADA Improvements-RI | 1,100 | ● | ● |
| ADA State of Good Repair | 885 | ● | ● |
| Battery Electric Train Infrastructure | 8,955 | ● | |
| South Branch Bridge | 4,500 | ● | |
| Car Rehab (Amerail Rebuild) | 33,200 | | ● |
| Car Rehab (Nippon Sharyo HL2) | 21,005 | | ● |
| New Railcars | 2,650 | | ● |
| Stadler Trainset Trailer Cars (16 units) | 25,000 | | ● |

| Description | 2027 | Equity | Accessibility |
|---|---|---|---|
| Zero-Emissions Trainsets | 44,070 | | ● |
| ADA Improvements-UPR | 700 | | ● |
| Downtown Station Signs | 1,900 | | ● |
| Elmhurst Station | 4,000 | | ● |
| Forest Glen Station | 9,450 | | ● |
| Glen Ellyn Station | 4,000 | | ● |
| Olympia Fields Station & Parking | 17,800 | | ● |
| Parking Lot Improvements | 750 | | ● |
| Platform Improvements | 2,025 | | ● |
| Station Signage | 7,300 | | ● |
| Systemwide Station Signs | 910 | | ● |
| University Park Station | 1,660 | | ● |
| Van Buren Street Station | 6,075 | | ● |
| **Total Toward Equity and Accessibility** | **$207,339** | | |
| **Total Program Available** | **$523,769** | | |
| **% Toward Equity and Accessibility** | **40%** | | |

# Metra Capital Funding by Priority Project

Metra has identified 13 capital priority projects as part of its 10-year funding needs. Additionally, there are two administrative and uncategorized buckets with needs. Metra's total 10-year need, including administration, is $14.3 billion, of which $2.16 billion is funded in the 2027-2031 program. All priority projects are identified in the capital appendix.

NITA estimates that over triple the funding available would be needed in the 5-year capital program to fully address Metra's 5-year needs.

# Metra Capital Program Summary

Metra and NITA continue to advocate for funds that will help address important goals such as Metra's Next-Gen Regional Rail Fleet, regional rail operations on the Rock Island Line, Metra's Bridge Improvement Program and ADA upgrades to make Metra's system fully accessible. The programmed projects improve state of good repair and bring cleaner propulsion technologies to provide better air quality to the region. In addition, Metra's projects provide concrete benefits to

riders, operators, and other frontline workers by investing in new railcars to replace cars over 70 years old, investing in downtown stations in Chicago at Van Buren Street Station, and Union Station, and by providing worker amenities like yard, facility, and safety improvements throughout Metra locations. Metra's capital program delivers the mandate to improve transit in the region for riders and frontline workers while also improving accessibility and air quality.

# Pace Capital Program

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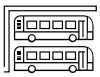
# Pace Capital Program

Pace's 2027–2031 Capital Program includes $410 million in available funding. The agency identified an estimated $2.5 billion in capital needs over the next ten years to advance key initiatives such as Pace Pulse BRT Service, bus and garage electrification and replacing an ageing fleet of buses, paratransit, community, and vanpool vehicles. Over 60% of Pace's 5-year program is focused on fleet renewal with other key funding going to the Pulse Cermak/22nd Street line and garage electrification and improvement projects.

## Pace Capital Assets

The graphic below is an overview of Pace's assets. Pace requires continual investment to keep up with needs that include maintaining and replacing 646 fixed route buses, 8 transit centers, and 12 garages. In addition, an elevated level of additional investment is needed to transition to zero-emissions. A significant percentage of the $2.45 billion need over the next ten years comes from investment in keeping Pace's assets in a state of good repair and transitioning to zero emissions.

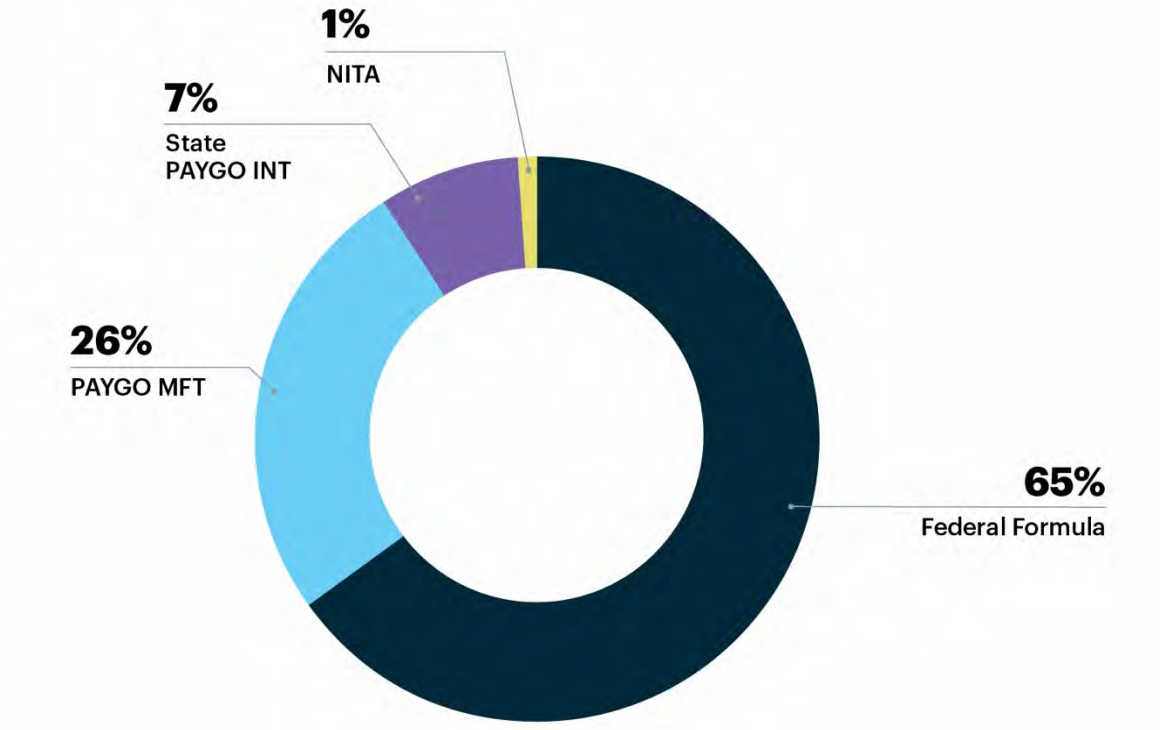
**Table 42. Pace Capital Asset Inventory**

| | | |
|---|---|---|
|  | Total Fixed Route Buses | 646 |
| | Diesel | 443 |
| | Hybrid | 80 |
| | CNG Buses | 94 |
| | Electric Buses | 29 |
| | Paratransit Vehicles | 397 |
| | Vanpool Vehicles | 507 |
| | Community-owned Vehicles | 128 |
|  | Transit Centers | 8 |
|  | Bus Garages | 9 |

# Pace Capital Funding Sources

Pace's $410 million 2027-2031 Capital Program has three funding sources: 65% federal formula funds, 34% PAYGO funds, and 1% NITA funds. NITA works with the Service Boards to diversify funding streams to include federal discretionary plus other state and local sources where possible. **Figure 44** shows the breakdown of capital funding by source.

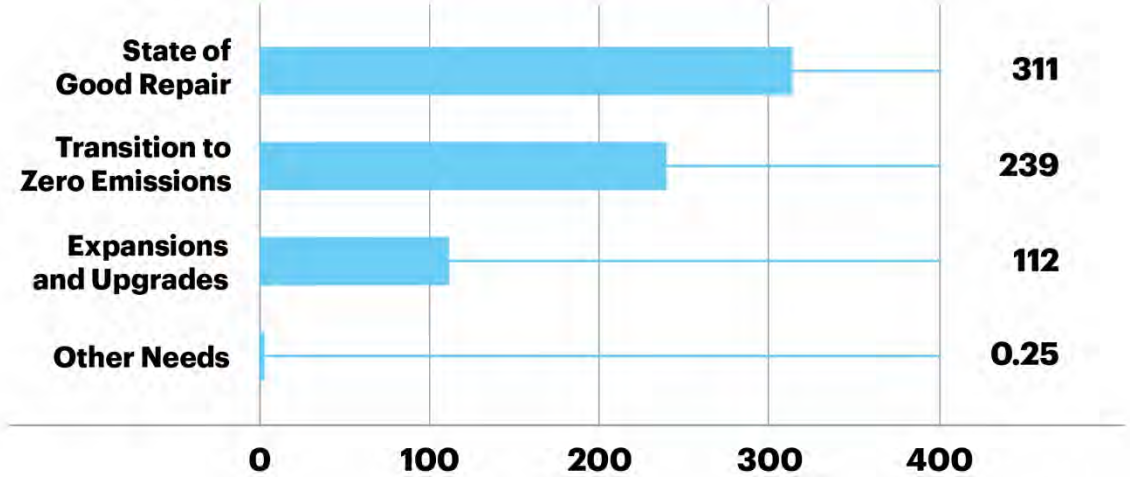
**Figure 44. 2027-2031 Pace Capital Program Funding by Source: $410 Million**




# Pace Capital Funding Goals

In this report, NITA will dive deeper into the three key regional goals that capital funding is accomplishing, State of Good Repair, Transition to Zero Emissions, and Expansions and Upgrades, to see how Pace's program impacts these regionally important areas. All Stations Accessibility is not included in Pace's analysis because this only applies to rail stations. Each project can have a primary goal as well as a secondary goal. In addition, projects that do not fall into one of the categories are included in other need, which might include projects such as administrative and support activities. **Figure 45** shows the total dollars being invested into each of the goals. Because 8 of Pace's 23 projects are categorized with multiple goals, the total available funding for this calculation is $662 million which means that $253 million in projects are classified in two categories. For example, purchase electric buses falls into both State of Good Repair and Transition to Zero Emissions because the new buses replace a worn-out asset and also provide an upgrade to a zero-emission option.

**Figure 45. 2027-2031 Pace Capital Funding by Goal (Dollars in Millions)**




### State of Good Repair

Pace's largest investment in the 2027-2031 program is for State of Good Repair needs at $311 million.

Fixed Route Bus Purchases: Pace plans to spend $218 million on the purchase of

- CNG Buses
- Over the Road Coach Buses
- Hybrid Buses
- Zero-Emission Battery-Electric Buses

### Transition to Zero Emissions

Pace programmed over $239 million in funding to projects supporting the Transition to Zero Emissions.

Zero-Emission Battery-Electric Bus Purchases: Pace is funding the purchase of 99 electric buses in the program with $150 million.

River Division Construction: The program includes $30 million for the reconstruction of the River Division Garage to accommodate the next generation electric bus fleet.

### Expansions and Upgrades

Pace dedicated $112 million to projects that are expanding and/or upgrading the suburban bus network.

Northwest Division (Wheeling) Construction: This project is funded with $18.5 million and will provide a larger garage capable of expanded service.

Pulse Cermak/22nd Street Line: Funded with $42 million this project will provide enhanced service along this busy corridor.

# Pace PAYGO INT Projects

Pace submitted 8 projects to be funded with the new PAYGO Interest funds. **Table 43** shows all projects applied for, the amount of funding requested, the project score and the funded amount.

**Table 43. Pace Project Selection Requests, Scores, and Funding Amounts (Dollars in Millions)**

| Project | Ask ($ in millions) | Project Score | Funded Amount ($ in millions) |
|---|---|---|---|
| Paratransit Vehicle Replacement | $22.8 | 13 | **$ 17.1** |
| Burr Ridge Park-n-Ride Reconstruction & Expansion | $1.5 | 13 | **$1.5** |
| Rosemont Bus Area Improvements | $10.0 | 12 | **$3.0** |
| Chicago Heights Transportation Center Improvements | $7.0 | 12 | **$7.0** |
| IT Server Replacement | $2.7 | 9 | **$ –** |
| Bus Stop Shelters (45 shelters, six-county) | $4.5 | 8 | **$ 4.5** |
| Pulse 95th Street Roadway & Accessibility Improvements | $2.0 | 8 | **$ 2.0** |
| Division Improvements (Fox Valley & Northwest) | $4.0 | 6 | **$ 4.0** |
| **Pace Total** | **$54.5** | | **$39.1** |

Projects that are shaded teal in the funding amount column in **Table 43** receive funding from other sources than PAYGO INT. Pace is receiving $28.6 million in PAYGO INT funding and an additional $10.5 million from other sources. A total of 8 Pace projects received funding with a total of $39.1 million or 71.1% of Pace's requests were funded.

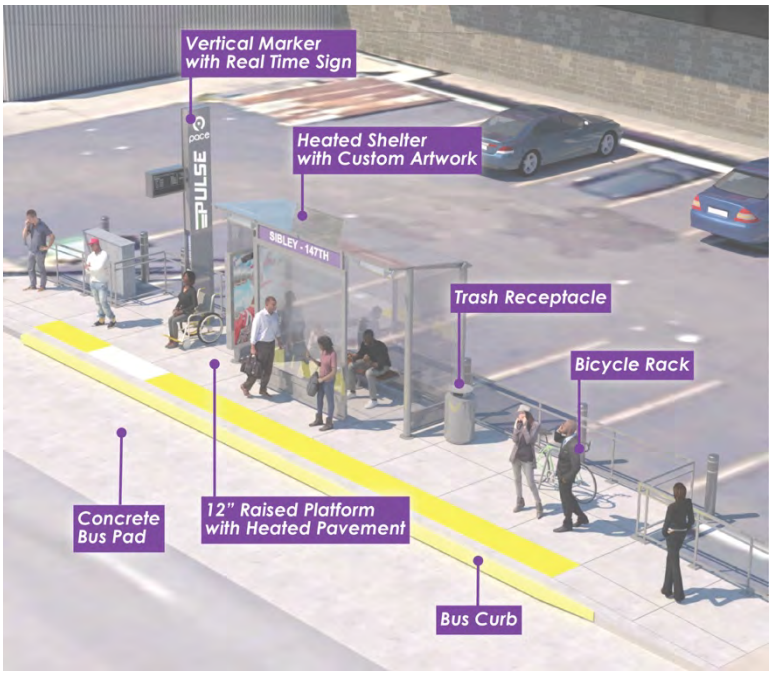
Pace's projects provide benefits throughout the region with shelters planned in each of the six counties as well as new paratransit vehicles expected to be assigned throughout the region. In addition, the key transit hubs at Rosemont, Burr Ridge, and Chicago Heights receive improvements benefiting riders connecting between services and counties. Front-line workers see garage improvements as well as upgraded restrooms at Burr Ridge and Chicago Heights.

# Pace Key Capital Initiatives and Programs:

- Project Zero: Project Zero remains a defining capital initiative for Pace as the agency continues preparing for a cleaner, lower-emission fleet. Capital investments will support the facilities, charging or fueling infrastructure, vehicle procurement, workforce training, and operational planning needed to transition responsibly while maintaining reliable service. The 2027-2031 capital program is both an environmental commitment and a modernization strategy that positions Pace for long-term sustainability and maintains the progress toward operating a zero-emissions fleet by 2040.
- State of Good Repair: Maintaining Pace's existing assets in a state of good repair is essential for safe, dependable daily service. The capital program includes investments that preserve and renew vehicles, garages, passenger facilities, technology systems, and maintenance infrastructure. These projects may be less visible than major expansions, but they are critical to reducing service disruptions, extending the useful life of assets, and protecting the public investment in the regional transit network.
- Pace Pulse: As part of Pace's strategic vision plan, Driving Innovation, Pace has committed to expanding its network of arterial bus rapid transit service called Pulse. Pulse provides premium limited-stop bus service to commuters featuring enhanced amenities and a streamlined route design in heavily traveled corridors of Chicagoland.
- In 2019, Pace launched the Pulse Milwaukee Line, serving thousands of commuters between Niles and Chicago, and in 2023 the Pulse Dempster Line brought fast, frequent service between Evanston and O'Hare Airport.
- Pulse offers a variety of benefits compared to regular fixed route bus service including faster service with limited stops, free Wi-Fi and other amenities, modern, easy-to-find branded stations with heated shelters, pavement snowmelt system, real-time bus arrival information, faster boarding and improved accessibility with raised bus platforms at all stations.
- Pace continues to expand the Pulse network; there are four corridors currently in project development including Halsted, 95th Street, Cermak/22nd Street, and Harlem. In addition, four future corridors: Touhy, Western, North, and a southern extension of the Pulse Halsted Line are also part of Pace's Pulse priority corridor network.

# Pace Pulse speeds up travel times, new corridors coming

The Pace Pulse program is bringing rapid transit to the Chicago region through frequent, limited-stop service, enhanced passenger stations, and transit signal priority (TSP) that helps buses move more efficiently through traffic signals.




These investments have delivered measurable travel-time and reliability benefits along the Milwaukee and Dempster Avenue corridors:

- Round-trip travel time on Pulse Milwaukee decreased by about 24%, from 55 to 42 minutes.
- On Pulse Dempster, round-trip travel time decreased by over 15%, from 128 to 108 minutes.
- TSP implementation contributed to improved on-time performance, with Pulse Milwaukee experiencing a 5 percent improvement and Pulse Dempster achieving an 11 percent improvement.

Pulse also enhances the passenger experience, with customers enjoying the following amenities that help reduce boarding times and create more welcoming transit environments:

- Heated shelters
- Real-time information
- Raised near-level boarding platforms

Ridership trends further demonstrate the program's potential:

- Total ridership in the Dempster corridor increased 40 percent in 2024 compared with 2022, the year before Pulse Dempster service began.
- Both the Milwaukee and Dempster corridors have retained a greater share of pre-pandemic ridership than Pace's fixed-route system overall, indicating stronger ridership recovery.




Building on these successes, Pace is advancing future Pulse corridors, including Cermak, Halsted, and 95th Street, with an increased emphasis on bus-priority roadway treatments. Because buses operating in mixed traffic remain vulnerable to congestion, planned improvements on Pulse Halsted include queue jumps at five high-delay intersections and dedicated bus lanes near I-57. These treatments will allow buses to bypass key traffic bottlenecks, further improving travel times and service reliability. By combining enhanced stations and frequent service with targeted roadway improvements, the Pulse program represents a strategic investment in a more accessible, dependable, and competitive suburban transit network.



# Pace Capital Investment Decision Process

Pace starts its internal evaluation with capital project funding requests, which are received during the budget call and are reviewed and scored by an internal Pace team representing the Budget, Project Management, Operations, Divisions, Capital Infrastructure, Grants, and TAM departments. Scoring criteria are informed by and detailed in Pace's Transit Asset Management (TAM) plan.

In 2023, Pace updated their Capital Project Scoring Criteria to include priorities reflected in new State legislation, including racial equity and mobility justice. In addition, Pace added environmental impact to incorporate Pace's commitment to transitioning to a zero-emission bus fleet.

