Annual Comprehensive Financial Report

Fiscal year ended December 31, 2025

Regional Transportation Authority
Northeastern Illinois

Regional Transportation Authority

REGIONAL TRANSPORTATION AUTHORITY
NORTHEASTERN ILLINOIS

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 2025

Prepared by:

Department of Finance, Innovation and Technology

John Yu
Controller

and

Controller Division

REGIONAL TRANSPORTATION AUTHORITY
2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT

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June 30, 2026

To the Regional Transit Ridership and the Board of Directors of the
Regional Transportation Authority
Chicago, Illinois

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

I have the pleasure to submit to you the Annual Comprehensive Financial Report ("ACFR") of the Regional Transportation Authority ("RTA") for the year ended December 31, 2025. The RTA staff has prepared this report as required by, and in accordance with, the RTA Act. This state law requires that the RTA publish financial statements presented in conformity with generally accepted accounting principles and audited by an independent certified public accountant.

This report consists of RTA management's representations concerning its finances. The responsibility for the accuracy, completeness, and fairness of the data rests with management. To the best of our knowledge and belief, this report contains data complete and reliable in all material respects. To provide a reasonable basis for making these representations, management of the RTA has established an internal control structure designed to provide reasonable assurance that assets are safeguarded from loss, theft, or misuse, and that adequate and reliable accounting data is compiled to prepare financial statements in conformity with accounting principles generally accepted in the United States of America. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits of that control, and that the valuation of costs and benefits requires estimates and judgments by management.

In addition to the statutory requirement of the RTA Act for an annual audit by independent certified public accountants, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), require the RTA to undergo an annual Single Audit. The RTA has engaged the firm of RSM US LLP to meet these requirements. The firm followed auditing standards generally accepted in the United States of America and the standards set forth in *Government Auditing Standards* in conducting the engagement. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the RTA's financial statements for the year ended December 31, 2025, are presented in conformity with accounting principles generally accepted in the United States of America. The independent auditor's report is presented as the first part of the financial section of this report.

A separately issued single audit report contains a schedule of expenditures of federal awards, the independent auditor's report on internal controls and compliance with applicable laws, regulations, contracts and grants, a schedule of findings and questioned costs, and other information related to the single audit.

Accounting principles generally accepted in the United States of America require that management provide a discussion and analysis to accompany the financial statements. This letter of transmittal complements management's discussion and analysis and should be read in conjunction with it. The RTA management's discussion and analysis ("MD&A") can be found immediately following the report of the independent auditors.

OVERVIEW OF THE REGIONAL TRANSPORTATION AUTHORITY

Illinois State law (the RTA Act, as amended) created the RTA as a fiscal and policy oversight agency committed to providing an efficient and effective public transportation system for Northeastern Illinois.

> "It is the purpose of [the RTA] Act to provide for, aid and assist public transportation in the northeastern area of the State without impairing the overall quality of existing public transportation by providing for the creation of a single authority responsive to the people and elected officials of the area and with the power and the competence to provide financial review of the providers of public transportation in the metropolitan region and facilitate public transportation provided by Service Boards which is attractive and economical to users, comprehensive, coordinated among its various elements, economical, safe, efficient and coordinated with area and State plans."

History

In 1974, upon approval of a referendum in the six counties of metropolitan Chicago (Cook, DuPage, Kane, Lake, McHenry, and Will), the Act created the RTA as a unit of local government, body politic, political subdivision, and municipal corporation. Initially, the RTA provided financial assistance to the then existing public transportation operators. Subsequently, the role of the RTA expanded to include the acquisition and operation of such public transportation providers, as well as contract with operators to provide service through the purchase of service agreements.

In 1983, the Illinois General Assembly reorganized the structure and funding of the RTA. The Act placed operating responsibilities with the Chicago Transit Authority ("CTA") and two operating divisions of the RTA: the Commuter Rail Division ("Metra") and the Suburban Bus Division ("Pace"). These three entities are defined in the Act as the "Service Boards".

The CTA provides bus and rail transportation services within Chicago and 35 surrounding suburbs. Illinois State law (the Metropolitan Transportation Authority Act) created the CTA in 1945. The law established the CTA as an Illinois municipal corporation "separate and apart from all other government agencies" to consolidate Chicago's public and private transportation carriers. The CTA commenced operations in 1947 and completed the consolidation of public transportation in 1952 upon purchasing the Chicago Motor Coach System.

The Northeast Illinois Regional Commuter Railroad Corporation ("NIRCRC"), a public corporation created in 1980 and operating under the service name of Metra following the 1983 reorganization, provides public transportation by commuter rail. The 1983 RTA restructuring formed a Commuter Rail Division, "responsible for providing public transportation by commuter rail." The Commuter Rail Division continued the operation of NIRCRC to provide this transportation. Metra contracts with the Union Pacific Railroad, Burlington Northern Santa Fe, and Northern Indiana Commuter Transportation District to provide service through the purchase of service agreements. In addition, Metra operates the services provided on its North Central Service Heritage Corridor and South West Service rail lines, as well as the services formerly provided by the Rock Island, Milwaukee Road, and Illinois Central Gulf.

The 1983 RTA restructuring also formed a Suburban Bus Division "responsible for providing public transportation by bus and as may be provided in [the RTA] Act." As such, the Division - operating under the service name Pace - provides non-rail public transportation throughout DuPage, Kane, Lake, McHenry, and Will counties, as well as the suburban area of Cook County.

Collectively, we refer to the RTA, the CTA, Metra, and Pace as the "RTA System".

Mission

The Act sets forth the responsibilities of the RTA. These responsibilities encompass planning, funding, and oversight duties. The Board of Directors has developed the following goals to carry out the RTA legislative mandates:

Plan—Ensure an integrated regional public transportation system through comprehensive planning and coordination with the service providers.

Fund—Develop and allocate resources among the Service Boards to ensure they provide quality and cost-effective service.

Oversee—Monitor and evaluate Service Boards' performance to ensure that service is provided efficiently and effectively.

The Act requires, as one of the primary responsibilities of the RTA, the adoption of an annual budget, two-year financial plan, and a five-year capital program. This obligation incorporates planning, funding, and oversight duties. The Act enumerates several requirements with respect to the budget, plan, and program. These include a requirement that the budget and plan reflect operating revenues of at least 50% of operating costs (a farebox recovery ratio of at least 50%). However, in December 2021 Public Act 102-0678 waived this requirement for RTA fiscal years 2021, 2022, and 2023 while ridership continues to recover from the impact of the COVID-19 pandemic. The waiver was subsequently extended through RTA fiscal year 2025 by Public Act 103-0281. In addition, the budget and plan must show a balance between revenues, including subsidies, and costs (a balanced budget).

Other responsibilities include establishing policies regarding the allocation of public transportation funding in the Chicago metropolitan region, developing system-wide plans and service standards, coordinating services among different modes of transportation, and ensuring compliance with Federal and State mandates.

Budget

The Act establishes budgetary controls. The Act requires, as one of the primary responsibilities of the RTA, the adoption of an annual budget, two-year financial plan, and a five-year capital program.

"Each year the Authority shall prepare and publish a comprehensive annual budget and program document describing the state of the Authority and presenting for the forthcoming fiscal year the Authority's plans for such operations and capital expenditures as the Authority intends to undertake and the means by which it intends to finance them."

The Act establishes certain criteria for the budget, including subsequent monitoring for compliance. Further, the five-year capital program must specify each capital improvement undertaken by or on behalf of the Service Boards. The budget calendar, as adopted by the RTA Budget Call and statutory requirements govern the budget development process leading up to adoption of the budget. Subsequent activities involve oversight and amendment of the budget.

Budget Calendar

Based upon the estimate of tax receipts and revenues from other sources, “the Board shall, not later than September 15 prior to the beginning of the Authority’s next fiscal year” advise each Service Board of the amounts estimated to be available during the upcoming fiscal year and the next two following years, the times when the amounts will be available, and the cost recovery ratio for the next year. The recovery ratio for the region must meet a minimum standard of 50%, except for RTA fiscal years 2021 through 2025, as waived by Public Act 102-0678.

Between September 15 and November 15, each Service Board must prepare and publish a comprehensive annual budget, program document, and a financial plan for the two following years. “The proposed budget and financial plan shall be based on the RTA’s estimate of funds that will be available to the Service Boards by or through the Authority and shall conform in all respects to the requirements established by the Authority.” Before submitting its budget to the RTA, each Service Board must hold at least one public hearing in each of the counties in which it provides service, and at least one meeting with each respective county board. After considering the comments from these meetings, it must formally adopt the budget prior to submitting it to the RTA. “Not later than... November 15 prior to the commencement of such fiscal year, each Service Board shall submit to the Authority its proposed budget for the fiscal year and its proposed financial plan for the two following years.”

The RTA must also hold at least one public hearing in the metropolitan region and one meeting with each county board on its own proposed budget. After conducting these hearings and taking into consideration the comments, the RTA must adopt its budget and the budgets submitted by the Service Boards, each of which meets the statutory criteria summarized below. Unless the RTA passes a budget and financial plan for a Service Board, “the Board shall not release to that Service Board any funds for the periods covered by such budget and financial plan,” except for the sales tax directly allocated to the Service Board by statute.

Statutory Requirements

The RTA Act sets forth seven statutory criteria for Board approval of the budget and financial plan of each Service Board. These seven criteria are:

- *Balanced Budget*: A balance between anticipated revenues from all sources, including operating subsidies and the costs of providing the services and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;

- *Cash-Flow*: Cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenditures as incurred;

- *Recovery Ratio*: A level of fares or charges, and operating or administrative costs, to allow the Service Board to meet its required recovery ratio;

- *Assumptions*: Employ assumptions and projections which are reasonable and prudent;

- *Financial Practices*: Prepared in accordance with sound financial practices as determined by the Board;

- *Strategic Plan:* Maintain consistency with the goals and objectives adopted by the RTA in the Strategic Plan; and

- *Other Requirements*: Other financial, budgetary, or fiscal requirements that the Board may establish by rule or regulation.

Oversight

After adoption of the budgets, the RTA has continuing oversight powers concerning the budget and the financial condition of each Service Board and the region as a whole. On a monthly basis, the RTA monitors the budgetary and operations performance of the Service Boards to ensure compliance with their budget and recovery ratios. On a quarterly basis, the RTA makes the following assessments:

- After the end of each fiscal quarter, each Service Board must report to the RTA "its financial condition and results of operations and the financial condition and results of operations of the public transportation services subject to its jurisdiction" for such quarter. If in compliance, the Board so states and approves each Service Board's compliance by adopted resolution.

- If in the judgment of the Board these results are not substantially in accordance with the Service Board's budget for such period as adopted by the RTA, the Board shall so advise the Service Board and the Service Board "shall, within the period specified by the Board, submit a revised budget incorporating such results."