Projects are scored using 13 criteria with weighted scoring ranges assigned to achieve a maximum of 30 total points. These categories include Safety, State of Good Repair, Reliability, Mobility, Regulatory, Equity, Capacity, Access to Key Destinations, Economic Development, Deliver Value on Investments, Stay Competitive, Environmental Impact, and Agency Commitment.

Current budget year capital projects receive a single score representing the average of all team member scores. Out-year capital projects also receive a score and ranking but are considered separate from annual budget year projects.

Project rankings are used as a tool in the process of annual project selection but are not the sole factor in determining the capital program. Other considerations, such as funding-specific restrictions, overall funding constraints, project timelines, project sequence, and other project specific factors all play a part in the overall evaluation. Final scores and rankings are incorporated into Pace's TAM plan and provided to NITA as part of the capital budget call submittal.

# NITA Regional Evaluation Metrics for Pace

NITA evaluated all capital projects in the 2027-2031 capital program using 18 metrics. Detailed evaluations of each Pace project can be found in Appendix F.

**Table 44** shows all 18-evaluation metrics. Each metric has between two and four possible measurement choices. The table shows the metric, measurement, and percentage of dollars in the program that have been evaluated with that measurement. For example, looking at Access to Key Destinations, 12% of funds significantly improve access to key destinations. In this table, each metric has an illustrative project to give an example of how funds will be used to reach that regional goal.

**Table 44. Pace Capital Project Evaluation Results and Illustrative Projects**

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Access to Key Destinations** | ↑↑ | Significantly improves access | 12% | **Pulse Cermak/22nd Street Line** will connect customers to major destinations such as schools and shopping centers. |
| | ↑ | Moderately improves access | 3% | |
| | ↔ | Maintains access | 73% | |
| | – | Not applicable | 11% | |
| **Racial Equity and Mobility Justice** | ↑↑ | In an economically disconnected AND disinvested area | 49% | Forty-one **fixed route electric buses,** most of these buses will operate from North Division in Waukegan, or from River Division in Elgin, through areas both economically disconnected and disinvested. |
| | ↑ | In an economically disconnected OR disinvested area | 4% | |
| | ↔ | NOT in an economically disconnected or disinvested area | 17% | |
| | – | Not location specific or benefits entire service area | 30% | |
| **Benefit to Riders** | ↑↑ | Significant benefit | 74% | **Bus Stop Improvements** fund the installation of additional bus shelters throughout the six-county region, which improve customer experience, safety, and security. |
| | ↑ | Moderate benefit | 13% | |
| | ↔ | Maintains current benefit | 2% | |
| | – | Project does not impact customers | 10% | |
| **Capacity Benefit and Need** | ↑↑ | Increases capacity where utilization is near capacity | 12% | The construction of a new **Northwest Division garage** provides space for at least 150 40-foot buses along with operations, maintenance, and servicing spaces. |
| | ↑ | Increases capacity where utilization is not near capacity | 12% | |
| | ↔ | Maintains original capacity | 63% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Economic Impact** | ↑↑↑ | Large economic impact | 22% | **The River Division Garage** will be equipped with charging infrastructure; its construction will produce a large economic impact. |
| | ↑↑ | Moderate economic impact | 1% | |
| | ↑ | Small economic impact | 11% | |
| | – | No economic impact | 66% | |
| **Impact on Service Speed and Reliability** | ↑↑ | Significantly improves speed/reliability | 71% | **The Purchase of Fixed Route Electric Buses** will improve reliability by bringing the fleet back to a state of good repair, which requires less unscheduled maintenance. |
| | ↑ | Moderately improves speed/reliability | 0% | |
| | ↔ | Maintains speed/reliability | 12% | |
| | – | No impact on speed/reliability | 17% | |
| **Impact on Customer/ Employee Safety** | ↑↑ | Directly provides safety benefit/improvement | 0% | Pace will upgrade **Maintenance Equipment** that has exceeded its useful life by purchasing a break test, safety bus simulator, and portable lighting systems. |
| | ↑ | Indirectly provides safety benefit/improvement | 27% | |
| | ↔ | Maintains safety levels | 71% | |
| | – | No impact on safety | 1% | |
| **Impact on System Security** | ↑↑ | Implements new security protection/prevention | 10% | **Pulse Cermak/22nd Street Line** provides new security by adding cameras at bus stops. |
| | ↑ | Enhances existing security level | 17% | |
| | ↔ | Maintains or replaces existing level of security | 62% | |
| | – | Does not impact security | 9% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Asset Conditions** |  | Rated below 2 in FTA's Transit Economic Requirements Model (TERM) | 0% | **The Northwest Division garage** in Des Plaines is beyond its useful life. A new facility will be constructed in Wheeling. |
| |  | Rated between 2 and 3 in TERM | 17% | |
| |  | Rated above 3 in TERM | 0% | |
| | – | Does not have an asset rating | 83% | |
| **Vehicle Useful Life** |  | Over 2 years past useful life | 8% | To maintain a state of good repair, Pace will replace **Paratransit vehicles** that have reached their useful life. |
| |  | Between 0-2 years past useful life | 53% | |
| |  | Not exceeding useful life | 0% | |
| | – | Is not a vehicle with a useful life | 40% | |
| **Ridership/ Mode Shift Impact** | ↑↑ | Significantly improves transit ridership | 12% | The new **Suburban Passenger Facility** will serve as a hub for multiple Pace services in DuPage County including the future Pulse Cermak/22nd Street Line. |
| | ↑ | Moderately improves transit ridership | 70% | |
| | ↔ | Maintains asset necessary for transit ridership | 7% | |
| | – | Project has no impact on transit ridership | 10% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Environmental Protection: Impact** | ↑↑ | Directly supports significant increases in environmental protection, mitigation, or restoration | 44% | **Fixed Route Electric Bus purchases** will replace diesel buses, which will provide cleaner air for the region, especially around garages where front-line workers operate. |
| | ↑ | Directly or indirectly supports moderate increases to environmental protection or mitigation | 29% | |
| | ↔ | Maintains existing environmental protection benefits (does not increase existing benefits) | 16% | |
| | – | Project does not affect environmental protection | 11% | |
| **Climate Agency Operating Impacts** | ↓↓ | Directly supports significant reduction /zero GHG emissions from transit agency operations | 44% | The new **River Division Bus Garage** in Elgin will be equipped with charging infrastructure to accommodate Pace's electric bus fleet, reducing diesel fuel and vehicle maintenance costs. |
| | ↓ | Supports moderate reductions or offsets to GHG emissions from transit agency operations | 29% | |
| | ↔ | No reduction of GHG emissions from transit agency operations | 10% | |
| | – | Project does not affect GHG emissions | 17% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Accessibility Improvements for Transit Vehicles** | ↑↑ | Makes vehicles fully accessible | 0% | |
| | ↑ | Improves current vehicle accessibility | 6% | |
| | ↔ | Maintains current vehicle accessibility | 54% | |
| | – | Project has no impact on vehicle accessibility or not a transit vehicle project | 40% | |
| **Accessibility Improvements for Stops and Passenger and Staff Facilities** | ↑↑ | Makes transit facility fully accessible | 12% | The new **Suburban Passenger Facility** will serve multiple fixed routes and paratransit service and be fully accessible. |
| | ↑ | Improves current transit facility accessibility | 2% | |
| | ↔ | Maintains current transit facility accessibility | 2% | |
| | – | Project has no impact on transit facility accessibility or not a transit facility project | 84% | |
| **Regulatory Requirements** | ✓ | Yes, fulfills regulatory requirements | 43% | **Fixed Route Electric Bus Purchase** directly addresses the statewide mandate as a Regulatory Requirement to purchase only zero emission buses starting in 2026. |
| | ✕ | No, does not fulfill a specific regulatory requirement | 57% | |
| **Impact on Operating Cost** | ↓↓ | Significant Decrease (>=10%) | 59% | **New Non-Revenue Vehicle Purchases** will reduce vehicle maintenance requirements, which will provide operating and maintenance cost savings. |
| | ↓ | Minor Decrease (<10%) | 17% | |
| | ↔↑ | No change / increase | 24% | |
| | – | Not applicable | 0% | |

| Metric | Measurements | | | Illustrative Project |
|---|---|---|---|---|
| **Impact on Service Standards** | ↑↑ | Significantly improves: Positively impacts 4 or more service standards | 18% | **Pulse Cermak/22nd Street Line** impacts seven of the eight service standards, including travel time, equipment failure rates, and customer satisfaction. |
| | ↑ | Moderately improves: Positively impacts 2-3 service standards | 67% | |
| | ↔ | Maintains or minor improvements: Positively impacts 0-1 service standard | 15% | |
| | – | No impact: Does not impact any service standards | 1% | |

# Pace Performance Based Programming

The performance-based programming methodology requires that each Service Board program 20% of funding to regional priorities determined by the NITA Board. **Table 45** shows the projects and dollar values that are programmed to either equity or accessibility projects for program year 2027. 39% of Pace's program in 2027 will meet either the accessibility or equity requirement.

**Table 45. Pace 2027 Capital Projects Supporting Accessibility and Equity (Dollars in Thousands)**

| Description | 2027 | Equity | Accessibility |
|---|---|---|---|
| Chicago Heights Transportation Center Improvements | 7,000 | • | • |
| Pulse 95th Street Roadway & Accessibility Improvements | 2,000 | • | • |
| Fixed Route CNG Buses | 16,000 | • | |
| Paratransit Vehicle Replacement | 18,774 | | • |
| New Suburban Passenger Facility | 2,600 | | • |
| Burr Ridge Park-n-Ride Reconstruction & Expansion | 1,500 | | • |
| Bus Stop Improvements/Shelters | 200 | | • |
| **Total Toward Equity and Accessibility** | **$48,074** | | |

| Description | 2027 | Equity | Accessibility |
|---|---|---|---|
| **Total Program** | **$120,444** | | |
| **% Toward Equity and Accessibility** | **40%** | | |

# Pace Long Term Funding Need

Pace has identified 20 priority projects as part of their 10-year funding need. Pace's total 10-year need is $2.45 billion of which $410 million, or about 17% of the need is funded in the five-year program. All priority projects are identified in the capital appendix.

NITA estimates that over triple the funding available would be needed in the 5-year capital program to fully address Pace's 5-year needs. In the long term, more sustainable funding sources need to be identified to help deliver on all of Pace's key initiatives.

# Pace Capital Program Summary

Pace and NITA continue to advocate for funds that will help address important goals such as systemwide electrification, the creation of new Pulse arterial BRT lines and state of good repair replacements of revenue vehicles. The programmed projects continue to move Pace toward a state of good repair for revenue vehicles and build on the early successes of electrification. In addition, Pace's projects benefit riders and front-line workers through investments in new transit centers, vehicles, and BRT corridors. They also improve working conditions by adding enhanced safety features and other operator amenities to new buses, as well as upgrades at bus garages systemwide. Pace's program delivers benefits to all six counties while reducing the environmental burden of legacy diesel buses and providing ADA service using upgraded paratransit vehicles throughout the region.

# Appendix A: Acronyms

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# Appendix A: Acronyms

| Acronym or abbreviation | Full name or meaning |
|---|---|
| ADA | Americans with Disabilities Act |
| APTA | American Public Transportation Association |
| ARP | American Rescue Plan Act |
| ASAP | All Stations Accessibility Program — Federal and CTA station accessibility program |
| BCG | Boston Consulting Group |
| BNSF | BNSF Railway; also identifies Metra's BNSF Line |
| BPCS | Bus Priority Corridor Study |
| BRT | Bus rapid transit |
| CARES | Coronavirus Aid, Relief, and Economic Security Act |
| CDOT | Chicago Department of Transportation |
| CDS | Congressionally Directed Spending |
| CIG | Capital Investment Grants |
| CIP | Capital Improvement Program |
| CMAP | Chicago Metropolitan Agency for Planning |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program |
| CN | Canadian National Railway Company |
| CNG | Compressed natural gas |
| ComEd | Commonwealth Edison Company |
| COPS | Metra's safety and security reporting app |
| COST | Capital Optimization Support Tool |
| COVID | Coronavirus disease; used in references to COVID-19 relief funding |
| CPF | Community Project Funding |
| CPI | Consumer Price Index |
| CPKC | Canadian Pacific Kansas City |
| CRP | Carbon Reduction Program |
| CRRSAA | Coronavirus Response and Relief Supplemental Appropriations Act |
| CTA | Chicago Transit Authority |

| Acronym or abbreviation | Full name or meaning |
|---|---|
| EAM | Enterprise Asset Management |
| EDA | Economically Disconnected Area |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration |
| FTE | Full-time equivalent |
| GHG | Greenhouse gas |
| GTFS | General Transit Feed Specification |
| HVAC | Heating, ventilation and air conditioning |
| ICE | Innovation, Coordination and Enhancement |
| IDHS | Illinois Department of Human Services |
| IDOT | Illinois Department of Transportation |
| IEPA | Illinois Environmental Protection Agency |
| ILCS | Illinois Compiled Statutes |
| IMD | Illinois Medical District |
| INT | Interest; used in the PAYGO interest funding label |
| K-9 | Canine; refers to security dog teams |
| LA Metro | Los Angeles County Metropolitan Transportation Authority |
| LoNo | Federal Low or No Emission Grant Program |
| MBTA | Massachusetts Bay Transportation Authority |
| MDN | Milwaukee District North Line |
| MFT | Motor fuel tax |
| MIT | Massachusetts Institute of Technology |
| MPO | Metropolitan planning organization |
| MTA | Metropolitan Transportation Authority — New York |
| NEPA | National Environmental Policy Act |
| NIRC | Northeast Illinois Regional Commuter Railroad Corporation |
| NITA | Northern Illinois Transit Authority |
| NJ TRANSIT | New Jersey Transit Corporation |
| NTD | National Transit Database |
| PA | Public Act |
| PAYGO | Pay-as-you-go capital funding |

| Acronym or abbreviation | Full name or meaning |
|---|---|
| PAYGO INT | Pay-as-you-go capital funding from state fund interest earnings |
| PAYGO MFT | Pay-as-you-go capital funding from state motor fuel tax revenue |
| PTC | Positive Train Control |
| PTF | Public Transportation Fund |
| RAP | Rideshare Access Program |
| RETT | Real estate transfer tax |
| RI3 | Rock Island Intercity Improvements |
| RLE | Red Line Extension |
| RPM | Red and Purple Modernization |
| RTA | Regional Transportation Authority |
| RTD | Regional Transportation District — Denver |
| SAM | Strategic Asset Management |
| SCIP | Strategic Capital Improvement Program |
| SGR | State of good repair |
| SNAP | Supplemental Nutrition Assistance Program |
| TAM | Transit Asset Management |
| TAP | Taxi Access Program |
| TERM | Transit Economic Requirements Model |
| TIF | Tax increment financing |
| TSP | Transit signal priority |
| UChicago | University of Chicago |
| UIC | University of Illinois Chicago |
| UP | Union Pacific |
| UP-NW | Union Pacific Northwest Line |
| U-Pass | University pass program for students at participating colleges and universities |
| UPR | Union Pacific Railroad |
| U.S.C. | United States Code |
| WACY | Western Avenue Coach Yard |

# Appendix B: NITA Act Dates and Deadlines

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NORTHERN ILLINOIS TRANSIT AUTHORITY

# Appendix B: NITA Act Dates and Deadlines

The requirements of the NITA Act (70 ILCS 3615) have played a large role in the development of the 2027 regional transit operating budget. This appendix provides an overview of all deadlines, new annual requirements, and policy changes contained in PA104-0457 and PA104-0553 that go into effect from 2026 to 2028.

## NITA Act Statutory Deadlines

| NITA Act Requirement | Statutory Deadline Date | Section (70 ILCS 3615/) |
|---|---|---|
| **2026** | | |
| NITA Act goes into effect, fare increases prohibited, system-wide recovery ratio set at 25%, agency budget cap lifted | June 1 | 2.04(a), 4.01(b), 4.01(c) |
| Cook County Sheriff establishes NITA Law Enforcement Task Force | June 1 | 2.11.05 |
| New NITA, CTA, Pace, and Metra Boards seated | September 1 | NITA: 3.01.05<br>CTA: 70 ILCS 3605/19.5<br>Pace: 3A.02<br>Metra: 3B.02 |
| Selection of NITA Board Chair | First NITA Board meeting after September 1 | 3.01.05(b-20) |
| Deadline for IDOT to enter into third-party consultant contract for transition | September 1 | 7.02(a) |
| Approval of service board funding amounts and system-wide recovery ratio | September 15 (sunsets) | 4.11(a) |
| Designate NITA Transition Working Group | October 1 | 7.02(b) |
| Service Board Budgets Due | November 15 (sunsets in 2027) | 4.11(b) |
| Safety reporting app operational | November 28 | 2.11.30(d) |
| Appoint Chief Internal Auditor | November 28 | 7.01(a) |

| NITA Act Requirement | Statutory Deadline Date | Section (70 ILCS 3615/) |
|---|---|---|
| Professional development leadership training requirement for new board members | December 1 | 3.13 |
| NITA Law Enforcement Task Force releases preliminary report of recommendations for ongoing law enforcement strategies, tactics, and best practices for the transit system | December 31 | 2.11.05(m) |
| Adopt 2027 Regional Operating and Capital Budget and 2-Year Financial Plan | December 31 | 4.01(A-15)(2) |
| **2027** | | |
| NITA coordinates with labor unions representing bus drivers on implementation of installing bus shields on all bus fleets | January 1 | 2.11.35c |
| CTA employees that are identified to become Transit Ambassadors must undergo training by this date. Customer-facing Metra employees also required to undergo the same training. | January 1 | 2.46(i) |
| Implementation of Language Access Plan (LAP) in coordination with the Service Boards | January 1 | 2.47 |
| Implementation of a regional rail scheduling pilot program on Rock Island by Metra | January 1 | 3B.28 |
| Capital project bidders for covered contracts of $10,000,000 or more required to submit an Illinois Jobs Plan begins | January 1 | 4.06.05 |
| Evaluate and propose a 5-Year Capital Program transition and process | January 1 | 7.02(d) |
| Review consultant evaluation of existing paratransit programs and recommendations for improved coordination and service | January 1 | 7.02(g) |
| NITA Law Enforcement Task Force Report on Transit Safety and Security Due to the Coordinated Safety Response Council | March 1 | 2.11.05 |
| Coordinated Safety Response Council Report on Transit Safety and Security Due | March 1 | 2.11.20(c) |

| NITA Act Requirement | Statutory Deadline Date | Section (70 ILCS 3615/) |
|---|---|---|
| Ordinance implementing consultant recommendations for ADA Paratransit | April 1 | 7.02(g) |
| Prohibition on fare increases sunsets | June 1 | 2.04(a) |
| NITA Board vote on implementation of sworn law enforcement program on transit | June 1 | 2.11.10(a) |
| Coordinated Safety Response Council report on social service interventions on transit due | June 1 | 2.11.20(j) |
| Transit-supportive opportunity inventory made available to public | June 1 | 2.44 |
| Establish a process for procuring a universal fare instrument | July 1 | 7.02(d)(2) |
| Consultant transition report due to Illinois General Assembly | July 1 | 7.02(h) |
| Transit ambassador program launched | July 1 | 2.46 |
| NITA adopts transition plan by ordinance | September 30 | 7.02(i) |
| NITA must enter into contracts with nongovernmental agencies or work within the organization to provide outreach and assistance to riders that are unhoused | December 1 | 2.11.15(f) |
| Service planning process begins by NITA requesting proposed service plans from Service Boards | December 15 | 2.01(f) |
| Develop, adopt, and implement service standards and transit propensity thresholds | December 31 | Sec. 6.01(h) |
| **2028** | | |
| NITA and Service Boards undertake a joint procurement for a next generation fare collection system to be fully implemented by Feb. 1, 2030. | January 1 | Sec. 2.04(h) |
| Deadline for bus shields to be installed on all Pace and CTA buses | January 1 | 2.11.35(d) |
| Budget growth limit reinstated for NITA, 5% year-over-year growth | January 1 | 4.01(c) |
| NITA staff reports to Board on implementation of transition consultant recommendations for ADA Paratransit | January 1 | 7.02(g) |

| NITA Act Requirement | Statutory Deadline Date | Section (70 ILCS 3615/) |
|---|---|---|
| Service planning process begins, Service Boards submit preliminary service plans to NITA | March 31 | Sec. 2.01f(d) |
| Deadline for implementation of new fare programs | June 1 | Sec. 2.04(j)(4) |
| Service Boards submit final proposed service plans | June 30 | 2.01f(e) |
| Deadline for NITA to manage all digital and web-based trip planning and real-time vehicle arrival information | July 1 | Sec. 2.05(e) |
| NITA Board required to adopt a regionwide service plan | December 31 | 2.01f(i) |

# NITA Act New Annual Requirements

The following is a list of new annual requirements in the NITA Act in the order they appear in statute. Unless noted with a date, these will be completed annually at the discretion of NITA based on agency workflow and connections to other requirements.

| Annual Requirement | NITA Act Section (70 ILCS 3615/) |
|---|---|
| Annual report on implementing fare policy progress | 2.04(k) |
| Annual review of customer satisfaction results related to safety and security | 2.11.30(f) |
| Ambulance services response reimbursement program (January 15) | 2.48 |
| Annual Board training | 3.13 |
| Annual review of Service Board and NITA Executive Directors | 5.2, 5.3 |
| Internal audit report due (March 1) | 7.01(O) |

# NITA Act Policy Changes

The following requirements do not have deadlines and are effective June 1, 2026, unless otherwise noted. They are listed in the order that they appear in statute.

| NITA Act Policy | Section (70 ILCS 3615/) |
|---|---|
| NITA assumes regional fare setting authority | 2.04(a) |
| Zero-emission bus mandate | 2.10a |
| Chief Transit Safety Officer Designated | 2.11.15(c) |
| Coordinated Safety Response Council Established | 2.11.20 |
| NITA Safety Subcommittee Established | 2.11.25 |
| Illinois Senate confirms NITA ED and Chair | 3.01.05(b-20) |
| NITA Ordinance for CTA, Metra, and Pace Executive Director | 70 ILCS 3605/27, 3B.05, 3A.05 |
| New statutory NITA budget process begins January 1, 2027 all previous budget requirements sunset | 4.01(a-20) |
| Operations performance data required for reduced fare reimbursement made permanent | 4.01(b-5) |
| Recovery ratio reduced to 25% for mainline service and 5% for ADA Paratransit, operations data requirement, potential for Illinois General Assembly hearings | 4.01b(c)(1), 4.01b(c)(2), 4.01b(h) |
| Dial-a-Ride (DAR) study | 5.25 |
| ADA Advisory Council Established | 7.03 |
| Riders Advisory Council Established | 7.04 |

# Appendix C: Fares

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Appendix C: NITA Act Fare Policy Report and Regional Fare Table

## Background

Passage of the NITA Act centralizes fare policy for CTA, Metra, and Pace at the regional authority, expands special fare programs, sets ambitious targets for improvements to fare systems and creates new processes for reporting on fares and obtaining input from riders, the public, and key stakeholders on any changes to fares. Over the coming months and years, changes will be implemented to how fare programs are administered across the region, ensuring fares are affordable and the process for purchasing and utilizing fares and passes is seamless. This appendix provides an overview of agency fare policy actions and immediate next steps and satisfies the requirement of 70 ILCS 3615/2.04(k) for 2026.

**What the NITA Act requires for regionally coordinated fares (70 ILCS 3615/2.04)**

- NITA has sole authority to set and coordinate fares and cannot raise fares until after June 1, 2027.
- NITA shall develop and implement a regionally coordinated and consolidated fare collection system, and can delegate responsibilities to the Service Boards
- NITA shall establish a process for creation of a Universal Fare Instrument by July 1, 2027
- By January 1, 2028, NITA will undertake a joint procurement for the next generation fare collection system that will be procured and implemented by February 1, 2030
- NITA will set fare-sharing agreements between the Service Boards that apply to revenue raised from interagency fare passes, tickets, and transfers
- NITA has sole authority for administering all special fare programs including:
    - Free and reduced fares for seniors
    - Free fares for people with disabilities
    - Active-duty military personnel

- By June 1, 2028, the NITA will launch the following new fare programs:
    - An income-based fare program for veterans, returning residents, and individuals experiencing homelessness
    - A free and reduced fare program for domestic violence and sexual assault survivors
    - Region-wide fare capping
- NITA will provide annual reports on fare program implementation progress to the Governor and General Assembly

# NITA Act Implementation 2026

At the September meeting the NITA Board of Directors adopted the first regional fare table and two fare pilots – Access expansion and student fares. This action represents the first step of implementing the NITA Act and centralizing fare policy and programs at the regional agency.

Both of the fare pilots were funded in a May 2026 budget amendment. Access expansion offers a reduced fare to any six-county resident receiving SNAP benefits and the student fare pilot harmonizes pricing and eliminates time and transfer penalties between CTA and Pace. NITA and the Service Boards, with the support of the NITA Transition Consultant, have begun evaluating strategic options for a Universal Fare Instrument (UFI). This workstream supports the July 1, 2027 statutory deadline to create a process for a universal fare instrument and the necessary coordination between NITA and the Service Boards.

# NITA Act Implementation 2027

In 2027 NITA will continue to take action delivering a more seamless and affordable fare system and delivering on the promise of One Ticket in the NITA Act. These changes will increase affordability and simplify programs for riders.

**Fare policy harmonization:**

- Adoption of two free transfers per hour across CTA Bus/Rail and Pace Bus and elimination of inter-agency transfer penalties between CTA and Pace
- Expansion of reduced fare rate on all pass products offered
- Continued development of new pass products

The proposed regional fare table is included as an attachment.

**Reduced Fare program consolidation:**

Additionally, NITA will continue to simplify and centralize three different reduced fare programs for Active Military and Disabled Veterans by adopting the NITA Military and Disabled Veteran fare program.

- Active military and disabled veterans approved as eligible will ride free on the entire network
- Active military with valid military ID will be offered reduced fare on the entire network
- Administration of the NITA Military and Disabled Veterans program will be established at NITA – currently administered via Cubic/Ventra

**Universal fare instrument and next generation fare collection system**

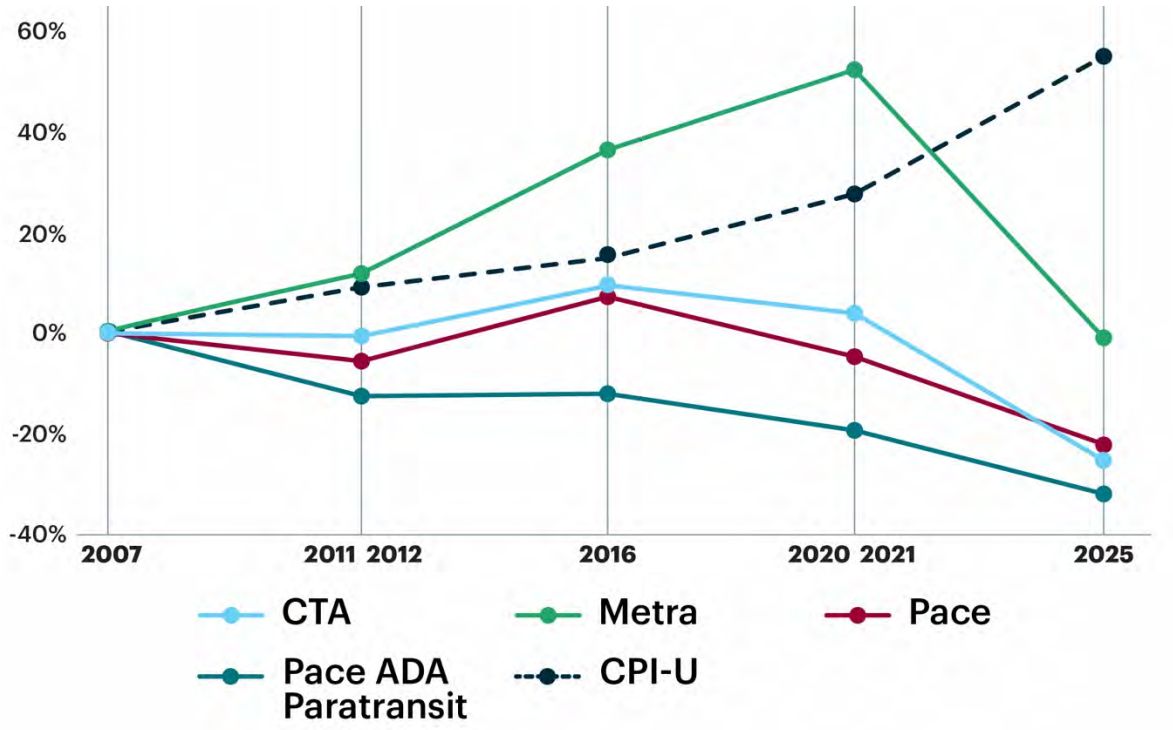
In 2027, NITA will design and scope the joint procurement ahead of the January 1, 2028, statutory deadline to launch. By that date, NITA, in coordination with the Service Boards, must undertake a joint procurement for a next generation fare collection system. The system must include, among other things, a unified mobile ticket application, and must be procured and implemented by February 1, 2030.

# Transit Affordability

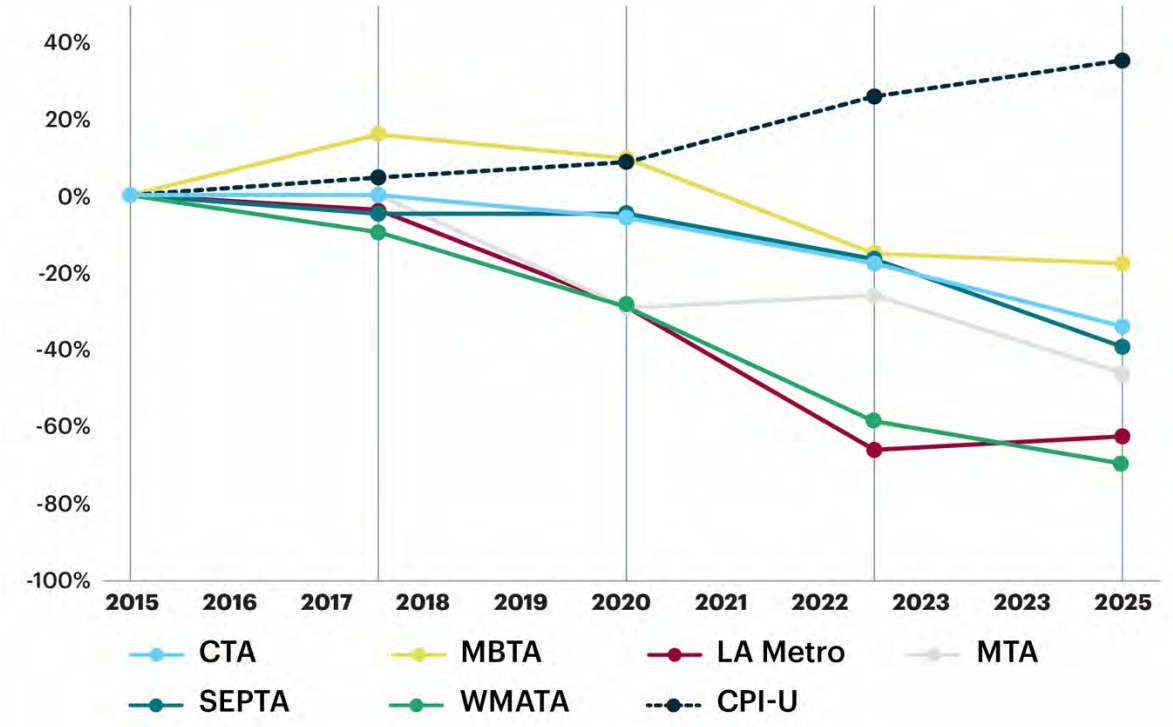
Transit remains an affordable and sustainable mode of travel, connecting people to jobs, education, healthcare and other opportunities. As a comparison, owning a car in the United States costs a family over $12,000 annually when maintenance, fuel, and insurance are included. Since the pandemic, the average transit fare has decreased, and new fare options have come online that unlock region-wide mobility for users of CTA, Metra, and Pace.

Comparing the inflation adjusted average fare paid, which is calculated by dividing total fare revenue by passenger trips, to overall inflation shows how affordable the existing fare structure remains. Figure 1 shows the percent change in average fare by Service Board compared to inflation. Figure 2 shows the percent change in average fare by regional peer.

**Change in Average Fare and Inflation, Relative to 2007**




**Urban Bus Operators: Change in Average Fare Since 2015**




Transit remains affordable, in light of broader economic pressures. This is true in our region and holds true across peer regions. As the Access and student program expansions are implemented and transfer policies and reduced fare

passes are harmonized further ensuring affordability, NITA can consider adjustments to base fare prices tied to inflation or other measures.

Fare capping is a policy that automatically limits the maximum amount a rider pays for travel over a set period—such as a day, a week, or a month—without requiring them to buy an unlimited pass upfront. Like reduced and student fare expansion, fare capping has been deployed in other regions to ensure affordability and convenience in fare products for all riders. NITA will implement region-wide fare capping by June 1, 2028. The table below summarizes peer fare capping policies.

**Peer Agency Fare Capping Programs**

| Agency | Integrated Modes | Compatible Payment Methods | Launch Date | Price Cap | Cap Time | Policy Notes |
|---|---|---|---|---|---|---|
| Metropolitan Transportation Authority - New York | NYCT Subway, bus, express bus (with higher cap) | OMNY Card, tap-enabled credit/debit card, mobile wallet | 2022 | $35.00 | 7 days | If riding express buses, the fare is capped at $67. Clock starts when rider takes their first trip. Does not include Commuter Rail, other operators. |
| Los Angeles County Metropolitan Transportation Authority | Metro Subway, bus | TAP Card, TAP app, tap-enabled credit/debit card, mobile wallet | 2023 | $5.00<br>$18.00 | 1 day<br>7 days | Daily cap applies to each calendar day starting at midnight. Seven-day cap starts the clock when rider takes their first trip. Does not include Commuter Rail, other operators. |
| Toronto Transit Commission | TTC Subway, streetcar, bus | PRESTO Card, tap-enabled credit card, mobile wallet | 2026 (Sept.) | $111.86 | Month | Once you pay 47 eligible fares in a calendar month, any additional trips that month are free. Does not include Commuter Rail, other operators. |

## Appendix C: Fares

| Fare Product | Fare Payment Method | Product Type | Standard Fare | Reduced Fare | Notes | Harmonization |
|---|---|---|---|---|---|---|
| **Standard** | | | | | | |
| Bus, On-Demand, & 'L' 1-Day/24-Hour Pass | Ventra Card or Limited Use Ticket from Ventra Vending Machine | Pass | $5.00 | $2.50 | Does not include Premium, Game Day Bus, or Paratransit | Reduced fare price added |
| Bus, On-Demand, & 'L' 3-Day/72-Hour Pass | Ventra Card or Limited Use Ticket from Ventra Vending Machine | Pass | $15.00 | $7.50 | Does not include Premium, Game Day Bus, or Paratransit | Reduced fare price added |
| Bus, On-Demand, & 'L' 7-Day Pass | Ventra Card or Limited Use Ticket from Ventra Vending Machine | Pass | $20.00 | $10.00 | Does not include Premium, Game Day Bus, or Paratransit | Reduced fare price added |
| Bus, On-Demand, & 'L' 30-Day Pass | Ventra Card or Limited Use Ticket from Ventra Vending Machine | Pass | $75.00 | $35.00 | Does not include Premium, Game Day Bus, or Paratransit | Allow purchase on limited use ticket from Ventra vending machine |
| Regional Day Pass Surcharge | Ventra App & Linked Ventra Card | Pass | $2.50 | $1.25 | Requires purchase of Regional Rail Day Pass, does not include Premium Bus, Game Day Bus, or Paratransit | Reduced fare price added |
| Regional Connect 30-Day Pass Surcharge | Ventra App & Linked Ventra Card | Pass | $30.00 | $15.00 | Requires purchase of Regional Rail Monthly Pass, does not include Premium Bus, Game Day Bus, or Paratransit | Reduced fare price added |

| Fare Product | Fare Payment Method | Product Type | Standard Fare | Reduced Fare | Notes | Harmonization |
|---|---|---|---|---|---|---|
| **Premium Bus Pass** | | | | | | |
| Premium Bus 30-Day Pass | Ventra Card | Pass | $140.00 | $70.00 | Includes Suburban Bus, Premium Bus, and On-Demand only | - |
| **Regional Rail Pass** | | | | | | |
| Day Pass | Ventra App, Limited Use Ticket from Ticket Vending Machine | Pass | $7.50 | $3.50 | Fare shown for single zone travel area | - |
| Saturday/Sunday/Holiday Day Pass | Ventra App, Limited Use Ticket from Ticket Vending Machine, Cash On-Board** | Pass | $7.00 | $3.50 | Fare shown for single zone travel area | Reduced fare price added |
| Weekend Pass | Ventra App | Pass | $10.00 | $5.00 | Fare shown for single zone travel area | Reduced fare price added |
| Day Pass 5-Pack | Ventra App | Pass | $35.75 | $17.50 | Fare shown for single zone travel area | - |
| Monthly Pass | Ventra App, Limited Use Ticket from Ticket Vending Machine | Pass | $75.00 | $37.50 | Fare shown for single zone travel area | - |
| **Single Ride** | | | | | | |
| Urban Bus Fare | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $2.25 | $1.10 | - | - |
| Urban Bus Cash Fare | Cash | Single Ride | $2.50 | $1.25 | Must show proof of eligibility to pay reduced fare | - |
| Suburban Bus Fare | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $2.00 | $1.00 | - | - |
| Suburban Bus Cash Fare | Cash | Single Ride | $2.25 | $1.10 | Must show proof of eligibility to pay reduced fare | - |