- Once a Service Board submits a revised budget, the RTA must determine if it meets the seven statutory budget criteria necessary to pass an annual budget. If not, the RTA must withhold from the Service Board (i) 25% of the cash proceeds of taxes imposed by the RTA and (ii) 25% of any state matching funds that are allocated to each Service Board.

- If a Service Board then submits a revised budget and plan which shows that the statutory budget criteria will be met within a four quarter period, the RTA "shall release any such withheld funds to the Service Board."

Amendment

When prudent, the RTA Board may revise estimates of amounts of funds available to the Service Boards during a fiscal year due to shifts in the economic climate, governmental funding programs, or new projects. Upon receiving notice of such a revision, the Service Boards must submit amended budgets to the RTA Board within 30 days. The RTA Board must approve all proposed amendments. If approved, the RTA then monitors actual results compared to the amended budget.

Reporting Entity

As defined by Governmental Accounting Standards Board ("GASB") Statement No. 61, *The Financial Reporting Entity: Omnibus – an amendment of GASB Statements No. 14 and 34*, the financial reporting entity consists of the primary government (the RTA, as legally defined), as well as its component units—legally separate entities for which the primary government has financial accountability.

Although part of the RTA System, the CTA, Metra, and Pace do not represent component units of the RTA under GASB Statement No. 14, *The Financial Reporting Entity*. Accordingly, the Annual Comprehensive Financial Report of the Regional Transportation Authority does not include the financial statements of the Service Boards. However, a Special Purpose Combining Annual Financial Report does combine the financial statements of the RTA, the CTA, Metra, and Pace as required by the RTA Act.

RTA System Characteristics

The six-county area served by the RTA system covers 3,749 square miles. According to the Census Bureau, the population of the broader, six-county region was 8.384 million as of July 2024. The U.S. Bureau of Labor Statistics reported employment for the Chicago Metropolitan Statistical Area (MSA) of 3.702 million as of December 2025. The RTA system provided 380.6 million rides in 2025, an increase of 3.8% from the prior year as the region continued to adjust to the dynamic, post-pandemic environment.

Governance

The RTA Act specifies the composition of the RTA Board of Directors. The RTA Board consists of fifteen appointed members and a chairman. The Mayor of the City of Chicago appoints five directors. The suburban members of the Cook County Board appoint four directors, and one director is appointed by the President of the Cook County Board. The chairman or executive of the County Boards of DuPage, Kane, Lake, McHenry, and Will counties, each appoint a director. These fifteen directors, with a minimum concurrence of eleven directors, elect the Chairman of the RTA Board of Directors from outside their numbers.

The RTA employed a staff of 99 professionals as of December 2025. The RTA Act limits the amount of administrative costs that the RTA may incur annually. The limit was set at $5 million for 1985 and increases at a rate of 5% per year. The RTA has always held its administrative expenses under the prescribed limit.

The Chicago Transit Board, consisting of seven members, governs the CTA. Its members are appointed pursuant to the Metropolitan Transit Authority Act. The Governor of Illinois appoints three members, subject to the approval of the Illinois Senate and the Mayor of the City of Chicago. The Mayor of the City of Chicago, with the consent of the Chicago City Council and the Governor of Illinois, appoints four members, including the CTA Chairman.

The RTA Act specifies the composition of the Metra (Commuter Rail Division) and Pace (Suburban Bus Division) Boards. The Commuter Rail Board, consisting of eleven members, governs Metra. The suburban members of the Cook County Board appoint four members. The Chairman or executive of the County Boards of Cook, DuPage, Kane, Lake, McHenry, and Will counties each appoint one director. The Mayor of the City of Chicago, with the consent of the Chicago City Council, appoints one member. These eleven directors, with a minimum concurrence of eight directors, elect the Chairman of the Commuter Rail Board from among their members.

The Suburban Bus Board, consisting of thirteen members, governs Pace. The suburban members of the Cook County Board appoint six members. The Chairman or executive of the County Boards of DuPage, Kane, Lake, McHenry, and Will counties each appoint one director. The RTA Act requires that each of these directors must be a current or former “chief executive officer of a municipality” from the area that appoints the member. One director is the Commissioner of the Mayor's Office for People with Disabilities for the City of Chicago. The Chairman or executive of each of the County Boards of DuPage, Kane, Lake, McHenry, and Will, plus the suburban members of the Cook County Board, by simple majority, appoint the Chairman of the Suburban Bus Board from outside their numbers.

Financing

The RTA Act specifies the funding responsibilities of the RTA, appointing the RTA as the primary public body in the metropolitan region to secure funds for public transportation.

Sections 4.03 and 4.03.1 of the Regional Transportation Act, 70 ILCS 3615, authorize the RTA to impose a series of taxes within the six-county metropolitan region by a vote of twelve of its directors: a sales tax, a car rental tax, a motor fuel tax, an off-street parking tax, and a replacement vehicle tax.

Sales Taxes

The Act authorizes the RTA to impose a retailers' occupation tax "ROT," a service occupation tax "SOT," and a use tax "UT." The RTA imposed this tax at the maximum permissible rate in 1979. The 2008 legislation increased the sales tax by .25% in Cook County and .50% in the collar counties. The individual collar counties keep .25% of the increase. All the RTA sales taxes are collected by the Illinois Department of Revenue under procedures that are largely identical to the corresponding state sales taxes.

The ROT is imposed on the gross receipts from the sale of tangible personal property at a rate of 1% in Cook County and .75% in the collar counties. The RTA tax base is identical to the State retailers' occupation tax "State ROT" base, except that unlike the State ROT, the RTA ROT also applies to the sale of food and drugs. Consequently, when the state base is expanded or contracted by taxing or exempting the sale of tangible personal property, e.g., the sale of computer software or rolling stock, the RTA tax base likewise expands or contracts. However, when the legislature exempted the sale of food and drugs from the state tax, the exemption was not extended to the RTA. Unlike the tax on tangible personal property, the RTA tax on food and drugs is imposed at a rate of 1.25% in Cook but remains .75% in the collar counties.

The SOT is imposed on the gross receipts from the sale of tangible personal property as an incident to the sale of a service. The tax rate and tax base are identical to the ROT.

The UT is imposed on persons living in the six-county area for the privilege of using, in Illinois, any item of tangible personal property that is purchased in or out of the State at retail cost and used for personal use. The most common purchases are those made via the internet, from online sales, mail order catalog, or purchases of general merchandise, including automobiles and other items that must be titled or registered from sales that were made outside Illinois or when Illinois businesses withdraw tangible personal property from their sales inventories for their own use. The tax is imposed on the selling price of the property at the same rates as the ROT.

Car Rental Tax

Section 4.03.1 of the Act authorizes the RTA to impose an automobile rental occupation and use tax. This occupation tax, paralleling the state and local car rental taxes, may be imposed at a rate of 1% in Cook County and 0.25% in the collar counties of the gross receipts from car rentals. The use tax may be imposed at the same rates on the privilege of using in the region a car rented outside, but titled in, Illinois. Any car leasing tax would be collected by the Illinois Department of Revenue.

This taxing power was added to the RTA Act in 1982, when the legislature imposed a state-wide car rental tax and authorized cities, counties, and certain special districts that had the power to impose sales taxes to tax the car rental occupation. This taxing power has never been exercised by the RTA.

Motor Fuel Tax

The Act authorized the RTA to impose a tax on retail sales and use of motor fuel at a rate of 5% of gross receipts. Section 4.03 (p) of the Act prohibits the RTA from imposing the motor fuel tax if it has imposed the broader sales taxes described above.

Off-Street Parking Tax

The Act authorizes the RTA to impose a tax on the privilege of parking a motor vehicle in a public or private fee-charging lot in the six-county area. The RTA has never imposed this tax as it is prohibited by statute to be enacted simultaneously with the RTA sales tax.

Replacement Vehicle Tax

The Act authorizes the RTA to impose a $50 tax on any passenger car purchased within the metropolitan area by an insurance company in settlement of a total loss claim of its insured. Any such tax would be collected by the State. This taxing power has never been exercised by the RTA.

Sales Tax Collections

As indicated above, the RTA imposes a sales tax in the six-county Northeastern Illinois region. The Illinois Department of Revenue collects this tax and remits the collections to the Illinois State Treasurer. The Treasurer holds the funds in trust for the RTA outside the State Treasury. As dictated by statute, the Treasurer disburses the funds monthly to the RTA, upon order of the State Comptroller. Effective July 1, 2017, the State imposed a 2% administrative surcharge on RTA sales tax receipts, reducing the amount of sales tax provided to the RTA and Service Boards. Effective April 1, 2018, the surcharge was reduced to 1.5% of sales tax receipts.

The amounts of funding and taxes received, together with revenues from the provision of transit services by the Service Boards and other operating revenues, provide the resources to cover operating costs of the RTA System.

FACTORS AFFECTING ECONOMIC CONDITION

Financing

The RTA's primary source of operating funding is a regional (occupation and use) sales tax and a sales tax match from the State of Illinois. Illinois Public Act 95-0708 increased the RTA sales tax rate throughout the region (from the equivalent of 1.0% in Cook County and 0.25% in the remainder of the region to the equivalent of 1.25% in Cook County and 0.5% in the remainder of the region) beginning on April 1, 2008, increased the Real Estate Transfer Tax ("RETT") in the City of Chicago to fund the CTA, and increased the portion of RTA tax revenues matched by the State Public Transportation Fund ("PTF") from 25% to 30%. A 5% to 10% reduction in PTF funding was in place for State fiscal years 2018 through 2021, but this cut was discontinued with State fiscal year 2022 beginning in July 2021. Bolstered by the expansion of RTA sales tax to more online purchases in January 2021, sales tax rebounded by 27.6% in 2021 to $1.469 billion and grew by an additional 6.9% in 2022 to $1.570 billion. Continuing the trend, 2023 sales tax receipts of $1.631 billion exceeded 2022 by 3.9% and 2024 sales tax receipts of $1.709 billion exceeded 2023 by 4.8%. A further expansion of online transactions subject to the RTA sales tax effective January 1, 2025 resulted in $1.944 billion of receipts collected in 2025, an increase of 13.7% over 2024.

The RTA's 2026 operating budget approved by the Board of Directors on December 18, 2025, assumes sales tax revenues of $1.954 billion, an increase of 3.0% over the 2025 results as estimated at the time of the 2026 budget adoption, but only 0.5% above the actual 2025 receipts. In addition to the $614.4 million of PTF provided by the State's 30% match of sales tax and RETT, the 2026 budget anticipates these funds from the State of Illinois: $99.1 million to reimburse the debt service expenses for the RTA's Strategic Capital Improvement Program ("SCIP") bonds, $23.1 million as partial reimbursement to the Service Boards for mandated reduced fare programs for student, elderly, and disabled riders, and $11.5 million of funding for ADA Paratransit service.

On December 16, 2025, Governor JB Pritzker signed Public Act 104-0457 into law providing historic funding and governance reform for regional public transportation. The bill specified new sources of operating funding to be effective July 1, 2026, which include an increase to the existing RTA sales tax rate (subject to RTA Board approval) and 5.0% of the existing State sales tax on gasoline. These two new funding components are also included in the adopted 2026 budget and are estimated at $199.2 million and $365.5 million, respectively.

Regional and Illinois Economy

The Chicago region comprises one of the most diversified economies in the United States. The region is home to more than 400 major corporate headquarters, including thirty-six Fortune 500 companies. A global leader in options, futures, and derivatives trading, the Chicago area economy's strengths include business and financial services, manufacturing, information technology, health services, and transportation and distribution. Chicago is not only a leader in sustainable business but also ranks as one of the most sustainable cities in the country. The regional unemployment rate stood at 3.5% in the first quarter of 2020. In response to the COVID-19 pandemic, Governor Pritzker issued Executive Order 2020-10 on March 21, 2020, which stated that all individuals must stay at home except for essential activities. As a result, regional unemployment soared to 19.2%, but then steadily improved throughout the rest of 2020, 2021, and 2022. Unemployment in the Chicago region fell to about 4% in the summer of 2023, which was slightly above the historic lows seen just prior to the COVID-19 pandemic. Since then, the regional unemployment has risen slightly and stood at 4.4% as of December 2025.

The January 2026 Monthly Revenue Briefing issued by the State Commission on Government Forecasting and Accountability noted that during the first seven months of the State's 2026 fiscal year, state-wide sales tax receipts of $7.296 billion increased by $336 million or 4.8% compared to the same period of the previous fiscal year.

National Economy

Real gross domestic product ("GDP"), the output of goods and services produced in the United States, grew by an average of 2.5% during the three-year period ending in 2019. As a result of mitigation measures implemented during the COVID-19 pandemic, real GDP declined by 2.2% in 2020. As the national economy recovered from the shock of COVID-19, real GDP rebounded and grew by 5.8% in 2021, 1.9% in 2022, 2.5% in 2023, and 2.2% in 2024. Real GDP growth of 1.5% is forecasted for 2025 and the Congressional Budget Office ("CBO") projects annual real GDP growth of 2.2% in 2026, reflecting increases in consumer spending and investment that resulted from the 2025 reconciliation act.

The consumer price index for personal consumption expenditures ("PCE"), a measure of the pace of inflation, increased at an average rate of 2.1% during the three-year period ending in 2019. During the primary COVID-19 pandemic year of 2020, PCE growth slowed to 1.2%, before jumping to 5.5% in 2021 and remaining elevated in 2022 at 6.2%. The PCE price index fell to 3.7% in 2023 and continued that decline in 2024 to 2.5%. The CBO projects that inflation will have risen to 2.8% in 2025, reflecting the effects of new tariffs and a rise in prices of energy services. Driven by continued price pressure from tariffs, inflation is expected to remain elevated through the first half of 2026 before softening. Inflation is projected to decline from 2.7% in 2026 to 2.1% by 2028.

After finishing 2019 at 3.6%, the national unemployment rate rose sharply in 2020 due to COVID-19 mitigation efforts and related job losses, peaking at 14.8% in April 2020 and then recovering to finish the year at 6.7%. The national unemployment rate improved steadily over the course of 2021 through 2024 and stood at 4.3% by January 2025. The CBO forecasts unemployment to reach 4.6% by the end of 2026 due to temporary factors including slower hiring during the government shutdown in the fourth quarter of 2025 and upward pressure on labor force participation stemming from the reconciliation act's lowering of tax rates.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada ("GFOA") awarded a Certificate of Achievement for Excellence in Financial Reporting to the RTA for its Annual Comprehensive Financial Report ("ACFR") for the year ended December 31, 2024. This was the thirty-first consecutive year that the RTA has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a

government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

I would like to express my appreciation to the RTA staff for their efforts in preparing this report with special recognition to John Yu, Controller, and the Controller Division staff for their significant contributions.

Respectfully submitted

Signed by:
Leanne Redden
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Leanne Redden
Executive Director

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Regional Transportation Authority
Illinois

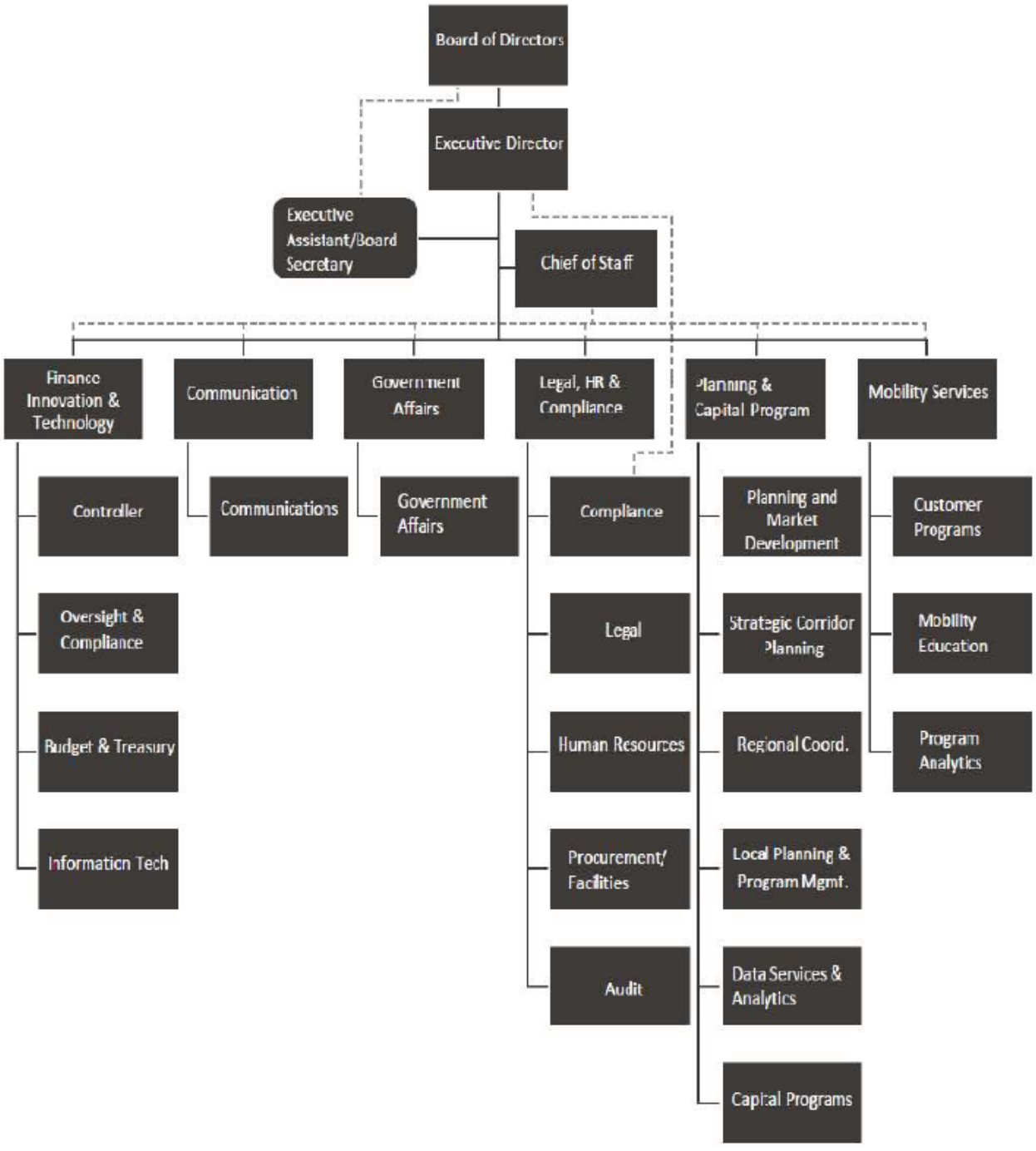
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2024

Christopher P. Morrill

Executive Director/CEO

REGIONAL TRANSPORTATION AUTHORITY
ORGANIZATION CHART
December 31, 2025



REGIONAL TRANSPORTATION AUTHORITY

LIST OF PRINCIPAL OFFICIALS
as of DECEMBER 31, 2025

Board of Directors

Chairman	Kirk W. Dillard
Directors	Oswaldo Alvarez Pat Carey William R. Coulson Elizabeth Doody Gorman Christopher J. Groven Natasha Jenkins Tom Kotarac Michael W. Lewis Dennis Mondero J.D. Ross John Retondo Nora Cay Ryan Brian Sager Lara Sanoica Erika Walker

Administration

Executive Director	Leanne P. Redden
Chief of Staff	Jill Leary
Senior Deputy Executive Director Finance, Innovation and Technology, CFO	Vacant*
General Counsel	Allison Noback
Director, Government Affairs	Rob Nash
Senior Deputy Executive Director, Planning and Capital Programming	Maulik Vaishnav
Director, Marketing and Communications	Khristina Fassett Smith
Director, Mobility Services	Michael VanDekreke

*Position Vacant as of June 1, 2026

INDEPENDENT AUDITOR'S REPORT

Independent Auditor's Report

Board of Directors
Regional Transportation Authority
Chicago, Illinois

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Regional Transportation Authority (RTA), as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the RTA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the RTA, as of December 31, 2025, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the RTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about RTA's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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Auditor's Responsibilities for the Audit of the Financial Statements
Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the RTA's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the RTA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information
Accounting principles generally accepted in the United States of America require that the management’s discussion and analysis, schedule of the employer contributions, schedule of the employer’s proportionate share of the net pension liability, schedule of changes in the total OPEB liability and related ratios, schedule of revenues, expenditures, and changes in fund balance (budgetary basis) budget and actual-general fund and the notes to the required supplementary information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information
Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise RTA's basic financial statements. The combining and individual fund schedules, as listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the combining and individual fund schedules, are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information
Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

RSM US LLP

Chicago, Illinois
June 30, 2026

REGIONAL TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

The following Management's Discussion and Analysis ("MD&A") provides an overview of the financial activity affecting the operation of the Regional Transportation Authority ("RTA") for the fiscal year ended December 31, 2025. Please read it in conjunction with the RTA's basic financial statements which follow this section.