| Fare Product | Fare Payment Method | Product Type | Standard Fare | Reduced Fare | Notes | Harmonization |
|---|---|---|---|---|---|---|
| On-Demand Fare | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $2.00 | $1.00 | - | - |
| On-Demand Fare Cash | Cash | Single Ride | $2.25 | $1.10 | Must show proof of eligibility to pay reduced fare | - |
| Premium Bus Fare | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $4.50 | $2.25 | - | - |
| Premium Bus Fare Cash | Cash | Single Ride | $4.50 | $2.25 | Must show proof of eligibility to pay reduced fare | - |
| Premium Bus Fare with Pass | Ventra Card | Single Ride | $2.25 | $1.15 | Requires active Bus & 'L' pass on Ventra card | - |
| 128 Game Day Bus Fare | Ventra Card, Tap to Pay Credit/Debit Card, Cash | Single Ride | $5.00 | $2.50 | Only on Bears game days, passes do not apply | - |
| 'L' Fare | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $2.50 | $1.25 | - | - |
| 'L' Fare from O'Hare Airport | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $5.00 | $1.25 | Certified O'Hare Airport employees excepted | - |
| Single Ride Ticket | Limited Use Ticket from Ventra Vending Machine | Single Ride | $3.00 | $3.00 | Valid for 3 'L', Urban Bus, Suburban Bus, or On-Demand trips w/in 2 hours | - |
| Regional Rail One-Way Ticket | Ventra App, Limited Use Ticket from Ticket Vending Machine, Cash On-Board** | Single Ride | $3.75 | $1.75 | Fare shown for single zone travel area | - |

| Fare Product | Fare Payment Method | Product Type | Standard Fare | Reduced Fare | Notes | Harmonization |
|---|---|---|---|---|---|---|
| **Transfer** | | | | | | |
| Urban Bus to 'L' Transfer | Ventra Card or Tap to Pay Credit/Debit Card | Transfer | $0.00 | $0.00 | 2 free transfers within 2 hours, not valid for cash payment | - |
| Suburban Bus to 'L' Transfer | Ventra Card or Tap to Pay Credit/Debit Card | Transfer | $0.00 | $0.00 | 2 free transfers within 2 hours, not valid for cash payment | - |
| Suburban Bus to Urban Bus Transfer | Ventra Card or Tap to Pay Credit/Debit Card | Transfer | $0.00 | $0.00 | 2 free transfers within 2 hours, not valid for cash payment | - |
| On-Demand to Suburban Bus Transfer | Ventra Card or Tap to Pay Credit/Debit Card | Transfer | $0.00 | $0.00 | 2 free transfers within 2 hours, not valid for cash payment | - |
| Urban Bus to Premium Bus Transfer | Ventra Card or Tap to Pay Credit/Debit Card | Transfer | $2.25 | $1.15 | - | Transfer cost is equal to fare difference |
| Suburban Bus to Premium Bus Transfer | Ventra Card or Tap to Pay Credit/Debit Card | Transfer | $2.50 | $1.25 | - | Transfer cost is equal to fare difference |
| **Student** | | | | | | |
| Student - Urban & Suburban Bus Fare | Cash or Student Ventra Card | Single Ride | $0.75 | - | Must show operator student ID to pay with cash | - |
| Student - On-Demand Fare | Cash or Student Ventra Card | Single Ride | $0.75 | - | Must show operator student ID to pay with cash | - |
| Student - Premium Bus Fare | Student Ventra Card | Single Ride | $2.00 | - | - | - |
| Student - 'L' Fare | Student Ventra Card | Single Ride | $0.75 | - | - | - |

| Fare Product | Fare Payment Method | Product Type | Standard Fare | Reduced Fare | Notes | Harmonization |
|---|---|---|---|---|---|---|
| Student - Bus, On-Demand, & 'L' 30-Day Pass | Student Ventra Card | Pass | $30.00 | - | Does not include Premium Bus, Game Day Bus, or Paratransit | Extend validity to CTA system |
| **University** | | | | | | |
| U-Pass | U-Pass Card | Pass | Varies* | - | Unlimited rides on Urban Bus, Suburban Bus, On-Demand, & 'L' | Extend validity to Pace standard bus |
| U-Pass+ | U-Pass Card | Pass | Varies* | - | Unlimited rides on Urban Bus, Suburban Bus, On-Demand, 'L', & Regional Rail | Extend validity to Pace standard bus |
| Campus Connection | Ventra Card with student entitlement | Pass | Varies* | - | Unlimited rides on Urban Bus, Suburban Bus, On-Demand, & 'L' | Extend validity to CTA |
| **Paratransit** | | | | | | |
| ADA Paratransit - Single Ride | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $3.25 | - | Available to ADA certified riders | - |
| TAP/RAP - Single Ride | Ventra Card or Tap to Pay Credit/Debit Card | Single Ride | $3.25 | - | Available to ADA certified riders | - |

**Student-paid costs for U-Pass, U-Pass+, & Campus Connection passes vary by school, program type, and semester length*
***An additional $5 surcharge is applied for purchasing Regional Rail tickets onboard the train in cash if the boarding station has a ticket vending machine*

Up to 2 free transfers allowed within 2 hours on Urban Bus, Suburban Bus, and 'L' when paying with Ventra Card or Credit/Debit Card. Passengers pay the fare difference when transferring to Premium Bus.
Note: Students pay standard reduced fare on Regional Rail for any ride with a school ID or eligibility letter

# Appendix D: Efficiencies

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Appendix D: Efficiencies

## Statutory Efficiencies

| Service Board | Efficiency Name | Efficiency Description | Category | Year | Amount |
|---|---|---|---|---|---|
| CTA | Expand Part-Time Bus Operators | Increase the use of part-time bus operators | Labor Optimization | 2026 | $4,218,630 |
| CTA | Headcount Reduction - Phase I | Eliminate noncritical budgeted positions that were vacant for an extended period of time. | Labor Optimization | 2026 | $6,557,697 |
| CTA | Headcount Reduction - Phase II | Eliminate noncritical budgeted positions that were vacant for an extended period of time. | Labor Optimization | 2027 | $2,107,754 |
| CTA | External Contract Reduction | Transition appropriate consultant work to internal staff. | Labor Optimization | 2026 | $1,400,000 |
| CTA | Bring Fiber Optic Work In-House | Fiber optic capital work performed by external work force brought in-house. | Labor Optimization | 2027 | $527,320 |
| CTA | Healthcare Eligibility Audit & Verification | Healthcare eligibility audit performed, cost recovery and strengthening plan integrity. | Labor Optimization | 2026 | $4,740,772 |
| CTA | Expand Non-Union Healthcare Options | Introduction of new lower-cost plan options. | Labor Optimization | 2027 | $1,138,000 |

| Service Board | Efficiency Name | Efficiency Description | Category | Year | Amount |
|---|---|---|---|---|---|
| CTA | Modernize Farebox Collection | Modernization of fareboxes to reduce costs associated with collection, counting, transportation, and maintenance. | Labor Optimization | 2026 | $979,418 |
| CTA | Streamline Procurement Practices | Modernization of procurement policies to reduce cycle time and administrative effort. | Labor Optimization | 2026 | $200,000 |
| CTA | Consolidate Regional Transit Benefits | Combine NITA and CTA transit benefit programs to create a one-stop experience. | Labor Optimization | 2027 | $198,494 |
| CTA | Automated Field Data Collection | Automate and streamline fare-related field data collection to reduce manual work. | Labor Optimization | 2027 | $138,000 |
| CTA | Improve Workers' Compensation Management | Review of workers' compensation processes to identify opportunities for total program cost reduction. | Labor Optimization | 2026 | $5,124,518 |
| CTA | Bus Maintenance Overtime Reduction | Reduce bus mechanics and servicer overtime through improved workforce staffing. | Labor Optimization | 2027 | $676,490 |

| Service Board | Efficiency Name | Efficiency Description | Category | Year | Amount |
|---|---|---|---|---|---|
| CTA | Servicer Overtime Cost Reduction | Reduce servicer overtime through improved workforce scheduling, staffing alignment, and workload management. | Labor Optimization | 2027 | $2,300,528 |
| CTA | Telecommunications Cost Optimization | Review and update telecommunications policies to reduce costs. | Real Estate & Other Property | 2026 | $1,500,000 |
| CTA | IT Cost Optimization | Inventory and review software licenses and subscriptions to identify cost reductions. | Real Estate & Other Property | 2026 | $460,000 |
| CTA | Right-Size Non-Revenue Fleet | Right-size the non-revenue vehicle fleet and expand shared vehicle use. | Real Estate & Other Property | 2026 | $329,521 |
| CTA | Improve Bus Route Travel Times | Reduce bus running time through improved route planning, transit signal priority on five major routes and bus-priority infrastructure at key congestion points. | Service Delivery | 2026 | $1,415,958 |
| CTA | Match Bus Size to Ridership | Optimize the deployment of 40-foot and 60-foot buses based on route and ridership demand. | Service Delivery | 2026 | $1,722,167 |

| Service Board | Efficiency Name | Efficiency Description | Category | Year | Amount |
|---|---|---|---|---|---|
| CTA | Align Train Lengths with Ridership | Align train lengths with customer demand by operating shorter consists during lower-ridership periods. | Service Delivery | 2027 | $1,540,239 |
| **CTA Total** | | | | | **$37,275,506** |
| Metra | Headcount Reduction - Phase I | Reduction of positions in the apprentice program and others due to attrition. | Labor Optimization | 2026 and 2027 | $7,748,732 |
| Metra | Uniform Allowance Reduction | Uniform allowance program optimization. | Labor Optimization | 2026 | $135,300 |
| Metra | External Contract Reduction | Lower spending on external consultants in Marketing and Human Resources. | Labor Optimization | 2026 and 2027 | $2,394,428 |
| Metra | IT Cost Optimization | Reduction of IT professional services and software costs. | Labor Optimization | 2026 | $3,063,819 |
| Metra | Temporary Labor Reduction | Reduction of temporary labor due to hiring of budgeted positions. | Labor Optimization | 2027 | $743,750 |
| Metra | Marketing Costs Reduction | Elimination of marketing contracts and bringing the work in-house. | Labor Optimization | 2027 | $690,556 |

| Service Board | Efficiency Name | Efficiency Description | Category | Year | Amount |
|---|---|---|---|---|---|
| Metra | Headcount Reduction - Phase II | Reduction of positions no longer needed after UP transfer and due to attrition. | Labor Optimization | 2027 | $340,000 |
| Metra | Telecommunication Cost Optimization | Elimination of analog communication. | Real Estate & Other Property | 2027 | $3,006,271 |
| Metra | Parking Lots Contract Renegotiation | Contract renegotiation to lower cost for maintaining Metra commuter lots. | Real Estate & Other Property | 2027 | $768,750 |
| Metra | Material Storage and Services Cost Reduction | Optimize the inventory and storage of materials transferred from UP and now managed by Metra. | Service Delivery | 2026 | $2,684,987 |
| Metra | Consolidation of Legal Dues & Publications | Consolidation of individual subscriptions. | Service Delivery | 2027 | $80,000 |
| Metra | BNSF Crew Transportation Cost Optimization | Optimization of transportation for the BNSF crew. | Service Delivery | 2027 | $69,000 |
| **Metra Total** | | | | | **$21,725,593** |
| Pace | Administrative Cost Reductions - 2026 | Reductions in temporary labor, training, dues, travel for 2026. | Labor Optimization | 2026 | $497,327 |
| Pace | Administrative Cost Reductions - 2027 | Reductions in temporary labor, training, dues, travel for 2027 | Labor Optimization | 2027 | $338,239 |

| Service Board | Efficiency Name | Efficiency Description | Category | Year | Amount |
|---|---|---|---|---|---|
| Pace | Employee Healthcare Contribution Increase | Implementing an increase in employee healthcare contribution. | Labor Optimization | 2026 | $152,785 |
| Pace | IT Co-location Savings | Eliminated a rental lease by moving IT back office to the new South Campus facility. | Real Estate & Other Property | 2026 | $123,303 |
| **Pace Total** | | | | | **$1,111,654** |
| **Total Statutory Efficiencies** | | | | | **$60,112,753** |

# 2027 Additional Cost Savings & Revenues

| Service Board | Efficiency Name | Efficiency Description | Category | Implementation Year | Amount |
|---|---|---|---|---|---|
| CTA | Digital Tools for Workforce Efficiency | Leveraging digital tools to streamline and automate routine tasks. | Labor Optimization | 2027 | $200,000 |
| CTA | Fuel & Energy Cost Optimization | Reduce fuel and energy costs through strategic fuel price management and deployment of fuel-efficient buses. | Service Delivery | 2026 | $4,398,440 |
| CTA | Rail Fleet Modernization Savings | Reduce maintenance costs by replacing older railcars. | Real Estate & Other Property | 2026 | $871,611 |

| Service Board | Efficiency Name | Efficiency Description | Category | Implementation Year | Amount |
|---|---|---|---|---|---|
| CTA | Extend 3200-Series Railcar Life | Optimize the 3200-series railcar overhaul program to extend vehicle life, reliability and reduce maintenance costs. | Real Estate & Other Property | 2026 | $1,816,195 |
| CTA | Extend 4300-Series Bus Life | Optimize the 4300-series bus overhaul program to extend vehicle life, reliability, and reduce maintenance costs. | Real Estate & Other Property | 2026 | $2,247,964 |
| CTA | Extend 7900-Series Bus Life | Optimize the 7900-series bus overhaul program to extend vehicle life, reliability, and reduce maintenance costs. | Real Estate & Other Property | 2026 | $1,393,090 |
| CTA | Increase Parking Lot Revenue | Implemented parking lot increase based on location, market and demand. | Real Estate & Other Property | 2026 | $1,500,000 |
| CTA | Expand Advertising Revenue | Add more billboards on CTA property and adjust advertising restrictions | Real Estate & Other Property | 2027 | $700,000 |
| CTA | Generate Station Sponsorship Revenue | Pursue new station naming or sponsorship. | Real Estate & Other Property | 2027 | $300,000 |
| **CTA Total** | | | | | **$13,427,300** |
| Metra | Reduction of Costs for Engineering Equipment Rental | Capital purchase of equipment to reduce rental costs. | Real Estate & Other Property | 2026 | $686,300 |
| Metra | Purchase of Wheel Truing Machine | Purchase of truing machine to reduce outside vendor and transportation costs. | Real Estate & Other Property | 2027 | $343,712 |

| Service Board | Efficiency Name | Efficiency Description | Category | Implementation Year | Amount |
|---|---|---|---|---|---|
| Metra | Vehicle Rental Expense Reduction | Purchase of vehicles to reduce rental costs. | Real Estate & Other Property | 2027 | $274,250 |
| **Metra Total** | | | | | **$1,304,262** |
| Pace | Electric Bus Savings - 2026 | Electric Bus fuel cost savings for 2026. | Real Estate & Other Property | 2026 | $14,920 |
| Pace | Hybrid Bus Savings - 2026 | Hybrid Bus fuel cost savings for 2026. | Real Estate & Other Property | 2026 | $153,522 |
| Pace | Electric Bus Savings - 2027 | Electric Bus fuel cost savings for 2027. | Real Estate & Other Property | 2027 | $507,892 |
| Pace | Hybrid Bus Savings - 2027 | Hybrid Bus fuel cost savings for 2027. | Real Estate & Other Property | 2027 | $734,979 |
| **Pace Total** | | | | | **$1,411,313** |
| **Total Additional Cost Savings and Revenues** | | | | | **$16,142,875** |

# Appendix E: Debt Management

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Appendix E: Debt Management

NITA long-term debt obligations total $1.0 billion as of December 31, 2026. They are general obligation bonds secured by an assignment of and lien on Sales Tax and Public Transportation Fund revenues. NITA uses Additional Financial Assistance from the State of Illinois to pay debt service on Strategic Capital Improvement Program (SCIP) bonds held by NITA.

**NITA Long Term Debt Obligations**

| Series Name | Final Maturity | Outstanding Principal |
|---|---|---|
| **NITA** | | |
| Series 2025A | 2055 | $128,330,000 |
| Series 2021A | 2044 | $74,510,000 |
| Series 2018B | 2048 | $119,085,000 |
| Series 2016A | 2046 | $77,190,000 |
| Series 2010B | 2035 | $83,820,000 |
| Series 2003B | 2033 | $58,865,000 |
| **NITA Total** | | **$541,800,000** |
| **SCIP** | | |
| Series 2017A | 2035 | $93,645,000 |
| Series 2004A | 2034 | $113,305,000 |
| Series 2003A | 2033 | $101,855,000 |
| Series 2002A | 2032 | $55,955,000 |
| Series 2001A | 2031 | $29,680,000 |
| Series 2000A | 2030 | $67,100,000 |
| **SCIP Total** | | **$461,540,000** |
| **Total** | | **$1,003,340,000** |

CTA long-term debt obligations total $4.7 billion as of December 31, 2026. CTA's current long-term debt obligations include sales and transfer tax receipts revenue bonds, sales tax receipts revenue bonds, capital grant receipts revenue bonds, building revenue bonds, and TIFIA loans.

**CTA Long Term Debt Obligations**

| Series Name | Final Maturity | Security Pledge | Outstanding Principal |
|---|---|---|---|
| **Sales Tax** | | | |
| Series 2008A and 2008B ("POBs") | 2040 | Sales Tax & Transfer Tax | $1,377,645,000 |
| Series 2010B | 2040 | Sales Tax | $410,705,000 |
| Series 2017 (Second Lien) | 2051 | Second Lien Sales Tax | $260,015,000 |
| Series 2020A (Second Lien) | 2055 | Second Lien Sales Tax | $367,895,000 |
| Series 2020B | 2040 | Sales Tax | $235,415,000 |
| Series 2022A (Second Lien) | 2057 | Second Lien Sales Tax | $350,000,000 |
| Series 2024A | 2049 | Sales Tax | $645,295,000 |
| Series 2026A (Second Lien) | 2059 | Second Lien Sales Tax | $500,700,000 |
| Series 2026B | 2040 | Sales Tax | $28,290,000 |
| **Sales Tax Total Principal Outstanding** | | | **$4,175,960,000** |
| **GARVEEs** | | | |
| 2021 5307 | 2029 | FTA 5307 Grant Receipts | $74,970,000 |
| 2021 5337 | 2028 | FTA 5337 Grant Receipts | $20,195,000 |
| **Total GARVEE Principal Outstanding** | | | **$95,165,000** |
| **Capital Leases** | | | |
| 2006 PBC Bonds | 2033 | CTA Lease Payments | $36,255,000 |
| **Total Capital Leases Principal Outstanding** | | | **$36,255,000** |
| **TIFIA** | | | |
| 95th Street Terminal (2014) | 2050 | CTA Farebox Revenue | $72,420,616 |
| Your New Blue (2015) | 2052 | CTA Farebox Revenue | $98,898,315 |
| Railcars (2016) | 2056 | CTA Farebox Revenue | $217,574,001 |
| **Total TIFIA Loans** | | | **$388,892,932** |
| **Total Principal Outstanding** | | | **$4,696,272,932** |

# Appendix F: Capital Program Evaluations

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

# Appendix F: 2027 Capital Program Evaluations and Priority Projects

This appendix consists of project details for the 2027-2031 Capital Program. The “Metric Legend” table provides a key to show 18 metrics. In this table, the Metric Label is the shorter name of the metric found in each service board table; the Full Metric Name and Description provides the metric’s full name and brief description of what is being measured; Measure is the label found in each service board table; and Measurement Choice provides the definition of each measure selected. One of the new metrics this year is, “Impact on Service Standards,” which is a measure determined by the count of service standards that positively impact the service standards as identified by the NITA Act. There is one table per service board identifying each individual service standard measure by project.