Financial Highlights

- For the year ended December 31, 2025, the RTA statement of activities for the governmental activities shows expenses decreased by $81 million to $953 million from $1,034 million for the same period in 2024. This overall decrease is mainly due to an increase in financial assistance to the CTA, Metra, and Pace ("Service Boards") by $60 million offset by decreases in State Bond Capital Grants of $135 million and regional program expenses by $5 million.
- The government-wide statement of net position shows assets of $1,014 million for governmental activities, a net increase of $93 million. This is mainly due to an increase in cash and investments of $123 million offset by a decrease in other assets of $26 million. In the government-wide statement of net position, total liabilities decreased by $54 million. This is mainly due to an increase bond-related liabilities of $27 million offset by a decrease in other liabilities of $81 million.
- At the end of 2025, the government-wide statement of net position shows a deficit of $505 million for governmental activities. In contrast, the governmental funds balance sheet presented a total fund balance of $653 million. There is a $1.14 billion difference between the fund balance and the net deficit. GASB Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*, requires RTA's general obligation bonds to be presented in the government-wide statement of net position. The RTA has the obligation to pay the bonds it has issued to fund the Service Boards' capital expenditures. These expenditures and the related assets appear in the Service Boards' financial statements. The sales taxes imposed by the RTA Act in the region represent the primary source of payment for the bond obligations.

USING THIS ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR)

Overview of the ACFR—The RTA ACFR consists of three parts:

1. Introductory Section—This section includes the letter of transmittal, the GFOA Certificate of Achievement, the organizational chart, and the list of principal officials.

2. Financial Section—This section is comprised of the independent auditor's report, the management's discussion and analysis, the basic financial statements, and the required supplementary information and combining and individual fund schedules.

3. Statistical Section (Unaudited)—This section provides additional analysis and is not a required part of the basic financial statements of the RTA.

The basic financial statements contain three parts: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to financial statements. A discussion of the basic financial statements is included in this ACFR as follows:

Government-wide Financial Statements—The government-wide financial statements provide a broad overview of the RTA's finances in a manner similar to those of a private-sector business. The statements are prepared following the full accrual basis of accounting.

- ***Statement of Net Position—***The statement of net position presents information on all the RTA's assets, deferred outflows of resources, liabilities, and deferred inflows of resources. The statement subtracts liabilities and deferred inflows from assets and deferred outflows to compute—in the case of the RTA—a net deficit. This net deficit reflects the recording of bonds issued by the RTA for capital grants to the Service Boards to acquire and construct assets used to provide public transportation. These assets appear in the financial statements of the Service Boards. The bonds represent general obligations of the RTA to which the RTA has pledged its full faith and credit.

  The size of the net deficit will increase as the RTA continues to issue bonds to fund the RTA System's capital program.

- ***Statement of Activities—***The statement of activities shows the change in net position of the governmental and business-type activities. Governmental activities include operating and capital asset funding (capital grants) to the Service Boards, RTA administrative expenses, the RTA Travel Information Center, certification of riders for paratransit service under the Americans with Disabilities Act (regional expenses), and interest expense on bonds issued by the RTA. Business-type activities consist of the RTA Joint Self-Insurance Fund.

  The government-wide financial statements include only the RTA (the "primary government"). There are no "component units" (separate legal entities for which the RTA is financially accountable) that the RTA government-wide financial statements are required to include.

  The RTA does not consider the CTA, Metra, or Pace to be component units, therefore, the RTA government-wide financial statements do not incorporate the financial data of the Service Boards. (See Letter of Transmittal and Note 1 to the financial statements for further details.)

Fund Financial Statements—A fund refers to a set of related self-balancing accounts used to maintain control over resources segregated for specific activities or objectives. The RTA, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The RTA's funds are accounted for in three fund types: governmental funds, proprietary funds, and fiduciary funds.

- ***Governmental Funds—***Governmental funds account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources available at the end of the year.

  Unlike the information presented for governmental funds, information presented for governmental activities in the government-wide financial statements includes the long-term impact of near-term financing decisions. The governmental funds financial statements provide reconciliations to facilitate comparison between governmental funds and government-wide financial statements.

In the fund level basic financial statements, the RTA presents three major governmental funds: a general fund, a debt service fund, and a capital projects fund. The governmental funds financial statements present information for each major fund separately. Individual fund data for each of the RTA governmental funds is presented in this ACFR in the section labeled “Combining and Individual Fund Schedules.”

The RTA adopts an annual appropriated budget for its general fund. The Required Supplementary Information and Combining and Individual Fund Schedules include a budgetary comparison.

- ***Proprietary Funds—***The RTA maintains a proprietary fund to account for the RTA Joint Self-Insurance Fund. This type of proprietary fund, referred to as an enterprise fund, reports the same functions presented as business-type activities in the government-wide financial statements. Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. As required by Article II of the Loss Financing Plan, the RTA Joint Self-Insurance Fund issues separate annual audited financial statements.

- ***Fiduciary Funds—***Fiduciary funds account for resources held for the benefit of parties outside the government activity. In the case of the RTA, the fiduciary fund accounts for the assets of the RTA defined-benefit Pension Plan and the Sales Tax Custodial Fund. The government-wide financial statements do not reflect fiduciary funds as these funds are not available to support the programs and operations of the RTA. The RTA Pension Plan issues annual audited financial statements separately.

ANALYSIS OF THE GOVERNMENT-WIDE FINANCIAL STATEMENTS

The following table summarizes the Statement of Net Position (Deficit):

SUMMARY OF NET POSITION (DEFICIT)
DECEMBER 31, 2025 AND 2024
(In Thousands)

	Governmental Activities			Business-type Activities			Total		
	2025	2024	Variance	2025	2024	Variance	2025	2024	Variance
Assets:									
Cash and investments	$ 796,829	$ 673,708	$ 123,121	$ 22,919	$ 20,957	$ 1,962	$ 819,748	$ 694,665	$ 125,083
Other assets	206,739	232,716	(25,977)	4,642	4,332	310	211,381	237,048	(25,667)
Noncurrent assets	-	1,393	(1,393)	-	-	-	-	1,393	(1,393)
Capital assets—net	10,813	12,784	(1,971)	-	-	-	10,813	12,784	(1,971)
Total assets	1,014,381	920,601	93,780	27,561	25,289	2,272	1,041,942	945,890	96,052
Deferred outflow of resources									
Loss on refunding	3,150	3,413	(263)	-	-	-	3,150	3,413	(263)
OPEB related amounts	103	140	(37)	-	-	-	103	140	(37)
Pension related amounts	3,364	7,042	(3,678)	-	-	-	3,364	7,042	(3,678)
Total deferred outflow of resources	6,617	10,595	(3,978)	-	-	-	6,617	10,595	(3,978)
Liabilities:									
Current non bond-related liabilities	356,115	431,288	(75,173)	-	-	-	356,115	431,288	(75,173)
Current bond related liabilities	93,630	101,490	(7,860)	-	-	-	93,630	101,490	(7,860)
Due to RTA General Fund	-	-	-	-	-	-	-	-	-
Long-term non-bond-related liabilities	27,725	33,635	(5,910)	-	-	-	27,725	33,635	(5,910)
Long-term bond-related liabilities	1,044,553	1,009,859	34,694	-	-	-	1,044,553	1,009,859	34,694
Total liabilities	1,522,023	1,576,272	(54,249)	-	-	-	1,522,023	1,576,272	(54,249)
Deferred inflow of resources									
Gain on refunding	2,818	3,100	(282)	-	-	-	2,818	3,100	(282)
OPEB related amounts	212	220	(8)	-	-	-	212	220	(8)
Pension related amounts	627	731	(104)	-	-	-	627	731	(104)
GASB 87 Leases	-	41	(41)	-	-	-	-	41	(41)
Total deferred inflow of resources	3,657	4,092	(435)	-	-	-	3,657	4,092	(435)
Net position (deficit):									
Net investment in capital assets	428	735	(307)	-	-	-	428	735	(307)
Restricted	239,626	100,216	139,410	-	-	-	239,626	100,216	139,410
Unrestricted (deficit)	(744,736)	(750,119)	5,383	27,561	25,289	2,272	(717,175)	(724,830)	7,655
Total net position (deficit)	$ (504,682)	$ (649,168)	$ 144,486	$ 27,561	$ 25,289	$ 2,272	$ (477,121)	$ (623,879)	$ 146,758

As of December 31, 2025, cash and investments for governmental activities increased by $123 million over the previous year. The RTA's cash balance increased from last year due to the issuance and receipt of funds from a new General Obligation Bond as well as investment growth. As of December 31, 2025, current liabilities decreased by $83 million from the previous year due to a reduction in accrued expenses related to the Service Boards, interfund payables, and debt service payments coming due.

The presentation of financial statements under GASB Statement No. 34 requires recognition in the statements of net position of $1.1 billion in current and long-term general obligation bonds and notes payable. The issuance of these bonds was for the specific purpose of funding capital grants to acquire and construct assets used to provide public transportation within the RTA region.

The RTA net deficit at December 31, 2025 will not affect the availability of RTA to fund resources for future use. In fact, the RTA maintains its operations funding levels for 2025 as established in September 2024 during the 2025 budget process.

The following table summarizes the Statement of Activities:

SUMMARY OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2025 AND 2024
(In Thousands)

	Governmental Activities			Business-type Activities			Total		
	2025	2024	Variance	2025	2024	Variance	2025	2024	Variance
Expenses:									
Financial assistance to Service Boards	$ 434,728	$ 374,239	$ 60,489	$ -	$ -	$ -	$ 434,728	$ 374,239	$ 60,489
Capital grants to Service Boards	393,156	528,560	(135,404)	-	-	-	393,156	528,560	(135,404)
Operating grants to Service Boards	26,856	27,165	(309)	-	-	-	26,856	27,165	(309)
Administrative expenses	19,464	21,093	(1,629)	9,972	9,475	497	29,436	30,568	(1,132)
Regional and technology program expenses	26,321	30,992	(4,671)	-	-	-	26,321	30,992	(4,671)
Interest expense	51,354	52,134	(780)	-	-	-	51,354	52,134	(780)
Miscellaneous	650	-	650	-	-	-	650	-	650
Total expenses	952,529	1,034,183	(81,654)	9,972	9,475	497	962,501	1,043,658	(81,157)
Revenues:									
Sales taxes	236,267	193,251	43,016	-	-	-	236,267	193,251	43,016
PTF and state assistance	454,585	426,619	27,966	-	-	-	454,585	426,619	27,966
Grants to Service Boards	379,846	517,818	(137,972)	-	-	-	379,846	517,818	(137,972)
Investment income and other	37,864	43,914	(6,050)	697	726	(29)	38,561	44,640	(6,079)
Total revenues	1,108,562	1,181,602	(73,040)	697	726	(29)	1,109,259	1,182,328	(73,069)
Excess (deficiency) of revenues over expenses before transfers	156,033	147,419	8,614	(9,275)	(8,749)	(526)	146,758	138,670	8,088
Transfers	(11,547)	(10,997)	(550)	11,547	10,997	550	-	-	-
Change in net position	144,486	136,422	8,064	2,272	2,248	24	146,758	138,670	8,088
Net position - beginning of year	(649,168)	(785,590)	136,422	25,289	23,041	2,248	(623,879)	(762,549)	138,670
Net position - end of year	$ (504,682)	$ (649,168)	$ 144,486	$ 27,561	$ 25,289	$ 2,272	$ (477,121)	$ (623,879)	$ 146,758

In 2025, financial assistance increased by $61 million mainly due to bond issuance and State Bond Capital Grant expenses decreased by $136 million mainly due to decrease in grant funding. Regional program expenses increased by $5 million from 2024, which reflects the activity in capital expenses to the Service Boards during 2025. Furthermore, the amount of bond interest expense decreased by $1 million from $52 million to $51 million in 2025. For revenues, the increases in sales tax of $43 million and PTF revenues of $28 million was mainly due to higher sales tax receipts which relate to the State's efforts in collecting sales tax on online transactions.

During 2025, $12 million was paid to the Joint Self-Insurance Fund for excess liability. Insurance premiums representing the only major expense, and investment income represents the only revenue for the Business-type activities (insurance financing) as there were no loss financing agreements entered into with the Service Boards.

FINANCIAL ANALYSIS OF THE GOVERNMENT FUNDS

As noted earlier, the RTA employs three fund types: governmental funds, proprietary funds, and fiduciary funds.

Governmental Funds—Governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as the balances of spendable resources available at the end of the year. See the Balance Sheet and Statement of Revenues, Expenditures and Changes in Fund Balances for further details.

General Fund—Assets in the General Fund primarily represent the amounts for the Service Boards' operations and capital projects. Assets decreased by $23 million from $780 million in 2024 to $757 million in 2025, mainly due to timing differences. The RTA's cash and investments balance increased by $3 million and intergovernmental receivables decreased by $27 million due to timing of receipts on receivables.

The total fund balance of the General Fund equals $414 million at December 31, 2025. The General Fund balance increased by $59 million primarily due to increased investment income, PTF funds and Sales taxes received in 2025 compared to 2024.

The amount committed for RTA capital projects is for projects focusing on the application of advanced technology to improve the efficiency of transportation systems. The transit industry views such technology as having the potential for increasing ridership and revenues by making transit systems more attractive to customers.

These applications include the following:

- The Regional Transit Signal Priority ("TSP") Implementation Program made further progress in 2025:
    - RTA staff managed grants with Pace to design and implement TSP on multiple suburban arterial corridors, and with the CTA and CDOT to design and implement TSP on the Central and Northern portions of Ashland Avenue in the City of Chicago.
    - In 2025, Pace implemented TSP along the 159th Street and Cermak Road corridors.
    - CTA and CDOT initiated procurements for implementation of TSP on Ashland Avenue and additional corridors in the City of Chicago.
- The RTA Interagency Signage Program made further progress in 2025:
    - Fabricated and installed signs at 5 interagency locations in the City of Chicago and 1 interagency location in the Town of Cicero.
    - Sign fabrication and installation at 3 additional locations will continue through 2026.

Debt Service Fund—The RTA has established a Debt Service Fund to receive transfers from the General Fund and investment income as well as disbursements of principal and interest payments made for each of its outstanding series bonds. As of December 31, 2025, the RTA has twelve series of general obligation bonds/notes outstanding. Each respective bond/note agreement sets forth the debt service funding requirements. The 2025 Debt Service Fund balance decreased by $8 million in 2025 to $110 million.

Capital Projects Fund—The RTA has established a Capital Projects Fund to account for bond proceeds, earnings on the investment of such proceeds, and the expenditure of such monies for capital assets of the Service Boards. During 2025, the Capital Projects Fund increased by $121 million. The increase in investment for the Capital Projects Fund was due to the receipt of new bond proceeds net of capital drawdowns by the Service Boards in 2025.

Proprietary Fund—The RTA has established a proprietary fund to account for activities that are similar to those found in the private sector and to account for the financing of goods or services provided by a department or agency to other departments or agencies of the governmental unit, or to other governmental units on a cost-reimbursement basis. The RTA has one proprietary fund which relates to the activities of the Joint Self-Insurance Fund.

GENERAL FUND BUDGETARY HIGHLIGHTS

In 2025, the actual change in revenues over expenditures of $204 million, excluding other financing (Debt Service) use, was $62 million higher than the budget figure of $142 million.

Within the General Fund, total revenues exceeded the amended budget by $57 million, primarily due to the receipt of Service Board capital funding from the State of Illinois and investment income. In addition, expenditures were $5 million over the amended budget as most of the State capital funding was passed through to the Service Boards.

SERVICE BOARDS CAPITAL ASSETS AND LONG-TERM DEBT ACTIVITY

The financial statements of the Service Boards reflect the capital assets discussed in this section. The statement of net position for the RTA reflects the RTA bonds issued to provide a portion of the funding for these assets. The details of the RTA bond program are discussed further in Note 9 of this report.

Service Boards Capital Assets—The RTA System provided 380.6 million unlinked passenger trips in 2025. This has the beneficial impact of reducing road congestion, improving the flow of goods and services, and enhancing air quality. In addition, the RTA System provides essential mobility to those persons unable to utilize other transportation. The System represents an asset with replacement cost estimated at more than $150 billion for the entire region. To continue these public benefits, the RTA strives to maximize the amount of resources devoted to investment in its System for it to remain in good working order. The RTA Five-Year Capital Program report contains the details of this investment. The Five-Year Capital Program report is updated and adopted annually by the RTA Board, as required by the RTA Act.

Sources of funds for capital investment include federal programs, proceeds of RTA bonds, and State of Illinois programs. The level of capital funding from Federal as well as State programs has risen, reflecting the increasing recognition of the importance of public transportation. In recent years, the RTA and the Service Boards have also been able to direct funds to capital projects by successfully constraining operating costs.

RTA Capital Assets—For more detailed information on capital asset activity, please see Note 8 in the notes to the financial statements.

Long-Term Debt Activity—Under the RTA Act, the RTA has authority to issue General Obligation Bonds for the improvement and expansion of the RTA System. This authority resulted from successful RTA efforts to demonstrate to the State legislature the need for capital reinvestment. The authorization identified two types of bonds: Strategic Capital Improvement Program (“SCIP”) bonds and RTA (“Non-SCIP”) bonds.

Prior to January 1, 2000, the RTA had the authority to issue up to $500 million in SCIP bonds and to have up to $500 million in Non-SCIP bonds outstanding. Effective January 1, 2000, the RTA Act was amended to increase the RTA authorization by an additional $1.3 billion of SCIP bonds (limited to $260 million per year going forward). In 2000, the RTA Act was further amended to increase Non-SCIP bonds outstanding by $300 million to $800 million. As of year-end 2025, the RTA has issued $1.8 billion in SCIP bonds, with total SCIP bonds outstanding of $530.7 million. The remaining $566.3 million of bonds outstanding are Non-SCIP bonds.

As of December 31, 2025, the fixed-rate bonds, issued by the RTA carried a rating of AA from Standard & Poor's, Aa2 by Moody's Investors Service, Inc., and AA+ by Fitch, Inc. For more detailed information on debt activity, please see Note 9 in the Notes to Financial Statements.

COVID-19 IMPACT AND RECOVERY

A total of $3.540 billion of federal relief funding was provided to the RTA Region by the Coronavirus Aid, Relief, and Economic Security ("CARES") Act of 2020, the Coronavirus Response and Relief Supplemental Appropriations ("CRRSA") Act of 2021, and the American Rescue Plan ("ARP") Act of 2021. The RTA Board fully allocated these funding sources among CTA, Metra, Pace Suburban Service, ADA Paratransit, and the RTA Agency to help offset the impact of COVID-19 related revenue losses. By the end of 2024, the Region had drawn down all remaining federal relief funding which is now being held in reserves at the Service Boards and should last through 2026. With respect to COVID-19 impacts, 2025 was a year of further recovery. The unemployment rate in the RTA region decreased to 4.4%, ending 2025 almost 1 percentage point lower than where it began the year. As more businesses implemented return-to-office plans, RTA system ridership improved from about 67% of pre-COVID levels at the beginning of the year to around 69% by December, exceeding 70% during the summer months. After growing by 3.9% in 2023 and 4.8% in 2024, sales tax receipts grew by 13.7% in 2025 to $1.944 billion due to the expansion of RTA sales tax to more online transactions. This was about $689 million or 55.0% above the pre-COVID result for 2019. With the RTA funding outlook improved, the focus will be on judicious use of the remaining $479 million of federal relief funding held in reserve at the Service Boards as the RTA system continues to recover from the COVID-19 pandemic.

CONTACTING THE FINANCIAL MANAGEMENT OF THE REGIONAL TRANSPORTATION AUTHORITY

This ACFR provides a general overview of the finances of the RTA. Users of the ACFR should address questions concerning the information, or requests for additional financial information, to the Regional Transportation Authority, c/o Senior Deputy Executive Director, Finance, Innovation and Technology/CFO, 175 West Jackson Blvd., Suite 1550, Chicago, Illinois 60604 or visit our website at www.rtachicago.org.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF NET POSITION (DEFICIT)
DECEMBER 31, 2025
(In Thousands)

	Governmental Activities	Business-type Activities	Total
ASSETS:			
Current:			
Cash and investments:			
Cash and cash equivalents	$ 93,959	$ 175	$ 94,134
Restricted—investments	245,427	-	245,427
Unrestricted—investments	457,443	22,744	480,187
Internal balanaces	64	(64)	-
Intergovernmental receivables	204,751	-	204,751
Prepaid expenses	1,033	4,659	5,692
Accrued interest on investments	527	47	574
Other receivable	364	-	364
Total current assets	1,003,568	27,561	1,031,129
Non-current:			
Capital assets—net of accumulated depreciation	526	-	526
Capital assets—net of accumulated amortization:			
Right-of-use leased assets—net of accumulated amortization	6,711	-	6,711
Right-of-use SBITA assets—net of accumulated amortization	3,576	-	3,576
Total non-current assets	10,813	-	10,813
Total assets	1,014,381	27,561	1,041,942
DEFERRED OUTFLOWS OF RESOURCES			
Loss on refunding	3,150	-	3,150
OPEB related amounts	103	-	103
Pension related amounts	3,364	-	3,364
Total deferred outflows of resources	6,617	-	6,617
LIABILITIES:			
Current portion of:			
General obligation bonds payable	93,630	-	93,630
Due to fiduciary fund	3,371	-	3,371
Intergovernmental payables	261,611	-	261,611
Advances from the State	20,260	-	20,260
Accrued interest payable	16,698	-	16,698
Accrued other expenses	50,617	-	50,617
Compensated absences	539	-	539
OPEB liability (current)	36	-	36
Lease and SBITA subscription payables (current)	2,983	-	2,983
Total current liabilities	449,745	-	449,745
Noncurrent portion of:			
Accrued other expenses:			
Total OPEB liability	484	-	484
Net pension liability	6,518	-	6,518
Compensated absences	53	-	53
Unearned revenue	13,268	-	13,268
Lease and SBITA subscription payables (non current)	7,402	-	7,402
General obligation bonds payable plus unamortized bond premium of $41,213	1,044,553	-	1,044,553
Total non-current liabilities	1,072,278	-	1,072,278
Total liabilities	1,522,023	-	1,522,023
DEFERRED INFLOWS OF RESOURCES			
Gain on refunding	2,818	-	2,818
OPEB related amounts	212	-	212
Pension related amounts	627	-	627
Lessor related amounts	-	-	-
Total deferred inflows of resources	3,657	-	3,657
NET POSITION (DEFICIT):			
Net investment in capital assets	428	-	428
Restricted:			
Debt Service	110,258	-	110,258
Capital Project	129,368	-	129,368
Unrestricted (deficit)	(744,736)	27,561	(717,175)
TOTAL NET POSITION (DEFICIT)	$ (504,682)	$ 27,561	$ (477,121)