The legend key shows a series of 18 metrics for projects to be evaluated on.

**Appendix F Table 1. Metric Legend**

| Metric Label | Full Metric Name and Description | Measure | Measurement Choice |
|---|---|---|---|
| **Access** | Access to Key Destinations: The metric considers the degree to which a project affects access to the region’s key destination. Destinations include jobs, retail, education, healthcare, and recreation. | ↑↑ | Significantly improves Access to Key Destinations |
| | | ↑ | Moderately improves Access to Key Destinations |
| | | ↔ | Maintains Access to Key Destinations |
| | | – | Not Applicable/Does not impact Access to Key Destinations |

| Metric Label | Full Metric Name and Description | Measure | Measurement Choice |
|---|---|---|---|
| **Equity** | Equity based on Residential Geography: This is evaluated using the metric Racial Equity and Mobility Justice based on: CMAP's Economically Disconnected and Disinvested Areas Dataset for the location(s) the project benefits. | ↑↑ | Project is in an Economically Disconnected AND Disinvested Area |
| | | ↑ | Project is in an Economically Disconnected OR Disinvested Area |
| | | ↔ | Project is NOT in an Economically Disconnected or Disinvested Area |
| | | – | Project is not location specific or benefits entire service area |
| **Benefit** | Benefits to Riders: This metric considers level of benefit to riders. | ↑↑ | Significant benefit to riders |
| | | ↑ | Moderate benefit to riders |
| | | ↔ | Maintains current benefit to riders |
| | | – | Does not impact riders |
| **Capacity** | Capacity Benefit and Need: The capacity metric is defined broadly to include vehicles, stations/stops, transit lines, operating right of way, and storage facilities. The responses will consider how much a project increases capacity and whether the current or planned utilization is near capacity. | ↑↑ | Increases capacity where utilization is near capacity |
| | | ↑ | Increases capacity where utilization is not near capacity |
| | | ↔ | Maintains original capacity |
| | | – | Not related to capacity |
| **Economic Impact** | Economic Impact: Economic Impact is broadly defined to include land use development, construction jobs, and long-term job impacts. | ↑↑↑ | Large impact on economic development |
| | | ↑↑ | Moderate impact on economic development |
| | | ↑ | Small impact on economic development |
| | | – | No impact on economic development |

| Metric Label | Full Metric Name and Description | Measure | Measurement Choice |
|---|---|---|---|
| **Reliability** | Service Speed and Reliability: The measure considers the level of impact on speed/reliability of the project. | ↑↑ | Significantly improves speed/reliability |
| | | ↑ | Moderately improves current speed/reliability |
| | | ↔ | Maintains current speed/reliability |
| | | – | No impact on service speed/reliability |
| **Safety** | Impact on Customer and/or Employee Safety: This metric considers the risk and exposure levels if a project addresses a safety issue. | ↑↑ | Directly provides safety benefit/improvement |
| | | ↑ | Indirectly provides safety benefit/improvement |
| | | ↔ | Maintains current safety levels |
| | | – | No impact on safety |
| **Security** | Impact on System Security: This metric considers the level of security enhancement the project makes and if the impacted location has a history of security incidents. | ↑↑ | Implements new security protection and/or prevention |
| | | ↑ | Enhances existing security level |
| | | ↔ | Maintains or replaces existing level of security |
| | | – | No impact on security |
| **Asset** | Asset Condition: Asset Condition is measured using ratings from the FTA Transit Economic Requirements Model (TERM) on projects where it is applicable. | ⚙ | Rated below 2 for FTA's Transit Economic Requirements Model (TERM) |
| | | ⚙ | Rated between 2 and 3 for TERM |
| | | ⚙ | Rated above 3 for TERM |
| | | – | Does not have an asset rating |

| Metric Label | Full Metric Name and Description | Measure | Measurement Choice |
|---|---|---|---|
| **Useful Life** | Useful Life: Vehicle ages are to be compared with each Service Board's useful life benchmarks. |  | Over 2 years past useful life |
| | |  | 0–2 years past useful life |
| | |  | Not exceeding useful life |
| | | – | Asset is not a vehicle with a useful life |
| **Environmental Protection Impact** | Environmental Protection Impact: considers impacts such as, electrification/decarbonization, constructing green facilities, promoting energy efficiencies, Reduction of pollution (noise, air, light, etc.), addressing environmental contaminants, Community health, and Employee health and safety |  | Directly supports significant increases to environmental protection, mitigation or restoration |
| | |  | Directly or indirectly supports moderate increases to environmental protection or mitigation |
| | |  | Maintains existing environmental protection benefits (does not increase existing benefits) |
| | | – | Project does not affect environmental protection |
| **Climate Impact** | Climate Agency Operating Impacts: Refer to efforts to reduce greenhouse gas (GHG) emissions generated from transit operations, including transitioning to near–zero–emissions vehicles. |  | Directly supports significant reduction/zero GHG emissions from transit agency operations |
| | |  | Supports moderate reduction/offsets GHG emissions from transit agency operations |
| | |  | No reduction of GHG emissions from transit agency operations |
| | | – | Project does not affect GHG emissions |

| Metric Label | Full Metric Name and Description | Measure | Measurement Choice |
|---|---|---|---|
| **Accessibility Improvements for Transit Vehicles** | Accessibility Improvements for Transit Vehicles: This metric is to assess the level of accessibility improvements the project has on transit vehicles. | ↑↑ | Makes vehicles fully accessible |
| | | ↑ | Makes vehicles partially accessible/minor accessibility improvements |
| | | ↔ | Maintains current vehicles accessibility |
| | | – | Project is not related to accessibility/new stations |
| **Accessibility Improvements for Transit Facilities** | Accessibility Improvements for Transit Facilities: This metric is to assess the level of accessibility improvements the project has at transit facilities. | ↑↑ | Makes transit facility fully accessible |
| | | ↑ | Improves current transit facility accessibility |
| | | ↔ | Maintains current transit facility accessibility |
| | | – | Project is not related to accessibility/new stations |
| **Regulatory Requirements** | Regulatory Requirements: This metric is evaluated based if the project required to comply with regulatory requirements with a straight yes or no. | ✓ | Yes |
| | | ✕ | No |
| **Operating Cost** | Operating Cost: This theme is evaluated based on the metric impact on operating costs. | ↓↓ | Significant Decrease (>=10%) |
| | | ↓ | Minor Decrease (<10%) |
| | | ↔ | No change / increase |
| | | – | Not applicable or unsure |

| Metric Label | Full Metric Name and Description | Measure | Measurement Choice |
|---|---|---|---|
| **Mode Shift** | Ridership/Mode Shift Impacts: Evaluates projects improving access, speed, ease of use or customer experience. | ↑↑ | Significantly improves transit ridership |
| | | ↑ | Moderately improves transit ridership |
| | | ↔ | Maintains assets necessary for transit |
| | | – | Has no impact on transit ridership |
| **Impact on Service Standards** | This metric focuses on eight service standards that have been identified by NITA Act legislation: travel time and on-time performance, equipment failure rates, service productivity, employee and customer safety, crowding (frequency and capacity), cleanliness (both vehicles and facilities), customer satisfaction and ridership. Project impacts on the individual Service Standards can be found in Table XX of this appendix | ↑↑ | Significantly improves: Positively impacts 4 or more service standards |
| | | ↑ | Moderately improves: Positively impacts 2-3 service standards |
| | | ↔ | Maintains or minor improvements: Positively impacts 0-1 service standard |
| | | – | No impact: Does not impact any service standards |

## Appendix F Table 2. CTA Capital Program Metric

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Red Line Extension 10-Year Need: $3,287 million** | | | | | | | | | | | | | | | | | | | |
| Red Line Extension | ↑↑ | ↑↑ | ↑↑ | ↑↑ | ↑↑↑ | - | ↑ | - | - | - | ↑↑ | ↓↓ | ↑↑ | ↑↑ | - | ↔ | ↑↑ | ↑↑ | $3,286.7 |
| **CTA Priority Project: Blue Line Forest Park Modernization 10-Year Need: $2,694 million** | | | | | | | | | | | | | | | | | | | |
| Forest Park Track Reconstruction Blue Line Phases 3 and 4 | ↑ | - | ↑↑ | ↔ | ↑↑↑ | ↑↑ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↑ | ↑ | $129.0 |
| Forest Park Slow Zone Mitigation (In-House) | ↑ | ↑↑ | ↑ | ↔ | - | ↑↑ | - | - | ⚙ | - | - | - | - | - | - | ↓ | ↑ | ↑↑ | $10.0 |
| **CTA Priority Project: Rail Car Overhauls 10-Year Need: $1,000 million** | | | | | | | | | | | | | | | | | | | |
| 5000 Series Mid-life Overhaul - 714 Cars | ↔ | - | ↑ | ↔ | - | ↔ | ↔ | - | ⚙ | - | - | ↔ | - | - | - | ↓↓ | ↔ | ↑↑ | $10.0 |
| Life extending Overhaul 2600/3200 Series | ↔ | - | ↑ | ↔ | - | ↔ | ↔ | - | - | ⚙ | - | ↔ | - | - | - | ↓↓ | ↔ | ↑ | $121.8 |
| Propulsion Kits 3200 Series Life Extending Overhaul | ↔ | - | ↔ | ↔ | - | ↔ | ↔ | - | ⚙ | - | - | ↔ | - | - | - | ↓↓ | ↔ | ↑↑ | $0.8 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Electric Bus Infrastructure Program 10-Year Need: $953 million** | | | | | | | | | | | | | | | | | | | |
| Bus Garage Electrification - 103rd Garage | - | ↑↑ | ↑↑ | ↑↑ | ↑↑↑ | ↔ | ↑ | - | ⚙ | - | - | ↓↓ | - | - | ✓ | ↓ | ↑ | ↑↑ | $133.0 |
| **CTA Priority Project: Rail Car Purchases 10-Year Need: $851 million** | | | | | | | | | | | | | | | | | | | |
| Purchase Rail Cars - 7000 series Options | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↔ | ↓ | ↔ | - | ✓ | ↓↓ | ↑↑ | ↑↑ | $362.9 |
| Purchase Rail Cars - 9000 series | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↔ | ↓ | ↔ | - | ✓ | ↓↓ | ↑↑ | ↑↑ | $73.5 |
| **CTA Priority Project: Replacement Bus Purchase10-Year Need: $699 million** | | | | | | | | | | | | | | | | | | | |
| Purchase Articulated Buses and Equipment | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↑ | ↓ | ↔ | - | ✓ | ↓↓ | ↑ | ↑↑ | $296.6 |
| Purchase Electric Buses and Charging Equipment | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↔ | ↓↓ | ↔ | - | ✓ | ↓↓ | ↑ | ↑↑ | $76.2 |
| Purchase electric buses (30 units-IEPA) | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↑↑ | ↓↓ | ↔ | - | ✓ | ↓↓ | ↑ | ↑↑ | $10.4 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Green Line Improvements 10-Year Need: $645 million** | | | | | | | | | | | | | | | | | | | |
| Green Line South Branch - Tactical Track Rehabilitation | ↔ | - | ↔ | ↔ | - | ↔ | ↔ | - | ⚙ | - | - | - | - | - | - | ↓ | ↔ | ↔ | $15.0 |
| **CTA Priority Project: Systemwide Station Program 10-Year Need: $465 million** | | | | | | | | | | | | | | | | | | | |
| Faregates of the Future Pilot | ↔ | - | ↑ | - | - | - | ↔ | ↑↑ | - | - | - | - | - | ↔ | - | ↔ | - | ↔ | $5.3 |
| Forest Park – Kedzie & Cicero Station Design | - | ↑↑ | - | - | - | - | ↑↑ | ↑↑ | - | - | - | - | - | ↑↑ | ✓ | - | - | ↑ | $32.7 |
| Forest Park – Central Station Design | - | ↑↑ | - | - | - | - | ↑↑ | ↑↑ | - | - | - | - | - | ↑↑ | ✓ | - | - | ↑ | $24.1 |
| Green Line Racine Station Reopening | - | ↑↑ | - | - | - | - | ↑↑ | ↑↑ | - | - | - | - | - | ↑↑ | ✓ | - | - | ↑ | $15.7 |
| Refresh and Renew Program Expansion | ↔ | - | ↑ | - | ↑ | - | ↑ | - | ⚙ | - | - | - | - | ↔ | - | ↓ | ↔ | ↑↑ | $37.7 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: BRT/Bus Slow Zone Removal/ TSP/Dedicated Bus Lanes 10-Year Need: $459 million** | | | | | | | | | | | | | | | | | | | |
| Bus Reliability Improvements (BPCS / Priority Zones / Enforcement) | ↑ | - | ↑↑ | ↑↑ | ↑ | ↑↑ | ↑ | ↔ | - | - | ↔ | ↓ | - | - | - | ↔ | ↑ | ↑↑ | $35.0 |
| **CTA Priority Project: All Stations Accessibility Program projects 10-Year Need: $398 million** | | | | | | | | | | | | | | | | | | | |
| All Stations Accessibility Program - Next Phases | ↑↑ | ↑ | ↑↑ | - | ↑↑ | - | ↑ | - | - | - | - | - | - | ↑↑ | ✓ | ↔ | ↑ | ↑↑ | $187.6 |
| All Stations Accessibility Program - Oak Park, Ridgeland | ↑↑ | ↔ | ↑↑ | ↑ | ↑↑ | - | ↑ | - | ⚙ | - | - | - | - | ↑↑ | ✓ | ↔ | ↑ | ↑ | $22.7 |
| All Station Accessibility Program - Elevator Replacement | ↔ | - | ↑ | ↔ | ↑ | ↔ | ↑ | - | - | - | - | - | - | ↑ | ✓ | ↓ | ↑ | ↑↑ | $13.6 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Red Line Improvements projects 10-Year Need: $396 million** | | | | | | | | | | | | | | | | | | | |
| North Mainline - Special Track and Geometry Improvements | ↑ | - | ↑ | ↔ | ↑↑ | ↑ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↔ | ↑ | $49.4 |
| North Mainline – Armitage Interlocking Special Track Improvements | ↑ | - | ↑ | ↔ | ↑↑ | ↔ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↔ | ↑ | $31.9 |
| **CTA Priority Project: Systemwide Structural Renewal projects 10-Year Need: $337 million** | | | | | | | | | | | | | | | | | | | |
| Embankment and Viaduct Rehabilitation - Systemwide | ↑ | - | ↑ | ↔ | ↑↑ | ↔ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↔ | ↔ | $46.8 |
| **CTA Priority Project: Rail Car Maintenance Activities projects 10-Year Need: $300 million** | | | | | | | | | | | | | | | | | | | |
| 5000 Series flooring Repair – Photoluminescent Striping | ↔ | - | ↔ | - | - | ↔ | ↔ | - | - | ⚙ | ↔ | - | - | - | - | ↔ | ↔ | ↑ | $4.5 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Mid-Life Bus Overhauls 10-Year Need: $266 million** | | | | | | | | | | | | | | | | | | | |
| Bus Overhaul - Mid-Life 450 Nova (7900 series) | ↔ | - | ↑ | ↔ | - | ↔ | ↔ | ↔ | - | ⚙ | - | ↔ | ↔ | - | - | ↓↓ | ↔ | ↑↑ | $38.1 |
| **CTA Priority Project: Critical Needs at CTA Facilities 10-Year Need: $247 million** | | | | | | | | | | | | | | | | | | | |
| Building Envelope Repairs and MEP Upgrades Systemwide | - | - | ↔ | - | ↑↑ | - | ↑↑ | - | ⚙ | - | ↑ | - | - | - | - | ↓ | ↔ | ↑ | $17.2 |
| Building Envelope Repairs Skokie Substation | - | - | - | - | - | - | ↔ | - | - | - | ↑↑ | - | - | - | - | ↓ | ↔ | ↑ | $1.1 |
| Garage Repair & Upgrades (SGR) | - | - | - | - | - | - | ↑ | ↑ | ⚙ | - | ↔ | - | - | - | - | ↓ | - | ↔ | $10.0 |
| Rail Terminals - Employee Facilities Upgrades | - | - | - | - | ↑ | - | ↔ | - | - | - | ↑↑ | - | - | - | - | ↔ | - | ↑↑ | $1.4 |
| Substation Roof Repairs - Phase III | - | - | - | - | - | ↔ | ↔ | - | ⚙ | - | - | - | - | - | - | ↓ | - | ↑ | $3.9 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Rail Shop Improvements 10-Year Need: $212 million** | | | | | | | | | | | | | | | | | | | |
| Skokie Shops Renovation | - | - | - | - | - | - | ↔ | - | - | - | ↔ | - | - | - | - | ↓ | ↔ | ↑ | $10.3 |
| **CTA Priority Project: Maintenance Facilities Rehabilitation 10-Year Need: $200 million** | | | | | | | | | | | | | | | | | | | |
| 2027 - Elevated Track and Structure Maintenance Systemwide | ↔ | - | ↔ | ↔ | - | ↔ | ↔ | - | ⚙ | - | - | - | - | - | - | ↓ | ↔ | ↑ | $48.0 |
| 2027 - Facilities Maintenance - Systemwide | - | - | ↔ | ↔ | - | ↔ | ↔ | ↔ | - | ⚙ | - | - | - | ↔ | - | ↓ | ↔ | ↑ | $15.2 |
| **CTA Priority Project: Station Communication Infrastructure 10-Year Need: $172 million** | | | | | | | | | | | | | | | | | | | |
| Public Address Communication Modernization & Upgrade | ↔ | - | ↑ | - | - | ↔ | ↑↑ | ↑ | - | ⚙ | ↑↑ | - | - | - | - | ↔ | ↔ | ↑↑ | $3.0 |
| Rail Station Communications Infrastructure Modernization | - | - | ↑ | - | - | ↔ | ↑↑ | ↑ | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $5.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Bus Turnarounds 10-Year Need: $147 million** | | | | | | | | | | | | | | | | | | | |
| Bus Turnaround Improvements - Priority Locations | ↑↑ | ↑↑ | ↑↑ | ↔ | ↑ | - | ↑ | ↑↑ | ✿ | - | ↑ | - | - | ↑ | - | ↔ | ↑↑ | ↑↑ | $26.3 |
| Bus Turnaround Improvements - Employee Restrooms | - | - | - | - | - | - | ↑ | ↑↑ | ✿ | - | - | - | - | - | - | ↔ | - | ↑↑ | $25.7 |
| Bus Shelters & Benches | ↔ | - | ↑ | - | - | - | ↑ | - | - | - | - | - | - | ↑ | - | ↔ | ↔ | ↑↑ | $6.0 |
| **CTA Priority Project: Information Technology 10-Year Need: $98 million** | | | | | | | | | | | | | | | | | | | |
| Enterprise System Hardware | - | - | - | - | - | - | - | - | - | ✿ | - | - | - | - | - | ↔ | - | ↑ | $3.7 |
| Fiber Optics Communication Upgrades | - | - | - | - | - | - | - | ↑↑ | ✿ | - | - | - | - | - | - | ↓ | - | ↑↑ | $15.0 |
| Information Technology - TOPS Upgrade II | - | - | - | - | - | - | - | ↔ | - | ✿ | ↔ | - | - | - | - | ↔ | - | ↑ | $1.5 |
| Security Camera Modernization and Upgrade | - | - | ↔ | - | - | - | ↑↑ | ↑ | ✿ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $17.2 |
| Upgrade Enterprise Application Systems | - | - | - | - | - | - | - | - | - | ✿ | - | - | - | - | - | ↔ | - | ↑ | $4.7 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Purchase Hybrid Buses 10-Year Need: $59 million** | | | | | | | | | | | | | | | | | | | |
| 40 ft Hybrid Bus Purchase | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | - | ↓ | ↔ | - | ✓ | ↓↓ | ↑ | ↑↑ | $21.4 |
| **CTA Priority Project: Non-Revenue Vehicle Replacement Program 10-Year Need: $53 million** | | | | | | | | | | | | | | | | | | | |
| Equipment and Non-Revenue Vehicles Program | - | - | - | - | - | ↑ | ↔ | - | ⚙ | - | - | ↔ | - | - | - | ↓ | ↔ | ↔ | $0.8 |
| **CTA Priority Project: Life-Extending Bus Overhaul 10-Year Need: $29 million** | | | | | | | | | | | | | | | | | | | |
| Life Extending Bus Overhaul - 430 Standard (1000 Series) | ↔ | - | ↑ | ↔ | - | ↑ | ↔ | - | - | ⚙ | - | ↔ | - | - | - | ↓ | ↔ | ↑ | $8.4 |
| **CTA Priority Project: Bond Repayment, Interest Cost & Finance Cost 10-Year Need: $1,887 million** | | | | | | | | | | | | | | | | | | | |
| CTA Bond Repayment - Principal/Interest | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $948.4 |
| **CTA Priority Project: Uncategorized Projects Cost 10-Year Need: $148 million** | | | | | | | | | | | | | | | | | | | |
| Implement Security Projects | - | - | ↔ | - | - | - | ↑ | ↑ | - | - | - | - | - | - | - | - | ↔ | ↔ | $30.0 |
| Train Tracker Digital Signage Upgrade | - | - | ↑ | - | - | - | ↔ | - | - | - | - | - | - | ↔ | - | ↔ | ↔ | ↔ | $14.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CTA Priority Project: Administration-CTA 10-Year Need: $55 million** | | | | | | | | | | | | | | | | | | | |
| Office Building Principal and Interest | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $30.9 |
| Program Management | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $33.0 |
| Support Services - 5337 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $6.2 |
| Support Services - 5307 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $5.1 |
| Support Services - 5339 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $0.4 |

**Appendix F Table 3. CTA Service Standards Metric**

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Red Line Extension | Y | N | Y | N | Y | N | Y | Y |
| Forest Park Slow Zone Mitigation | Y | Y | Y | Y | N | N | Y | Y |
| Forest Park Track Reconstruction Blue Line Phases 3 & 4 | Y | N | Y | N | N | N | Y | N |
| 5000 Series Mid-life Overhaul - 714 Cars | N | Y | Y | Y | N | N | Y | Y |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Life extending Overhaul 2600/3200 Series | Y | Y | N | N | N | N | Y | N |
| Propulsion Kits 3200 Series Life Extending Overhaul | N | Y | N | Y | N | N | Y | N |
| Bus Garage Electrification - 103rd Garage | Y | N | N | Y | N | Y | Y | Y |
| Purchase Rail Cars - 7000 series Options | Y | Y | N | N | Y | Y | Y | Y |
| Purchase Rail Cars - 9000 series | Y | Y | N | N | Y | Y | Y | Y |
| Purchase Articulated Buses and Equipment | Y | Y | N | N | N | Y | Y | Y |
| Purchase electric buses | Y | Y | N | N | N | Y | Y | Y |
| Purchase Electric Buses & Charging Equipment | Y | Y | N | N | Y | Y | Y | Y |
| Green Line South Branch - Tactical Track Rehabilitation | N | Y | N | N | N | N | N | N |
| Faregates of the Future Pilot | N | Y | N | Y | N | N | Y | N |
| Forest Park – Central Station Design | N | N | N | Y | N | N | Y | Y |
| Forest Park – Kedzie & Cicero Station Design | N | N | N | Y | N | N | Y | Y |
| Green Line Racine Station Reopening | N | N | N | Y | N | N | Y | Y |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Refresh and Renew Program Expansion | N | Y | N | Y | N | N | Y | Y |
| Bus Reliability Improvements (BPCS/Priority Zones/Enforcement) | Y | N | Y | Y | N | N | Y | Y |
| All Station Accessibility Program - Elevator Replacement | N | Y | Y | Y | N | N | Y | Y |
| All Stations Accessibility Program - Next Phases | N | Y | Y | Y | N | N | Y | Y |
| All Stations Accessibility Program - Oak Park, Ridgeland | N | Y | N | Y | N | Y | N | N |
| North Mainline – Armitage Interlocking Special Track Improvements | Y | Y | N | N | N | N | Y | N |
| North Mainline - Special Track & Geometry Improvements | Y | Y | N | N | N | N | Y | N |
| Embankment and Viaduct Rehabilitation - Systemwide | N | Y | N | N | N | N | N | N |
| 5000 Series flooring Repair | Y | Y | N | N | N | N | Y | N |
| Bus Overhaul - Mid-Life 450 Nova (7900 series) | Y | Y | N | N | N | Y | Y | Y |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Building Envelope Repairs & Upgrades Systemwide | N | Y | N | Y | N | Y | N | N |
| Building Envelope Repairs Skokie Substation | N | Y | Y | N | N | N | N | N |
| Garage Repair & Upgrades (SGR) | N | Y | N | Y | N | N | N | N |
| Rail Terminals - Employee Facilities Upgrades | Y | N | Y | N | Y | N | Y | Y |
| Substation Roof Repairs - Phase III | N | Y | Y | N | N | N | Y | Y |
| Skokie Shops Renovation | N | Y | N | Y | N | Y | N | N |
| 2027 - Elevated Track and Structure Maintenance Systemwide | N | N | N | Y | N | Y | Y | N |
| 2027 - Facilities Maintenance - Systemwide | N | Y | N | Y | N | N | Y | N |
| Public Address Communication Modernization & Upgrade | Y | Y | N | N | N | Y | Y | Y |
| Rail Station Communications Infrastructure Modernization | N | N | N | Y | N | Y | N | N |
| Bus Turnaround Improvements - Employee Restrooms | Y | N | Y | Y | N | Y | Y | Y |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Bus Turnaround Improvements - Priority Locations | Y | N | Y | N | N | Y | Y | Y |
| Bus Shelters & Benches | N | N | N | Y | N | Y | Y | Y |
| Enterprise System Network - Hardware | N | Y | N | Y | N | Y | N | N |
| Fiber Optics Communication/ Network Upgrades | Y | N | Y | N | N | Y | Y | N |
| Information Technology - TOPS Upgrade II | Y | Y | N | N | N | N | Y | N |
| Security Camera Modernization and Upgrade | N | Y | N | Y | N | N | N | N |
| Upgrade Enterprise Application Systems | Y | Y | Y | Y | N | N | Y | N |
| 40 ft Hybrid Bus Purchase | Y | Y | N | Y | N | Y | Y | Y |
| Equipment & Non-Revenue Vehicles Program | N | Y | N | N | N | N | N | N |
| Life Extending Bus Overhaul (1000 Series) | Y | Y | N | N | N | N | Y | N |
| CTA Bond Repayment - Principal/Interest | - | - | - | - | - | - | - | - |
| Implement Security Projects - HLS Program | - | - | - | - | - | - | - | - |
| Train Tracker Digital Signage Upgrade | N | Y | N | N | N | N | N | N |
| Office Building Principal & Interest | - | - | - | - | - | - | - | - |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Program Management | - | - | - | - | - | - | - | - |
| Support Services - 5307 | - | - | - | - | - | - | - | - |
| Support Services - 5337 | - | - | - | - | - | - | - | - |
| Support Services - 5339 | - | - | - | - | - | - | - | - |

## Appendix F Table 4: CTA Priority Projects Unfunded in the 2027-2031 Program

| Priority Project | Estimated 10-Year Need |
|---|---|
| Red Purple Modernization | $5,956 million |
| Signal Replacement (Systemwide) | $716 million |
| Subway Life Safety Improvements | $586 million |
| Brown Line Improvements | $436 million |
| Systemwide Track Renewal | $394 million |
| Elevated Track and Structure Systemwide | $380 million |
| Perform Bus Maintenance Activities | $360 million |
| Tactical Traction Power Improvements (Systemwide) | $302 million |
| Rail Yard Improvements | $259 million |
| Bus Garage Improvements | $248 million |
| Blue Line (O'Hare) Traction Power Capacity & Track Improvements | $216 million |
| Radio System Upgrade | $65 million |
| Tactical Signal Improvements | $22 million |