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	Expenses	Grants/ Revenues	Net Expense (Revenue) and Changes in Net Position		
			Governmental Activities	Business-type Activities	Total
FUNCTIONS/PROGRAMS:					
Governmental activities:					
Financial assistance to Service Boards	$ 434,728	$ -	$ 434,728	$ -	$ 434,728
Capital grants to Service Boards Bonds	382,396	369,086	13,310	-	13,310
IDOT Capital Grant - PACE (ADA)	10,760	10,760	-	-	-
Service Board funding	26,856	-	26,856	-	26,856
Administrative expenses	19,464	-	19,464	-	19,464
Regional and technology expenses	26,321	-	26,321	-	26,321
Interest expense	51,354	-	51,354	-	51,354
Miscellaneous	650	-	650	-	650
Total governmental activities	952,529	379,846	572,683	-	572,683
Business-type activities:					
Insurance financing	9,972	-	-	9,972	9,972
TOTAL PRIMARY GOVERNMENT	$ 962,501	$ 379,846	572,683	9,972	582,655
GENERAL REVENUES:					
General revenues:					
Sales taxes			233,339	-	233,339
Interest on sales taxes			2,928	-	2,928
Public Transportation Fund (PTF)			352,746	-	352,746
Additional Financial Assistance (AFA)			101,839	-	101,839
Investment income			29,954	697	30,651
Other revenues			7,910	-	7,910
Total general revenues			728,716	697	729,413
Transfers			(11,547)	11,547	-
CHANGES IN NET POSITION (DEFICIT)			144,486	2,272	146,758
NET POSITION (DEFICIT):					
Beginning of year			(649,168)	25,289	(623,879)
End of year			$ (504,682)	$ 27,561	$ (477,121)

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

BALANCE SHEET
GOVERNMENTAL FUNDS
DECEMBER 31, 2025
(In Thousands)

	General Fund	Debt Service Fund	Capital Projects Fund	Total Governmental Funds
ASSETS:				
Cash and cash equivalents	$ 93,959	$ -	$ -	$ 93,959
Investments:				
Restricted investments	-	110,258	135,169	245,427
Unrestricted—investments	457,443	-	-	457,443
Due from other funds	64	-	-	64
Intergovernmental receivables	204,751	-	-	204,751
Accrued interest on investments	527	-	-	527
Other receivable	363	-	-	363
Total assets	$ 757,107	$ 110,258	$ 135,169	$ 1,002,534
LIABILITIES:				
Vouchers payable	$ 2,181	$ -	$ -	$ 2,181
Due to other funds	3,371	-	-	3,371
Intergovernmental payables	255,810	-	5,801	261,611
Advances from State	20,260	-	-	20,260
Accrued items	48,436	-	-	48,436
Unearned revenue	13,268	-	-	13,268
Total liabilities	343,326	-	5,801	349,127
FUND BALANCES:				
Restricted:				
Debt service	-	110,258	-	110,258
Bond capital projects for Service Boards	-	-	129,368	129,368
Committed:				
CTAP capital	7,186	-	-	7,186
RTA non-cap tech	7,216	-	-	7,216
Debt service deposit agreement (DSDA)	33,718	-	-	33,718
ICE reserve	32,993	-	-	32,993
RTA capital projects	5,000	-	-	5,000
Strategic capital investment account (SCIA)	118,786	-	-	118,786
ADA paratransit reserve	1,449	-	-	1,449
Assigned				
Professional services	82,167	-	-	82,167
Unassigned	125,266	-	-	125,266
Total fund balances	413,781	110,258	129,368	653,407
TOTAL LIABILITIES AND FUND BALANCES	$ 757,107	$ 110,258	$ 135,169	$ 1,002,534

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET TO THE STATEMENT OF NET POSITION (DEFICIT)
DECEMBER 31, 2025
(In Thousands)

TOTAL FUND BALANCE—GOVERNMENTAL FUNDS	$	653,407
Amounts reported for governmental activities in the statement of net position (deficit) are different because:		
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. This is the capital assets, net of accumulated depreciation, recognized in the statement of net position (deficit).		526
Lease assets and SBITA assets - the right-of-use lease and SBITA assets are not financial resources and, therefore, are not reported in the funds. This is the right of use assets, net of accumulated amortization, recognized in the statement of net position (deficit).		10,287
Long-term liabilities and related deferred inflows of resources and deferred outflows of resources are not due and payable in the current period and therefore are not reported as fund liabilities:		
Bonds and notes payable		(1,096,970)
Premiums on bonds		(41,213)
Deferred gain on refunding (inflow)		(2,818)
Deferred loss on refunding (outflow)		3,150
SBITA and lease liabilities		(10,384)
Compensated absences		(592)
Total OPEB liability		(520)
Net pension liability		(6,518)
Prepaid expenses - bond insurance		1,033
Accrued Interest		(16,698)
Deferred outflows of resources related to pensions and OPEB are not reported in governmental funds because they do not use current financial resources. Similarly, deferred inflows of resources related to pensions and OPEB do not provide current financial resources:		
Deferred outflow (OPEB)		103
Deferred outflow (Pension)		3,364
Deferred inflow (Pension)		(627)
Deferred inflow (OPEB)		(212)
TOTAL NET DEFICIT—GOVERNMENTAL ACTIVITIES	$	(504,682)

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	General Fund	Debt Service Fund	Capital Projects Fund	Total Governmental Funds
REVENUES:				
Investment income	$ 24,202	$ 2,855	$ 2,897	$ 29,954
Other revenues	5,973	1,939	-	7,912
Sales tax	213,559	-	-	213,559
Interest on sales tax	2,928	-	-	2,928
Public Transportation Fund	352,746	-	-	352,746
General State revenue	369,086	-	-	369,086
IDOT State Grant - PACE (ADA)	10,760	-	-	10,760
Innovation, Coordination & Enhancement (ICE)	19,780	-	-	19,780
State assistance	101,839	-	-	101,839
Total revenues	$ 1,100,873	$ 4,794	$ 2,897	$ 1,108,564
EXPENDITURES:				
Current:				
Service Board funding	$ 26,856	$ -	$ -	$ 26,856
Financial assistance to Service Boards	434,728	-	-	434,728
Intergovernmental:				
Capital grants - State bonds	369,060	-	13,336	382,396
IDOT Cap Grant - PACE (ADA)	10,760	-	-	10,760
Administrative operating	16,478	-	-	16,478
Regional and technology expenses	27,640	-	-	27,640
Agency capital outlay	22	-	-	22
Debt service:				
Principal	-	101,490	-	101,490
Interest	-	58,747	-	58,747
Debt related costs	-	655	-	655
Total expenditures	885,544	160,892	13,336	1,059,772
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	215,329	(156,098)	(10,439)	48,792
OTHER FINANCING SOURCES (USES):				
Issuance of new bond	-	627	129,373	130,000
Premium on new bond	-	-	5,040	5,040
Transfers in	388	147,828	-	148,216
Transfers out	(157,098)	(388)	(2,277)	(159,763)
Total other financing sources (uses)	(156,710)	148,067	132,136	123,493
NET CHANGE IN FUND BALANCES	58,619	(8,031)	121,697	172,285
FUND BALANCES:				
Beginning of year	355,162	118,289	7,671	481,122
End of year	$ 413,781	$ 110,258	$ 129,368	$ 653,407

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES OF THE GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

NET CHANGE IN FUND BALANCES—TOTAL GOVERNMENTAL FUNDS	$	172,285
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which depreciation ($467) exceeds capital outlay ($79) in the current period.		(388)
Lease and SBITA adjustment - Governmental funds report principal expenses of the right-of-use lease assets and SBITA assets as expenditures while the statement of activities report the amortization expenses which are allocated of the contract term.		(2,874)
The issuance of long-term debt provides current financial resources to governmental funds, while the repayment of principal of long-term debt consumes current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of all prepaid bond insurance, premiums, discounts and similar items when debt is first issued, whereas these amounts are deferred and amortized in the statement of activities. These amounts are the differences in the treatment of long-term debt and related items:		
Issuance of refunding bonds		(130,000)
Premium on issuance of refunding bonds		(5,040)
Debt service principal		101,490
Lease and SBITA principal		2,954
Amortization of premiums on bonds and gains/ losses on refundings		6,235
Change in accrued interest on bonds		1,378
Some expenses reported in the Statement of Activities do not require the use of current financial resources such as changes in compensated absences and pension and OPEB liabilities, and are not reported as expenditures in the governmental funds.		
Compensated absences		26
OPEB expense		2
Pension expense		(1,582)
CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES	$	144,486

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF NET POSITION
BUSINESS-TYPE ACTIVITIES—ENTERPRISE FUND
JOINT SELF-INSURANCE (PROPRIETARY) FUND
DECEMBER 31, 2025
(In Thousands)

ASSETS:		
Current:		
Cash and cash equivalents	$	175
Investments		22,744
Accrued interest on investments		47
Prepaid insurance		4,659
Total assets		27,625
LIABILITIES		
Due to General Fund		64
NET POSITION - Unrestricted	$	27,561

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUSINESS-TYPE ACTIVITIES—ENTERPRISE FUND
JOINT SELF-INSURANCE (PROPRIETARY) FUND
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

OPERATING EXPENSES:		
Insurance expense	$	9,891
Professional services		64
Bank charges and miscellaneous		17
Total operating expenses		9,972
OPERATING LOSS		(9,972)
NONOPERATING REVENUES:		
Investment income		697
Total nonoperating revenues		697
Transfer from General Fund		11,547
CHANGE IN NET POSITION		2,272
NET POSITION:		
Beginning of year		25,289
End of year	$	27,561

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF CASH FLOWS
BUSINESS-TYPE ACTIVITIES—ENTERPRISE FUND
JOINT SELF-INSURANCE (PROPRIETARY) FUND
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES:		
Payments to insurance vendor	$	(10,244)
Payments to other vendors		(17)
Net cash flows from (used in) operating activities		(10,261)
CASH FLOWS FROM (USED IN) INVESTING ACTIVITIES:		
Purchases of investments		(79,774)
Proceeds from sales and maturities of investments		73,400
Investment income		45
Net cash flows from (used in) investing activities		(6,329)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Transfers received from RTA General Fund		11,547
Net cash flows from (used in) noncapital financing activities		11,547
NET CHANGE IN CASH AND CASH EQUIVALENTS		(5,043)
CASH AND CASH EQUIVALENTS:		
Beginning of year		5,218
End of year	$	175
RECONCILIATION OF OPERATING LOSS TO NET CASH FLOWS FROM OPERATING ACTIVITIES:		
Loss from operations	$	(9,972)
Changes in:		
Prepaid insurance		(353)
Due to General Fund		64
NET CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES	$	(10,261)

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
DECEMBER 31, 2025
(In Thousands)

	Pension Trust Fund	Sales Tax Custodial Fund
ASSETS:		
Cash and cash equivalents	$ 8,051	$ -
Investments, at fair value:		
Corporate fixed income mutual fund	83,878	-
Common stocks	50,488	-
Real estate funds	24,822	-
Private equity funds	40,032	-
Commingled funds	310,808	-
Total Investments	510,028	-
Intergovernmental receivables:		
Sales taxes	-	330,717
New sales tax	-	125,861
Interest on sales taxes	-	338
Due from General Fund	-	3,371
Reduced fare reimbursement	-	3,845
PTF (new sales tax/RETT)	-	21,218
Advances to Service Boards	-	125,741
Pension contribution from Service Boards	-	-
Other receivables	44	-
Total Receivables	44	611,091
Total assets	518,123	611,091
LIABILITIES:		
Intergovernmental payables:		
Sales taxes due to Service Boards	-	330,717
New sales tax due to Service Boards	-	125,861
ADA Paratransit Funding (Future Years) SBD	-	1,449
Interest on sales taxes due to Service Boards	-	338
Reduced fare reimbursement	-	3,845
PTF (new sales tax/RETT)	-	23,140
Advances from State	-	125,741
Other accrued expenses	303	-
Total liabilities	303	611,091
NET POSITION:		
Restricted for pensions	$ 517,820	$ -

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	Pension Trust Fund	Sales Tax Custodial Fund
ADDITIONS:		
State tax sharing and assistance:		
Sales taxes	$ -	$ 1,710,177
Interest on sales taxes	-	4,209
Public Transportation Fund (PTF) and other State assistance	-	242,501
Reduced fare reimbursement	-	22,018
Total State tax sharing and assistance	-	1,978,905
Contributions:		
Metra pension contributions	15,557	-
Pace pension contributions	8,048	-
RTA pension contributions	2,025	-
Total contributions	25,630	-
Investment gain:		
Net appreciation in fair value of investments	59,757	-
Interest and dividends	7,593	-
Total investment income	67,350	-
Less investment expenses:	(1,136)	-
Net investment income	66,214	-
Total additions	91,844	1,978,905
DEDUCTIONS:		
State tax sharing and assistance paid to Service Boards:		
Sales taxes	-	1,710,177
Interest on sales taxes	-	4,209
Public Transportation Fund (PTF) and other State assistance	-	242,501
Reduced fare reimbursement	-	22,018
Pension:		
Benefit payments	25,396	-
Administrative expenses	525	-
Total deductions	25,921	1,978,905
NET CHANGE IN NET POSITION	65,923	-
NET POSITION		
Beginning of year	451,897	-
End of year	$ 517,820	$ -

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2025

NOTE 1. REPORTING ENTITY

The Regional Transportation Authority ("RTA" or "Authority") was established in 1974 upon approval of a referendum in its six-county Northeastern Illinois region. The operating responsibilities of the RTA are set forth in the RTA Act ("Act"). The RTA is a unit of local government, body politic, political subdivision, and municipal corporation of the State of Illinois. As initially established, the RTA was an operating entity responsible for providing day-to-day bus and rail transportation services. However, on November 9, 1983, the Illinois General Assembly reorganized the structure and funding of the RTA from an operating entity to a planning, funding, and oversight entity. The reorganization placed all operating responsibilities in the Chicago Transit Authority ("CTA"), the Commuter Rail Division ("Metra") and the Suburban Bus Division ("Pace"), each having its own independent board of directors. These divisions conduct operations and deal with subsidized carriers. These three entities are defined in the Act as the "Service Boards."

The Service Boards provide services to different geographic areas within the six-county region. Metra provides transit service to the six-county area, with the majority of the transit riders residing in the suburban metropolitan area and commuting into the City of Chicago. Pace's primary service area is the suburban communities, with limited service within the City of Chicago. The CTA provides service to the City of Chicago and 35 surrounding suburbs within Cook County. Although programs are underway to encourage riders to transfer between the service entities, trips of this type presently represent a minority of those taken.

The Act sets forth detailed provisions for the allocation of receipts by the RTA to the various Service Boards and imposes a requirement that the RTA System as a whole achieves annually a "system-generated revenues recovery ratio" (i.e., aggregate income for transportation services provided) of at least 50% of the cost of transportation services. For purposes of the recovery ratio calculation, the Act requires that the costs used in the calculation include all operating costs consistent with generally accepted accounting principles, with certain exceptions. Capitalized expenditures are recorded as capital assets and are excluded from the recovery ratio calculation as required by the Act. The Service Boards achieve their required recovery ratios by establishing fares and related revenue to cover the required proportion of their proposed expenses. The RTA is responsible for monitoring the budgets and financial performance of the Service Boards.

As defined by accounting principles generally accepted in the United States established by the Governmental Accounting Standards Board ("GASB"), the financial reporting entity consists of the primary government, as well as its component units, which are legally separate organizations for which the elected officials of the primary government are financially accountable. Financial accountability is defined as:

> Appointment of a voting majority of the component unit's board, and either: (a) the ability to impose will by the primary government, or (b) the possibility that the component unit will provide a financial benefit to, or impose a financial burden on, the primary government; or fiscal dependency on the primary government.

Financial benefit or burden is created if any one of the following relationships exist:

1) The primary government is legally entitled to or has access to the component unit's resources.

2) The primary government is legally required or has assumed the obligation to finance the deficits of, provide support to, the component unit.

3) The primary government is obligated in some manner for the other component unit's debt.

NOTE 1. REPORTING ENTITY (Continued)

In addition, a component unit also includes certain organizations that the primary government is not financially accountable for if the nature and significance of their relationship, including ongoing financial support are such that exclusion from the financial reporting entity would render the entity's financial statements incomplete or misleading.

In the judgment of management of the RTA of each of the entities and their analysis and application of the GASB Statements criteria, while the RTA does exercise some fiscal oversight, the Service Boards are not part of the RTA reporting entity for the purpose of preparing an annual comprehensive financial report ("ACFR") in accordance with generally accepted accounting principles in the United States.

In arriving at this conclusion, the following factors were considered:

- The Service Boards maintain separate management, exercise control over all operations (including the fare structures), and are accountable for fiscal matters, including ownership of assets, relations with Federal and State transportation funding agencies that provide financial assistance in the acquisition of these assets, and the preparation of operating budgets. The Service Boards are also responsible for the purchase of services and approval of contracts relating to their operations.

- The RTA Board has control neither in the selection nor the appointment of any Service Board Director nor of any of its management. Further, directors of the Service Boards are excluded from serving on more than one entity's board of directors, including that of the RTA.

- The Illinois statutes required the RTA Board to approve the budgets of the Service Boards to determine if such budgets meet specified system-generated revenues recovery ratios and other requirements as defined by the Act.

- The RTA is not entitled to any Service Board surplus or responsible for any Service Board deficits.

Based on these factors and applying the aforementioned criteria used to determine financial accountability, management of the RTA does not consider the Service Boards to be component units and, accordingly, the financial data of the Service Boards have been excluded from the RTA reporting entity. The RTA is not aware of any entity which is financially accountable for the RTA that would result in the RTA's being considered a component unit of such entity.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the RTA conform to accounting principles generally accepted in the United States as applicable to governments. The following is a summary of the significant policies:

Fund Financial Statements—The accounts of the RTA are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures or expenses, as appropriate. RTA resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be utilized and the means by which spending activities are controlled. In the financial statements, the various funds are grouped into three broad fund types and six generic fund categories as follows:

Governmental Funds—The RTA's Governmental Fund Types consist of the General Fund, Debt Service Fund, and Capital Projects Fund, the following funds are reported as major governmental funds:

General Fund—The General Fund is the general operating fund of the RTA. It is used to account for all financial transactions that are not accounted for in another fund.

Debt Service Fund—This fund is used to account for the accumulation of resources for, and the payment of, general long-term debt principal, interest, and related costs for all debt issuances.

Capital Projects Fund—In 1989, the Illinois General Assembly authorized the RTA to issue a maximum of $500 million of Strategic Capital Improvement Program ("SCIP") bonds, and to have a maximum of $500 million RTA bonds outstanding. The Capital Projects Fund is utilized for the receipt and disbursement of the proceeds of the bond issues. The Capital Projects Fund was first established in 1990 with the issuance of $100 million of RTA bonds to fund capital projects at the Service Boards. The proceeds from the bonds issued under the General Assembly's authorization were allocated by the RTA as follows: 50% for capital projects of the CTA; 45% for capital projects of Metra; and 5% for capital projects of Pace. Projects included in approved five-year Capital Programs will be eligible for reimbursements from these proceeds by the RTA without further review or action by the RTA Board of Directors.

In 1999, the Illinois General Assembly passed additional bonding authorization, thereby increasing the RTA bond authority to $800 million outstanding effective January 1, 2000. It also increased SCIP bond issues by $1.3 billion not to exceed $260 million per year beginning in 2000.

Proprietary Fund Type—Proprietary Funds are used to account for activities that are similar to those found in the private sector and to account for the financing of goods or services provided by a department or agency to other departments or agencies of the governmental unit, or to other governmental units on a cost-reimbursement basis. The RTA has one Proprietary Fund which relates to the activities of the Joint Self-Insurance Fund.

Joint Self-Insurance Fund—The Joint Self-Insurance Fund ("Fund") is used to account for the financing of claims incurred by the Service Boards and the RTA on a cost-reimbursement basis. The Fund is essentially a financing mechanism providing a source from which to borrow or to pay for the first $5 million of catastrophic losses and other claims incurred by the Service Boards and the RTA arising out of personal injuries, property damage, and certain other losses. This Fund is reported as an Enterprise Fund since the predominant participants are outside of the RTA.