## Appendix F Table 5. Metra Capital Program Metrics

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Metra Priority Project: Track Improvements 10-Year Need: $2,176 million** | | | | | | | | | | | | | | | | | | | |
| Rail Renewal MET | ↔ | - | ↔ | ↔ | ↑ | ↔ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | ↔ | ↑↑ | $40.1 |
| Crossings (Road & Track) MET | ↔ | - | ↔ | ↔ | ↑↑ | ↔ | ↑↑ | - | ⚙ | - | - | - | - | ↔ | - | ↔ | ↔ | ↑↑ | $37.3 |
| Ties & Ballast | ↔ | - | ↔ | ↔ | ↑↑ | ↑ | ↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $36.6 |
| Ties, Ballast, & Switch Heaters | ↔ | - | ↔ | ↔ | ↑ | ↑ | ↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $23.3 |
| Undercutting & Surfacing | ↔ | - | ↔ | ↔ | ↑ | ↔ | ↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $20.3 |
| Rail Renewal UPR | ↔ | - | ↔ | ↔ | ↑ | ↑ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | ↔ | ↑↑ | $8.7 |
| Crossings (Road & Track) UPR | ↔ | - | ↔ | ↔ | ↑ | ↔ | ↑↑ | - | ⚙ | - | - | - | - | ↔ | - | ↔ | ↔ | ↑↑ | $8.7 |
| Track Diamonds | ↔ | - | ↔ | ↔ | ↑ | ↔ | ↔ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $8.6 |
| MED Crossovers | ↔ | - | ↔ | ↑↑ | ↑ | ↑↑ | ↔ | - | - | - | ↑ | - | - | - | - | ↓ | ↔ | ↑↑ | $5.4 |
| Right of Way Improvements | - | - | - | - | - | - | ↔ | - | - | - | - | - | - | - | - | ↔ | - | ↑ | $4.6 |
| New Lenox Connection (RID-SWS) | ↔ | - | ↑ | ↑ | ↑↑ | ↔ | ↑ | - | - | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $4.2 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crossings (Road & Track) BNS | ↔ | - | ↔ | ↔ | - | ↔ | ↑↑ | - | ⚙ | - | - | - | - | ↔ | - | ↔ | ↔ | ↑↑ | $3.6 |
| Track Enhancements | ↔ | - | - | ↔ | - | ↔ | ↔ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $2.2 |
| RID Retaining Walls (81st-85th) | ↔ | ↑↑ | - | - | ↑↑ | - | ↑↑ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | ↔ | ↔ | $0.8 |
| Manhattan Yard Track Expansion | - | - | - | ↑ | ↑ | ↔ | - | - | - | - | - | ↔ | - | - | - | ↔ | - | ↑ | $0.7 |
| **Metra Priority Project: Bridge Improvement Program 10-Year Need: $2,152 million** | | | | | | | | | | | | | | | | | | | |
| Bridges & Retaining Walls | ↔ | - | ↔ | ↔ | ↑ | ↔ | ↑ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | ↔ | ↑ | $46.9 |
| South Branch Bridge | ↔ | ↑ | ↔ | ↑↑ | ↑↑ | ↑ | ↑↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $4.5 |
| **Metra Priority Project: Next-Gen Regional Rail Fleet 10-Year Need: $2,048 million** | | | | | | | | | | | | | | | | | | | |
| New Railcars | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | - | ↓↓ | ↑↑ | - | ✓ | ↓↓ | ↑↑ | ↑↑ | $359.6 |
| Zero-Emissions Trainsets | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↑↑ | ↓↓ | ↑↑ | - | ✓ | ↓↓ | ↑↑ | ↑↑ | $98.8 |
| Stadler Trainset Trailer Cars (16 units) | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↑↑ | ↓↓ | ↑↑ | - | ✓ | ↓↓ | ↑↑ | ↑↑ | $25.0 |
| Switch Locomotives | - | - | - | - | - | ↑ | ↑ | - | - | ⚙ | ↑↑ | ↓↓ | - | - | - | ↓ | ↔ | ↑ | $23.2 |
| Battery Powered Locomotives | ↔ | - | ↔ | ↔ | - | ↑↑ | ↑ | ↑ | - | ⚙ | ↑↑ | ↓↓ | - | - | - | ↓↓ | ↑↑ | ↑ | $20.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Battery Electric Train Infrastructure | ↑↑ | ↑ | ↑↑ | ↑↑ | ↑ | - | - | - | ⚙ | - | ↑↑ | ↓↓ | - | - | - | ↔ | ↑↑ | ↑↑ | $16.6 |
| **Metra Priority Project: Rock Island Line Improvements 10-Year Need: $1,308 million** | | | | | | | | | | | | | | | | | | | |
| Rock Island Control Point — 80th Ave/Tinley Park | ↑↑ | - | ↑↑ | ↑↑ | ↑↑ | ↑ | - | - | - | - | - | - | - | - | - | ↔ | ↑↑ | ↑↑ | $25.0 |
| Rock Island Intercity Improvements | ↑↑ | ↑↑ | ↑↑ | ↑↑ | ↑ | ↑↑ | ↑↑ | ↑↑ | ⚙ | - | ↔ | ↓ | - | - | - | ↔ | ↑↑ | ↑↑ | $11.7 |
| Rock Island Control Point — 107th Street | ↑↑ | - | ↑↑ | ↑↑ | ↑ | ↑ | - | - | - | - | - | - | - | - | - | ↔ | ↑↑ | ↑ | $10.0 |
| **Metra Priority Project: Signal & Electrical Improvements 10-Year Need: $1,169 million** | | | | | | | | | | | | | | | | | | | |
| Homewood Substation | ↑↑ | - | ↔ | ↑↑ | ↑↑ | ↑↑ | ↑ | - | - | - | ↑ | ↔ | - | - | - | ↔ | ↔ | ↑↑ | $32.0 |
| Brookdale Substation | ↑↑ | - | ↔ | ↑↑ | ↑ | ↔ | ↑ | - | ⚙ | - | ↑ | ↔ | - | - | - | ↔ | ↔ | ↑↑ | $20.6 |
| Traction Power Upgrades | - | - | ↔ | ↔ | ↑ | ↔ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | - | ↑ | $14.4 |
| Vollmer Substation | ↑↑ | - | ↔ | ↑↑ | ↑ | ↑↑ | ↑ | - | ⚙ | - | ↑ | ↔ | - | - | - | ↔ | ↔ | ↑↑ | $14.2 |
| A20 Interlocking | ↑ | ↔ | ↑ | ↑↑ | ↑ | ↑↑ | ↑↑ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↔ | ↑↑ | $14.0 |
| Randolph Street Interlocking | ↑ | - | ↔ | ↑↑ | ↑ | ↑↑ | ↑↑ | - | ⚙ | - | ↔ | ↓ | - | - | - | ↓ | ↑ | ↑↑ | $14.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UP Crossovers & Switches | ↔ | - | ↔ | ↔ | ↑ | ↑ | ↑↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $13.8 |
| Jackson Substation | ↑↑ | - | ↔ | ↑↑ | ↑ | ↑↑ | ↑ | - | - | - | ↑ | ↔ | - | - | - | ↔ | ↔ | ↑↑ | $12.5 |
| Signal System Upgrades MET | ↔ | - | ↔ | ↔ | ↑ | ↔ | ↑↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $11.8 |
| Switch Renewal | ↔ | - | ↔ | ↔ | ↑ | ↑ | ↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $10.4 |
| Catenary Structure Rehabilitation | ↔ | - | ↔ | ↔ | ↑ | ↑ | ↑ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↔ | ↑↑ | $9.1 |
| Harvey Substation | ↑↑ | - | ↔ | ↑↑ | ↑ | ↑↑ | ↑ | - | - | - | ↑ | ↔ | - | - | - | ↔ | ↔ | ↑↑ | $8.4 |
| Centralized Train Control-Kenosha | - | - | - | ↔ | - | ↔ | ↑↑ | ↑↑ | ⚙ | - | - | - | - | - | ✓ | ↓ | ↔ | ↑ | $8.0 |
| Lake Street Interlocking | ↑ | - | ↑ | ↔ | ↑ | ↑↑ | ↑↑ | - | ⚙ | - | ↔ | - | - | - | - | ↓ | ↔ | ↑↑ | $6.1 |
| Control Point & Siding-Joliet | ↑ | - | ↑ | ↑↑ | ↑ | ↑↑ | - | - | - | - | - | - | - | - | - | ↔ | ↔ | ↑ | $5.2 |
| Power Distribution System Monitoring | ↔ | - | - | ↔ | - | ↔ | ↑↑ | - | ⚙ | - | ↑ | - | - | - | - | ↔ | ↔ | ↑↑ | $4.2 |
| Interlocking Component Renewal | - | - | - | ↔ | - | - | ↑↑ | ↑↑ | - | - | ↔ | ↔ | - | - | - | ↓ | ↔ | ↑↑ | $2.8 |
| University Park Substation | ↑↑ | - | ↔ | ↑ | ↑ | ↑↑ | ↑ | - | ⚙ | - | ↑ | ↔ | - | - | - | ↔ | ↔ | ↑↑ | $2.8 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Impedance Bonds | ↔ | - | ↔ | ↔ | - | ↑ | ↔ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $2.5 |
| Signal Standards | - | - | - | - | - | - | ↑↑ | - | - | - | - | - | - | - | ✓ | ↓ | ↔ | ↔ | $2.5 |
| Smart Gates | ↔ | - | ↔ | - | - | ↔ | ↑↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑ | $2.5 |
| Battery Bank Replacement | - | - | - | - | - | ↑ | ↑↑ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | - | ↑ | $2.4 |
| Barrington Interlocking | ↔ | - | ↔ | ↔ | - | ↑ | ↑↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $1.9 |
| Rail Safety-Hot Box Detectors | - | - | - | - | - | ↔ | ↑↑ | - | - | - | - | - | - | - | ✓ | ↔ | - | ↑ | $1.5 |
| Disaster Recovery & Network Redundancy | ↔ | - | - | ↑ | - | ↔ | ↔ | ↔ | ⚙ | - | ↔ | - | - | - | ✓ | ↔ | ↔ | ↑ | $1.1 |
| Manhattan Yard-Wayside Power | - | - | - | ↑ | - | ↔ | ↔ | - | - | - | ↑ | - | - | - | - | ↔ | - | ↔ | $1.1 |
| MWD Line Signals | ↔ | - | ↑ | ↑↑ | ↑↑ | ↑↑ | ↑ | - | ⚙ | - | - | ↓ | - | - | ✓ | ↓ | ↑ | ↑ | $1.0 |
| Signal System Improvements UPR | ↔ | - | ↔ | ↔ | - | ↔ | ↑↑ | - | ⚙ | - | - | - | - | - | - | ↔ | ↔ | ↑↑ | $0.3 |
| **Metra Priority Project: Fleet Modernization 10-Year Need: $886 million** | | | | | | | | | | | | | | | | | | | |
| Car Rehab (Amerail Rebuild) | ↔ | - | ↑ | ↔ | ↑↑↑ | ↑ | ↑ | ↑↑ | - | ⚙ | ↑ | - | ↑↑ | - | ✓ | ↓↓ | ↑ | ↑↑ | $153.7 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Car Rehab (Nippon Sharyo HL2) | ↔ | - | ↑ | ↔ | ↑↑↑ | ↔ | ↑ | ↑↑ | - | ⚙ | ↑ | ↔ | ↑↑ | - | ✓ | ↓↓ | ↑ | ↑↑ | $120.1 |
| Wheel Replacement | ↔ | - | ↔ | ↔ | ↑↑ | ↔ | ↑↑ | - | - | ⚙ | - | - | - | - | - | ↔ | ↔ | ↑ | $28.5 |
| MP36 Locomotive (Rebuild) | ↔ | - | ↔ | ↔ | ↑ | ↑ | ↑ | ↑ | - | ⚙ | ↑ | ↓ | - | - | - | ↓ | ↔ | ↑ | $11.0 |
| Automatic Passenger Counters (336 railcars) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ✓ | ↔ | - | ↔ | $8.7 |
| Locomotive Rehab-F40PH | ↔ | - | ↔ | - | ↑ | ↔ | ↔ | ↑ | ⚙ | - | ↑ | ↓ | - | - | - | ↓ | ↔ | ↑ | $7.8 |
| Traction Motors | ↔ | - | - | ↔ | ↑ | ↔ | ↔ | - | - | - | ↔ | ↓ | - | - | - | ↔ | ↔ | ↑ | $7.1 |
| Car And Locomotive Cameras | - | - | ↔ | - | - | - | ↑↑ | ↑↑ | - | - | - | - | - | - | ✓ | ↔ | - | ↑ | $6.7 |
| Locomotive and Car Improvements | ↔ | - | ↔ | ↔ | - | - | ↔ | - | - | - | ↔ | - | - | - | - | ↔ | ↔ | ↑↑ | $4.2 |
| **Metra Priority Project: Station Accessibility Initiative 10-Year Need: $856 million** | | | | | | | | | | | | | | | | | | | |
| 59th/60th UChicago Station | ↑↑ | ↔ | ↑↑ | ↑↑ | ↑↑ | - | ↑ | ↑↑ | ⚙ | - | ↑ | ↔ | - | ↑↑ | ✓ | ↔ | ↑↑ | ↑↑ | $32.5 |
| Olympia Fields Station & Parking | ↑ | ↔ | ↑↑ | ↑↑ | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↑ | ✓ | ↔ | ↑↑ | ↑↑ | $17.8 |
| Rogers Park Station | ↑↑ | ↑ | ↑↑ | ↑↑ | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↑↑ | - | ↔ | ↑↑ | ↑↑ | $11.5 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADA Improvements-BNSF | ↑ | ↑ | ↑ | - | ↑ | - | ↑ | - | ⚙ | - | ↔ | - | - | ↑↑ | ✓ | ↔ | ↑ | ↑ | $9.1 |
| Highlands Station | ↑ | ↔ | ↑↑ | ↔ | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↔ | - | ↔ | ↑ | ↑↑ | $7.9 |
| West Hinsdale Station | ↑ | ↔ | ↑↑ | ↔ | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↔ | - | ↔ | ↑ | ↑↑ | $6.1 |
| Kenilworth Station | ↔ | ↔ | ↑ | ↔ | - | - | ↑ | - | ⚙ | - | ↔ | - | - | ↔ | - | ↔ | ↑ | ↑↑ | $4.5 |
| ADA Improvements-RID | ↑ | ↑ | ↑↑ | - | - | - | ↑ | - | ⚙ | - | ↔ | - | - | ↑↑ | ✓ | ↔ | ↑ | ↑ | $1.5 |
| ADA State of Good Repair | ↔ | ↑ | ↑ | - | - | - | ↑ | - | ⚙ | - | ↔ | - | - | ↑ | ✓ | ↔ | ↑ | ↑ | $0.9 |
| ADA Improvements-UPR | ↑ | ↔ | ↑ | - | - | - | ↑ | - | ⚙ | - | ↔ | - | - | ↑↑ | ✓ | ↔ | ↑ | ↑ | $0.7 |
| **Metra Priority Project: Chicago Union Station Improvements 10-Year Need: $629 million** | | | | | | | | | | | | | | | | | | | |
| Union Station Improvements | ↑↑ | ↔ | ↑↑ | ↔ | - | - | ↑ | - | ⚙ | - | ↑ | - | - | - | - | ↔ | ↔ | ↑↑ | $2.1 |
| **Metra Priority Project: Station Modernization 10-Year Need: $556 million** | | | | | | | | | | | | | | | | | | | |
| Van Buren Street Station | ↑↑ | ↔ | ↑↑ | ↑↑ | ↑↑↑ | - | ↑ | ↑ | ⚙ | - | ↑↑ | - | - | ↑ | ✓ | ↔ | ↑↑ | ↑↑ | $155.6 |
| Platform Improvements | ↔ | - | ↔ | ↔ | ↑↑ | - | ↑ | - | ⚙ | - | ↔ | - | - | ↑ | - | ↔ | ↔ | ↑↑ | $36.8 |
| Davis/Evanston Station | ↑↑ | ↔ | ↑↑ | ↔ | ↑↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↔ | - | ↔ | ↑ | ↑↑ | $30.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Harvey Intermodal Transportation Center | ↑↑ | ↑↑ | ↑↑ | ↑↑ | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↑ | ✓ | ↔ | ↑↑ | ↑↑ | $21.2 |
| Forest Glen Station | ↑ | ↔ | ↑↑ | ↑↑ | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↑ | - | ↔ | ↔ | ↑↑ | $9.5 |
| Station Signage (Phases 1 & 2) | ↑ | - | ↑ | - | - | - | - | - | ⚙ | - | - | - | - | ↑ | - | ↔ | ↔ | ↑ | $7.3 |
| Parking Lot Improvements | ↔ | - | ↑ | ↔ | - | - | ↑ | - | ⚙ | - | ↔ | - | - | ↑ | - | ↔ | ↔ | ↑↑ | $4.2 |
| Station Warming Shelters | ↑ | ↔ | ↑ | - | - | - | ↑ | ↑ | - | - | ↑ | - | - | ↔ | - | ↔ | ↑ | ↑↑ | $4.1 |
| Edgebrook Station | ↑ | ↔ | ↑ | ↔ | - | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↔ | - | ↔ | ↑ | ↑↑ | $4.0 |
| Elmhurst Station | ↑ | ↔ | ↑↑ | ↑ | ↑↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↑ | - | ↔ | ↑ | ↑↑ | $4.0 |
| Glen Ellyn Station | ↑ | ↔ | ↑↑ | ↑↑ | - | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↑ | - | ↔ | ↑ | ↑↑ | $4.0 |
| Systemwide Station Signs | ↑ | - | ↑↑ | - | - | - | - | ↑ | ⚙ | - | - | - | - | ↑ | - | ↔ | ↔ | ↑ | $3.2 |
| Systemwide Station Improvements | ↔ | ↔ | ↔ | ↔ | ↑ | - | ↑ | ↑ | ⚙ | - | ↔ | - | - | ↔ | - | ↔ | - | ↑ | $2.8 |
| Downtown Station Signs | ↑ | ↔ | ↑ | - | - | - | ↑ | - | ⚙ | - | - | - | - | ↑ | - | ↔ | - | ↔ | $1.9 |
| LaGrange Road Station | ↑ | ↔ | ↑ | ↑ | - | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | ↔ | ✓ | ↔ | - | ↑↑ | $1.8 |
| University Park Station | ↔ | ↔ | ↑ | ↑ | - | - | ↑ | ↑ | ⚙ | - | ↔ | - | - | ↑ | - | ↔ | ↑ | ↑↑ | $1.7 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Metra Priority Project: Yards, Facilities, and Equipment Improvements 10-Year Need: $440 million** | | | | | | | | | | | | | | | | | | | |
| Centralized Warehouse | - | - | - | - | ↑↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | - | - | ↓ | - | ↔ | $53.4 |
| Vehicles & Equipment | - | - | - | - | ↑ | ↑ | ↑ | ↑ | - | ⚙ | ↔ | ↓ | - | - | - | ↓ | - | ↔ | $21.1 |
| Yard Improvements | - | - | - | ↔ | ↑ | ↔ | ↑ | - | ⚙ | - | ↔ | ↔ | - | - | - | ↔ | - | ↔ | $20.8 |
| Yard & Facility Improvements | - | - | - | ↔ | ↑ | ↔ | ↑ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | - | ↔ | $15.7 |
| Woodstock Rail Yard (UP-NW Final Design) | - | - | - | ↑↑ | - | ↔ | ↑ | ↑ | - | - | ↑ | - | - | - | - | ↔ | ↑↑ | ↔ | $12.2 |
| M19A Yard Heating System | - | - | - | - | ↑ | - | ↔ | - | ⚙ | - | ↔ | ↓ | - | - | - | ↔ | - | ↔ | $12.1 |
| Communications Improvements | - | - | - | - | - | ↔ | - | - | ⚙ | - | - | - | - | - | - | ↔ | - | ↔ | $9.5 |
| Crew Facilities-University Park | - | - | - | - | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | - | - | ↔ | - | ↔ | $8.0 |
| Crew Facilities-Western Avenue Coach Yard (WACY) | - | - | - | - | ↑ | - | ↑ | ↑ | ⚙ | - | ↑ | - | - | - | - | ↔ | - | ↔ | $7.6 |
| Networking Equipment | - | - | - | - | - | - | - | - | ⚙ | - | - | - | - | - | - | ↔ | - | ↑ | $7.3 |
| Portable & Mobile Radios | - | - | - | - | - | ↔ | ↔ | - | ⚙ | - | - | - | - | - | - | ↔ | - | ↔ | $6.2 |
| Crew Facilities-New Buildings | - | - | - | - | ↑ | - | ↔ | - | - | - | ↔ | - | - | - | - | ↔ | - | ↔ | $5.8 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roof Rehab-18th St MU Shop | - | - | - | - | ↑ | ↔ | ↔ | - | ✿ | - | ↔ | - | - | - | - | ↔ | - | ↔ | $5.6 |
| Roof Rehab-Consolidated Control Facility | - | - | - | - | - | - | ↔ | - | ✿ | - | ↔ | - | - | - | - | ↔ | - | ↔ | $4.0 |
| 547 Building Electrical Upgrades | - | - | - | - | - | - | ↑ | ↑ | ✿ | - | ↑ | - | - | - | - | ↔ | - | ↔ | $3.7 |
| Roof Rehab-49th St Shop | ↔ | - | - | - | - | ↔ | ↑ | - | ✿ | - | ↔ | - | - | - | - | ↔ | - | ↔ | $3.4 |
| Metra Police Department Vehicles | - | - | - | - | - | ↑ | ↑ | ↑ | - | ✿ | ↔ | ↓ | - | - | - | ↓ | - | ↔ | $3.3 |
| System Wide Fall Protection | - | - | - | - | - | - | ↑↑ | - | - | - | ↔ | - | - | - | - | ↔ | - | ↔ | $2.7 |
| Ballast Rail Car Upgrades | - | - | - | - | - | - | ↑↑ | - | - | ✿ | ↑ | - | - | - | - | ↓ | - | ↔ | $2.6 |
| Wheel Truing Machines | - | - | ↔ | - | - | ↔ | ↔ | - | - | - | ↑ | - | - | - | - | ↓ | - | ↑ | $2.5 |
| Work Cranes | - | - | - | - | ↑ | - | ↑ | - | ✿ | - | ↔ | - | - | - | - | ↔ | - | ↔ | $2.3 |
| Generator Replacement | ↔ | - | ↔ | - | - | ↔ | ↔ | - | ✿ | - | ↔ | ↔ | - | - | - | ↔ | - | ↑ | $1.6 |
| Metra Police Communications Upgrades | - | - | - | - | - | - | - | ↑ | ✿ | - | - | - | - | - | - | ↔ | - | ↑ | $1.5 |
| HazMat Storage Systems | - | - | - | - | - | - | ↑↑ | - | - | - | ↔ | - | - | - | ✓ | ↔ | - | ↔ | $1.3 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kensington Yard-Roof Rehab | - | - | - | - | - | ↔ | ↔ | - | ⚙ | - | ↔ | - | - | - | - | ↔ | - | ↔ | $0.9 |
| Roof Rehab-Blue Island ENG Shop | - | - | - | ↔ | - | ↔ | ↔ | - | ⚙ | - | ↔ | - | - | - | ✓ | ↔ | - | ↔ | $0.8 |
| Kensington Yard-HVAC Replacement | - | - | - | - | - | ↔ | ↔ | - | ⚙ | - | ↑ | - | - | - | - | ↓ | - | ↔ | $0.2 |
| **Metra Priority Project: PTC-Systemwide 10-Year Need: $77 million** | | | | | | | | | | | | | | | | | | | |
| PTC Renewal (Engineering Dept) | ↔ | - | ↔ | ↑ | ↑ | ↔ | ↑↑ | ↑↑ | ⚙ | - | - | - | - | - | ✓ | ↔ | ↔ | ↑ | $8.1 |
| PTC Renewal (Mechanical) | ↔ | - | ↔ | ↔ | - | ↔ | ↑↑ | - | - | ⚙ | - | - | - | - | ✓ | ↔ | ↔ | ↑↑ | $2.2 |
| **Metra Priority Project: Administration-Metra 10-Year Need: $345 million** | | | | | | | | | | | | | | | | | | | |
| Program Management | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $73.0 |
| Capital Delivery Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ↔ | - | - | $26.0 |
| Capital Delivery Support Contracts | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ↓ | - | - | $11.4 |
| Project Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ↔ | - | - | $6.9 |
| Contingencies | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ↔ | - | - | $3.1 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Labor Apprenticeship & Development | - | - | - | - | - | - | ↑ | - | - | - | - | - | - | - | ✓ | ↔ | - | ↔ | $2.1 |
| Contract Management Software | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ✓ | ↓ | - | - | $0.5 |
| Procurement Oversight | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ✓ | ↔ | - | - | $0.5 |
| **Metra Priority Project: Uncategorized Projects 10-Year Need: $11.5 million** | | | | | | | | | | | | | | | | | | | |
| Infrastructure Engineering | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ↔ | - | - | $3.9 |
| Engineering Cyber Security Systems | - | - | - | - | - | - | - | ↑ | ⚙ | - | - | - | - | - | ✓ | ↔ | - | ↑ | $3.6 |
| Cybersecurity Systems | - | - | - | - | - | - | ↑ | - | ⚙ | - | - | - | - | - | - | ↔ | - | ↔ | $2.0 |
| IT Components & Services | - | - | - | - | - | - | - | - | ⚙ | - | - | - | - | - | - | ↔ | - | ↔ | $2.0 |

**Appendix F Table 6. Metra Service Standards Metric**

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Rail Renewal MET | Y | Y | Y | Y | N | N | N | N |
| Crossings (Road & Track) MET | Y | Y | Y | Y | N | N | N | N |
| Ties & Ballast | Y | Y | Y | N | N | N | N | N |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Ties, Ballast, & Switch Heaters | Y | Y | Y | N | N | N | N | N |
| Undercutting & Surfacing | Y | Y | Y | Y | N | N | N | N |
| Rail Renewal UPR | Y | Y | Y | Y | N | N | N | N |
| Crossings (Road & Track) UPR | Y | Y | Y | Y | N | N | N | N |
| Track Diamonds | Y | Y | Y | N | N | N | N | N |
| MED Crossovers | Y | Y | Y | N | Y | N | Y | Y |
| Right of Way Improvements | Y | Y | N | Y | N | N | N | N |
| New Lenox Connection (RID-SWS) | N | Y | Y | N | Y | N | Y | Y |
| Crossings (Road & Track) BNS | Y | Y | Y | Y | N | N | N | N |
| Track Enhancements | Y | Y | Y | N | N | N | N | N |
| RID Retaining Walls (81st-85th) | N | Y | N | N | N | N | N | N |
| Manhattan Yard Track Expansion | N | Y | Y | N | N | N | N | N |
| Bridges & Retaining Walls | Y | Y | N | N | N | N | N | N |
| South Branch Bridge | Y | Y | N | N | N | N | N | Y |
| New Railcars | Y | Y | Y | Y | Y | Y | Y | Y |
| Zero-Emissions Trainsets | Y | Y | Y | Y | Y | Y | Y | Y |
| Stadler Trainset Trailer Cars (16 units) | Y | Y | Y | Y | Y | Y | Y | Y |
| Switch Locomotives | Y | Y | Y | N | N | N | N | N |
| Battery Powered Locomotives | Y | Y | N | N | N | N | N | N |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Battery Electric Train Infrastructure | Y | Y | Y | N | N | N | Y | Y |
| Rock Island Control Point — 80th Ave/Tinley Park | Y | N | Y | N | Y | N | N | Y |
| Rock Island Intercity Improvements (RI3) | Y | Y | Y | Y | Y | N | N | Y |
| Rock Island Control Point — 107th Street | Y | N | Y | N | Y | N | N | Y |
| Homewood Substation | Y | Y | Y | Y | Y | N | N | Y |
| Brookdale Substation | Y | Y | Y | Y | Y | N | N | Y |
| Traction Power Upgrades | Y | Y | Y | N | N | N | N | N |
| Vollmer Substation | Y | Y | Y | Y | Y | N | N | Y |
| A20 Interlocking | Y | Y | Y | Y | N | N | N | N |
| Randolph Street Interlocking | Y | Y | Y | Y | N | N | N | N |
| UP Crossovers & Switches | Y | Y | Y | Y | N | N | N | N |
| Jackson Substation | Y | Y | Y | Y | Y | N | N | Y |
| Signal System Upgrades MET | Y | Y | Y | Y | N | N | N | N |
| Switch Renewal | Y | Y | Y | Y | N | N | N | N |
| Catenary Structure Rehabilitation | Y | Y | Y | Y | N | N | N | N |
| Harvey Substation | Y | Y | Y | Y | Y | N | N | Y |
| Centralized Train Control-Kenosha | Y | Y | N | N | N | N | N | N |
| Lake Street Interlocking | Y | Y | Y | Y | N | N | N | N |
| Control Point & Siding-Joliet | Y | N | Y | N | N | N | N | N |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Power Distribution System Monitoring | Y | Y | Y | Y | N | N | N | N |
| Interlocking Component Renewal | Y | Y | Y | Y | N | N | N | N |
| University Park Substation | Y | Y | Y | Y | Y | N | N | Y |
| Impedance Bonds | Y | Y | Y | N | N | N | N | N |
| Signal Standards | Y | N | N | N | N | N | N | N |
| Smart Gates | Y | Y | N | Y | N | N | N | N |
| Battery Bank Replacement | Y | Y | N | N | N | N | N | N |
| Barrington Interlocking | Y | Y | Y | Y | N | N | N | N |
| Rail Safety-Hot Box Detectors | N | Y | N | Y | N | N | N | N |
| Disaster Recovery & Network Redundancy | Y | Y | N | N | N | N | N | N |
| Manhattan Yard-Wayside Power | N | N | N | N | N | N | N | N |
| MWD Line Signals | Y | Y | Y | N | N | N | N | N |
| Signal System Improvements UPR | Y | Y | Y | Y | N | N | N | N |
| Car Rehab (Amerail Rebuild) | Y | Y | Y | Y | Y | Y | Y | Y |
| Car Rehab (Nippon Sharyo HL2) | Y | Y | Y | Y | Y | Y | Y | Y |
| Wheel Replacement | Y | Y | Y | N | N | N | N | N |
| MP36 Locomotive (Rebuild) | Y | Y | Y | N | N | N | N | N |
| Automatic Passenger Counters | N | N | N | N | Y | N | N | N |
| Locomotive Rehab-F40PH | Y | Y | Y | N | N | N | N | N |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Traction Motors | Y | Y | Y | N | N | N | N | N |
| Car And Locomotive Cameras | N | N | N | Y | N | N | Y | N |
| Locomotive and Car Improvements | Y | Y | Y | N | N | Y | Y | N |
| 59th/60th UChicago Station | N | N | N | Y | Y | Y | Y | Y |
| Olympia Fields Station & Parking | N | N | N | Y | Y | Y | Y | Y |
| Rogers Park Station | N | N | N | Y | Y | Y | Y | Y |
| ADA Improvements-BNSF | N | N | N | Y | N | N | Y | Y |
| Highlands Station | N | N | N | Y | Y | Y | Y | Y |
| West Hinsdale Station | N | N | N | Y | Y | Y | Y | Y |
| Kenilworth Station | N | N | N | Y | Y | Y | Y | Y |
| ADA Improvements-RID | N | N | N | Y | N | N | Y | Y |
| ADA State of Good Repair | N | N | N | Y | N | N | Y | Y |
| ADA Improvements-UPR | N | N | N | Y | N | N | Y | Y |
| Union Station Improvements | N | N | N | Y | Y | Y | Y | Y |
| Van Buren Street Station | N | N | N | Y | Y | Y | Y | Y |
| Platform Improvements | N | N | N | Y | Y | Y | Y | Y |
| Davis/Evanston Station | N | N | N | Y | Y | Y | Y | Y |
| Harvey Intermodal Transportation Center | N | N | N | Y | Y | Y | Y | Y |
| Forest Glen Station | N | N | N | Y | Y | Y | Y | Y |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Station Signage (Phases 1 & 2) (Phase 1 Funded) | N | N | N | Y | N | N | Y | Y |
| Parking Lot Improvements | N | N | N | Y | N | Y | Y | Y |
| Station Warming Shelters | N | N | N | Y | Y | Y | Y | Y |
| Edgebrook Station | N | N | N | Y | Y | Y | Y | Y |
| Elmhurst Station | N | N | N | Y | Y | Y | Y | Y |
| Glen Ellyn Station | N | N | N | Y | Y | Y | Y | Y |
| Systemwide Station Signs | N | N | N | Y | N | N | Y | Y |
| Systemwide Station Improvements | N | N | N | Y | N | Y | Y | N |
| Downtown Station Signs | N | N | N | N | N | N | Y | N |
| LaGrange Road Station | N | N | N | Y | Y | Y | Y | Y |
| University Park Station | N | N | N | Y | Y | Y | Y | Y |
| Centralized Warehouse | N | N | N | N | N | N | N | N |
| Vehicles & Equipment | N | Y | N | N | N | N | N | N |
| Yard Improvements | N | Y | N | N | N | N | N | N |
| Yard & Facility Improvements | N | Y | N | N | N | N | N | N |
| Woodstock Rail Yard (UP-NW Final Design) | N | N | N | Y | N | N | N | N |
| M19A Yard Heating System | N | Y | N | N | N | N | N | N |
| Communications Improvements | - | - | - | N | N | N | N | N |
| Crew Facilities-University Park | N | N | N | Y | N | N | N | N |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Crew Facilities-Western Avenue Coach Yard (WACY) | N | N | N | Y | N | N | N | N |
| Networking Equipment | Y | Y | Y | N | N | N | N | N |
| Portable & Mobile Radios | Y | Y | N | Y | N | N | N | N |
| Crew Facilities-New Buildings | N | N | N | N | N | N | N | N |
| Roof Rehab-18th St MU Shop | N | N | N | Y | N | N | N | N |
| Roof Rehab-Consolidated Control Facility | N | N | N | N | N | N | N | N |
| 547 Building Imp-Electrical Upgrades | N | N | N | N | N | N | N | N |
| Roof Rehab-49th St Shop | N | N | N | N | N | N | N | N |
| Metra Police Department Vehicles | N | Y | N | Y | N | N | N | N |
| System Wide Fall Protection | N | N | N | Y | N | N | N | N |
| Ballast Rail Car Upgrades | N | Y | N | N | N | N | N | N |
| Wheel Truing Machines | Y | Y | Y | N | N | N | N | N |
| Work Cranes | N | N | N | Y | N | N | N | N |
| Generator Replacement | Y | Y | N | N | N | N | N | N |
| Metra Police Communications Upgrades | N | **Y** | N | **Y** | N | **N** | N | N |
| HazMat Storage Systems | N | N | N | N | N | N | N | N |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Kensington Yard-Roof Rehab | N | N | N | N | N | N | N | N |
| Roof Rehab-Blue Island ENG Shop | N | N | N | N | N | N | N | N |
| Kensington Yard-HVAC Replacement | N | N | N | N | N | N | N | N |
| Program Management | - | - | - | - | - | - | - | - |
| Capital Delivery Administration | - | - | - | - | - | - | - | - |
| Capital Delivery Support Contracts | - | - | - | - | - | - | - | - |
| Project Administration | - | - | - | - | - | - | - | - |
| Contingencies | - | - | - | - | - | - | - | - |
| Labor Apprenticeship & Development | N | N | N | Y | N | N | N | N |
| Contract Management Software | - | - | - | - | - | - | - | - |
| Procurement Oversight | - | - | - | - | - | - | - | - |
| PTC Renewal (Engineering Dept) | Y | Y | N | Y | N | N | N | N |
| PTC Renewal (Mechanical) | Y | Y | Y | Y | N | N | N | N |
| Infrastructure Engineering | - | - | - | - | - | - | - | - |
| Engineering Cyber Security Systems | N | Y | N | Y | N | N | N | N |
| Cybersecurity Systems | N | Y | N | N | N | N | N | N |
| IT Components & Services | N | N | N | N | N | N | N | N |

## Appendix F Table 7: Metra Priority Projects Unfunded in the 2027-2031 Program

| Priority Project | Estimated 10-Year Need |
|---|---|
| A2 Interlocking Replacement | $1,155 million |
| 75th CIP: Create P2: SWS Flyover to Rock Island | $519 million |

## Appendix F Table 8: Pace Capital Program Metrics

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pace Priority Project: Fixed Route Electric Buses 10-Year Need: $588 million** | | | | | | | | | | | | | | | | | | | |
| Fixed Route Electric Buses | ↔ | ↑↑ | ↑↑ | ↔ | - | ↑↑ | ↔ | ↔ | - | ⚙ | ↑↑ | ↓↓ | ↔ | - | ✓ | ↓↓ | ↑ | ↑ | $150.3 |
| **Pace Priority Project: Improvements to Support Facilities 10-Year Need: $555 million** | | | | | | | | | | | | | | | | | | | |
| Improvements to Support Facilities | - | - | - | - | ↑ | - | ↑ | - | - | - | ↔ | - | - | - | - | ↔ | - | ↔ | $36.3 |
| Northwest Wheeling Division Construction | ↔ | ↔ | ↑ | ↑↑ | ↑↑↑ | ↔ | ↑ | ↑ | ⚙ | - | ↑ | ↓ | - | - | - | ↓ | ↑ | ↔ | $18.9 |
| River Division Construction | ↔ | ↔ | ↑ | ↑↑ | ↑↑↑ | ↔ | ↑ | ↑ | ⚙ | - | ↑↑ | ↓↓ | - | - | - | ↓ | ↑ | ↑ | $30.0 |
| Division Improvements (Fox Valley & Northwest) | - | - | - | - | - | - | ↑ | ↑ | ⚙ | - | ↔ | - | - | - | - | ↓ | - | ↔ | $4.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pace Priority Project: Paratransit Vehicle Replacement 10-Year Need: $123 million** | | | | | | | | | | | | | | | | | | | |
| Paratransit Vehicle Replacement | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↔ | ↔ | - | ⚙ | - | ↔ | ↑ | - | ✓ | ↓ | ↔ | ↑↑ | $25.4 |
| **Pace Priority Project: Pulse Infrastructure 10-Year Need: $87 million** | | | | | | | | | | | | | | | | | | | |
| Pulse 95th Street Roadway & Accessibility Improvements | ↑↑ | ↑↑ | ↑ | - | - | - | ↔ | ↔ | - | - | - | - | - | ↑↑ | - | ↔ | ↔ | ↑↑ | $2.0 |
| Pulse Cermak/22nd Street Line | ↑↑ | ↑↑ | ↑↑ | ↑ | ↑↑↑ | ↑↑ | ↔ | ↑↑ | - | - | ↑ | ↓ | - | ↑↑ | - | ↔ | ↑↑ | ↑↑ | $42.4 |
| **Pace Priority Project: Pedestrian Infrastructure/Shelters/Signs 10-Year Need: $83 million** | | | | | | | | | | | | | | | | | | | |
| Bus Stop Improvements/Shelters | ↑ | - | ↑↑ | - | - | - | ↑↑ | ↑ | - | - | - | - | - | ↑ | - | ↔ | ↔ | ↑↑ | $0.2 |
| Bus Stop Shelters | ↑ | - | ↑ | - | - | - | ↑ | ↑ | ⚙ | - | - | - | - | ↔ | - | ↔ | ↔ | ↑↑ | $4.5 |
| **Pace Priority Project: Improve Passenger Facilities - Transportation Centers 10-Year Need: $69 million** | | | | | | | | | | | | | | | | | | | |
| Burr Ridge Park-n-Ride Reconstruction & Expansion | ↑ | ↔ | ↑↑ | ↑↑ | ↑ | - | ↑ | ↑ | ⚙ | - | - | - | - | ↑↑ | - | ↔ | ↑ | ↑↑ | $1.5 |
| New Suburban Passenger Facility | ↑↑ | ↔ | ↑↑ | ↑ | ↑↑ | - | ↑ | ↑ | - | - | - | - | - | ↑↑ | - | ↔ | ↑↑ | ↑↑ | $5.3 |
| Chicago Heights Bus Center Improvements | ↑ | ↑↑ | ↑↑ | ↔ | ↑ | - | ↑ | ↑ | ⚙ | - | - | - | - | ↑ | - | ↔ | ↑ | ↑ | $7.0 |
| Rosemont Bus Area Improvements | ↔ | ↔ | ↔ | ↔ | - | - | ↑ | ↔ | ⚙ | - | - | - | - | ↔ | - | ↔ | ↔ | ↑ | $3.0 |

| Project Description | Access | Equity | Benefit | Capacity | Economic Impact | Reliability | Safety | Security | Asset Conditions | Useful Life | Environmental Protection | Climate Impact | Transit Vehicle Accessibility | Transit Facility Accessibility | Regulatory Requirements | Operating Costs | Mode Shift | Service Standards Assigned Metric | Five-Year Program (Millions) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pace Priority Project: Fixed Route Buses - Replacement 10-Year Need: $68 million** | | | | | | | | | | | | | | | | | | | |
| Fixed Route CNG Buses | ↔ | ↑ | ↑↑ | ↔ | - | ↑↑ | ↔ | ↔ | - | ⚙ | ↑ | ↓ | ↔ | - | - | ↓↓ | ↑ | ↑ | $16.0 |
| Fixed Route Hybrid Buses | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↔ | ↔ | - | ⚙ | ↑ | ↓ | ↔ | - | - | ↓↓ | ↑ | ↑ | $40.1 |
| Fixed Route OTR Coach Buses | ↔ | ↔ | ↑↑ | ↔ | - | ↑↑ | ↔ | ↔ | - | | ↔ | ↔ | ↔ | - | - | ↓↓ | ↑ | ↑ | $11.7 |
| **Pace Priority Project: Vanpool Vehicles - Replacement 10-Year Need: $45 million** | | | | | | | | | | | | | | | | | | | |
| Community Vehicles | ↔ | - | ↑↑ | ↔ | - | ↑↑ | ↔ | ↔ | - | ⚙ | ↔ | ↔ | ↔ | - | - | ↓ | ↑ | ↑ | $5.2 |
| **Pace Priority Project: Security, Computer, Software, and Office Systems Upgrades 10-Year Need: $30 million** | | | | | | | | | | | | | | | | | | | |
| Computer Hardware/Software | - | - | ↔ | - | - | - | - | ↔ | - | - | - | - | - | - | - | ↔ | ↔ | - | $3.4 |
| Office Furniture | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $0.3 |
| **Pace Priority Project: Support Equipment/Non-Revenue Vehicles 10-Year Need: $22 million** | | | | | | | | | | | | | | | | | | | |
| Maintenance Equipment | - | - | - | - | - | - | ↑↑ | - | - | - | - | - | - | - | - | ↔ | - | ↑ | $1.7 |
| Non-Revenue Vehicles | - | - | - | - | - | ↑ | - | - | - | ⚙ | ↔ | ↔ | - | - | - | ↓ | - | ↔ | $0.5 |

## Appendix F Table 9. Pace Service Standards Metric

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Fixed Route Electric Buses | N | Y | N | N | N | Y | Y | N |
| Improvements to Support Facilities | - | - | - | Y | - | - | - | - |
| Northwest Wheeling Division Construction | - | - | - | Y | - | - | - | - |
| River Division Construction | - | - | - | Y | Y | - | - | Y |
| Division Improvements (Fox Valley & Northwest) | N | N | N | Y | N | N | N | N |
| Paratransit Vehicle Replacement (134 vehicles) (100 Vehicles Funded) | N | Y | Y | N | N | Y | Y | N |
| Paratransit Vehicles | N | Y | N | N | N | Y | Y | N |
| Pulse 95th Street Roadway & Accessibility Improvements | Y | N | Y | Y | N | N | Y | Y |
| Pulse Cermak/22nd Street Line | Y | N | Y | Y | Y | Y | Y | Y |
| Bus Stop Improvements/Shelters | N | N | N | Y | N | Y | Y | Y |
| Bus Stop Shelters (45 shelters, six-county) (2027 Phase Funded) | N | N | N | Y | N | Y | Y | Y |
| Burr Ridge Park-n-Ride Reconstruction & Expansion | Y | N | Y | Y | Y | Y | Y | Y |
| New Suburban Passenger Facility | Y | N | Y | Y | N | Y | Y | Y |

| Project Description | Travel Time & On-Time Performance | Equipment Failure Rates | Service Productivity | Employee and Customer Safety | Crowding | Cleanliness (vehicles and facilities) | Customer Satisfaction | Ridership |
|---|---|---|---|---|---|---|---|---|
| Chicago Heights Bus Center Improvements | Y | - | Y | Y | N | N | Y | Y |
| Rosemont Bus Area Improvements (State of Good Repair Elements Funded) | N | N | Y | Y | N | N | Y | Y |
| Fixed Route CNG Buses | N | Y | N | N | N | Y | Y | N |
| Fixed Route Hybrid Buses | N | Y | N | N | N | Y | Y | N |
| Fixed Route OTR Coach Buses | N | Y | N | N | N | Y | Y | N |
| Community Vehicles | N | Y | N | N | N | Y | Y | N |
| Computer Hardware/Software | - | - | - | - | - | - | - | - |
| Office Furniture | - | - | - | - | - | - | - | - |
| Maintenance Equipment | N | Y | N | Y | N | N | N | N |
| Non-Revenue Vehicles | N | Y | N | N | N | N | N | N |

## Appendix F Table 10. Pace Priority Projects Unfunded in the 2027-2031 Program

| Priority Project | Estimated 10-Year Need |
|---|---|
| ADA Regional Paratransit Program | $462 million |
| Associated Capital Maintenance Projects | $98 million |
| Charging Infrastructure | $33 million |
| Regional Transit Signal Priority (RTSP) | $30 million |
| Intelligent Bus System (IBS) Replacement | $17 million |
| Bus on Shoulder (BoS) Infrastructure | $17 million |
| Paratransit Vehicles - Expansion | $13 million |
| Improve Passenger Facilities - Park-n-Ride Lots | $6 million |
| Community Vehicles - Expansion | $3 million |

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