Fiduciary Fund Type—Fiduciary Funds account for assets held by a governmental entity in a trustee capacity or as an agent for others. The RTA's Fiduciary Funds consist of one Custodial (Sales Tax) Fund and a Pension Trust Fund.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Custodial Fund—The Sales Tax Custodial Fund records the additions and deductions of amounts due to the CTA, Metra, and Pace, including Retailers' Occupation and Use Tax (sales taxes), interest on sales taxes, and reduced fare reimbursement grants. For RTA budgetary purposes, sales tax additions are recorded in the Sales Tax Custodial Fund and are equally offset by amounts recorded as deductions reflecting the pass-through to the Service Boards.

Pension Trust Fund—The Pension Trust Fund is used to account for the accumulation of resources for, and payments of, retirement benefits to employees participating in the RTA Pension Plan.

Government-wide and Fund Financial Statements—The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all the nonfiduciary activities of the RTA in a manner similar to a private-sector business. The effect of interfund activities has been removed from these statements. Governmental activities which are supported by sales taxes and intergovernmental revenues are reported separately from the insurance activities. The insurance activities include interest charges for loans advanced for claims of the Service Boards. Likewise, the fiduciary fund type - RTA Pension Trust Fund and Sales Tax Custodial Fund are presented separately and are not included in the government-wide financial statements of the RTA.

The statement of activities shows certain direct program expenses which are offset by program revenues. Governmental program activities include expenses such as financial assistance and capital asset funding (capital grants) to CTA, Metra, and Pace; administrative expenses; operating the RTA Travel Information Center, certifying riders for paratransit service under the Americans with Disabilities Act ("ADA") and other services (regional expenses); and payment of debt service on bonds issued by the RTA. Program revenues include operating grants and contributions that are restricted to meeting the operational requirements of a particular program (i.e., technology and non-technology programs). Sales taxes, Public Transportation Fund ("PTF"), state assistance ("ASA/AFA"), investment income and other items properly excluded from program revenues are reported instead as general revenues.

Fund level financial statements are provided for governmental funds, the proprietary fund, and fiduciary funds.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation—The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund (Joint Self-Insurance Fund) and the fiduciary funds (Pension Trust Fund and Sales Tax Custodial Fund) financial statements. Revenues are recorded when earned and expenses are recorded when liability is incurred, regardless of the timing of related cash flows. Sales taxes are recognized as revenues if collected by the retailers by year-end. Grants and similar items are recognized as revenues when qualifying expenditures have been incurred and as soon as all eligibility requirements imposed by the grantors have been met. Prepaid expenses are recorded using the consumption method.

The Joint Self-Insurance Fund distinguishes operating revenues and expenses from non-operating items. Operating revenues (interest charged to Service Boards) and expenses (administrative expenses including insurance premium and professional services) generally result from providing services in connection with the proprietary fund's ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Governmental fund financial statements use the current financial resources measurement focus. The funds are accounted for using the modified accrual basis of accounting, i.e., revenues are recognized as soon as they are both measurable and available. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or shortly thereafter to pay liabilities of the current period. Sales taxes are considered measurable and available if collected by the retailer by year-end and received by the RTA within 180 days after year-end. ASA/AFA is considered measurable and available if billed and received within 180 days after year-end. Additionally, certain compensated absences, claims and judgments, debt service principal and interest, pension and OPEB are only recognized when the obligations are expected to be liquidated with expendable available financial resources.

The RTA reports three major governmental funds—General Fund, Debt Service Fund, and Capital Projects Fund; one major proprietary fund—Joint Self-Insurance Fund; and two fiduciary funds—Pension Trust Fund and Sales Tax Custodial Fund.

Major funds are funds whose revenues, expenditures/expenses, assets, or liabilities (excluding extraordinary items) are at least 10 percent of corresponding totals for all governmental or enterprise funds and at least 5 percent of the aggregate amount for all governmental and enterprise funds. This only applies to governmental and proprietary funds. The results of fiduciary activities are included in aggregate remaining fund information.

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Fund Equity/Net Position

Cash and Investments—All excess General Fund cash is invested, and earnings are credited to the General Fund for use in financing general RTA operations. In accordance with GASB Statement No. 72, *Fair Value Measurement and Application*, the RTA reports investments with maturities of greater than one year at the time of purchase at fair value. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Short-term investments are reported at amortized cost, which approximates fair value. Securities traded on a national or international exchange are valued at the last reported sales price at current exchange rates. Fair value for the majority of fixed income securities is determined by using quoted market prices by independent pricing services.

Intergovernmental Receivables—Receivables include amounts due from State and local governments for sales taxes, specific programs or projects, and services.

Capital Assets—The RTA sets a capitalization threshold of no less than $5,000 for any capital assets, excluding intangible assets. Capital assets must have a useful life of at least one year from the acquisition date. Purchased capital assets are recorded at historical cost, donated works of art and similar items and capital assets received in a service concession arrangement, if applicable, are recorded at acquisition value. Any acquisitions during the year are considered acquired at the beginning of that year for the purpose of computing depreciation. The RTA uses the straight-line method for computing depreciation expense. Leasehold improvements made to RTA’s office facilities are capitalized, and their costs amortized over the life of the lease. Leasehold improvements, if any, are also capitalized during the remaining life of the lease or the extended useful life of the equipment.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Description	Useful Life
Office equipment	5 years
Computer equipment and software	5 years
Leasehold improvements*	Life of the lease term
Other assets (signage)	Life of the sign(s)
Right-of-use assets* (Inc. SBITA)	Life of the contract term

* Right-of-use assets represent the RTA's right-of-use leased asset and the RTA's right-of-use subscription-based information technology asset. The determination of useful life for right-of-use assets is based on the lease or the subscription contract term, which currently RTA's contract terms for active contracts are between 3 to 8 years in duration.

Restricted Assets and Restricted Net Position—Bond proceeds and amounts set aside for general obligation debt service are classified as restricted assets since their use is limited by the bond indentures. When both restricted and unrestricted resources are available for use, it is RTA's policy to use restricted resources first, then unrestricted resources as needed.

Deferred Outflows of Resources and Deferred Inflows of Resources— Deferred outflows of resources represent a consumption of net assets that applies to future periods and deferred inflows of resources represent an acquisition of net assets that applies to future periods.

The RTA reports deferred outflows and (inflows) of resources on the Statement of Net Position (Deficit) related to pension and OPEB amounts as well as gains and losses on debt refunding. In addition, on both the Statement of Net Position (Deficit) and the Balance Sheet of Governmental Funds the RTA reports deferred inflows of resources related to long-term leases where the RTA is the lessor, if any.

Bond Premiums and Discounts—are amortized over the life of the bonds using the effective interest rate method.

Compensated Absences— Effective for the fiscal year ended December 31, 2024, the RTA adopted GASB Statement No. 101, *Compensated Absences*. In accordance with this standard, the RTA evaluated its compensated leave policies to determine whether leave is more likely than not to be used or paid out. Under the policy, unused Paid Time Off (PTO) is transferred to employees' reserve sick banks, which may be carried forward but are not paid upon termination. Conversely, unused vacation time is payable upon termination and may be carried forward in accordance with policy limits. As required by GASB 101, the RTA considered its formal leave policies, historical leave usage and forfeiture trends, and relevant employee data to determine the appropriate recognition and classification of compensated absences liabilities.

Changes in compensated absences for the year ended December 31, 2025, were as follows (amounts in thousands):

	Balance January 1, 2025	Net Increase/ Decrease	Balance December 31, 2025	Due Within One Year
Compensated absences payable	$ 618	$ (26)	$ 592	$ 539

Intergovernmental Payables—These amounts include accrued financial assistance, sales taxes, capital, and other grants due to the Service Boards.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Unearned Revenue—-These amounts include debt service deposit agreement receipts, which are recorded as liabilities and revenue recognition is based on certain time requirements based on the required timing of the related debt service payments.

Fund Balances—In the fund financial statements, governmental funds report fund balances in the following categories:

Non-spendable – This consists of amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact. The RTA did not have amounts reported within this category.

Restricted – This consists of amounts that are restricted to specific purposes, that is, when constraints placed on the use of resources are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

Committed – This consists of amounts constrained by limitations that the Authority imposes upon itself through resolution by its board of directors. The commitment amount will be binding unless removed or amended in the same manner.

Assigned – This consists of net amounts that are constrained by the Authority's intent to be used for specific purpose, but that are neither restricted nor committed. Assigned amounts are determined by the Executive Director upon recommendation of the Budget and Treasury division based on the year-end positive budget variance.

Unassigned – This consists of residual fund balances.

In instances where restricted, committed, and assigned fund balances are available for use, RTA's policy is to use restricted resources first, followed by committed resources, then assigned resources, as needed. In 2025, the General Fund reports unassigned fund balance of $125 million, these funds are needed to satisfy future debt service requirements as well as general administrative costs of the RTA.

Leases and Subscription-Based Information Technology Arrangements—The RTA has lease agreements for which they are the lessee as well as the lessor. The RTA is a lessee because it leases assets from other entities. As a lessee, the RTA reports the right-of-use assets and corresponding lease liabilities in the government-wide financial statements. Key estimates and judgments related to the lease agreements include defining the lease term, valuing the fixed lease payments and determining the discount rate associated with the agreement. The RTA estimated each based on the facts and circumstances associated with each agreement at the time of inception. The RTA has no leases of assets that are reported as investments, sale-leaseback transactions, lease-leaseback transactions or certain regulated leases.

Revenues—The RTA has four principal sources of revenue: (1) retailer's occupation taxes, service occupation taxes, and use taxes (collectively, RTA Sales Tax); (2) funds appropriated to the RTA by statute through the PTF established under the Act; (3) State or Federal grants, or any other such funds, which the RTA is authorized to apply for and receive under the Act; and (4) investment income on unexpended funds held by the RTA, and other miscellaneous revenue.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Sales Tax—Prior to 2008, the RTA Sales Tax consisted of (i) in Cook County, (a) a tax of 1% of the gross receipts from sales of drugs, certain medical supplies and food prepared for consumption off the premises (other than for immediate consumption) imposed on all persons selling tangible personal property at retail (a Food and Drug Tax) and (b) a tax of 0.75% of the gross receipts from all other taxable retail sales; (ii) in counties within Northeastern Illinois other than Cook County, a tax of 0.25% of the gross receipts from all taxable retail sales (together with (i) (b), a General Sales Tax); and (iii) a tax of 1% on the use in Cook County, and 0.25% on the use in Northeastern Illinois other than Cook County of tangible personal property purchased from a retailer outside Northeastern Illinois and titled or registered with a State agency by a person with a Northeastern Illinois address (a Use Tax); and (iv) a tax imposed in the same locations and at the same rates as the Food and Drug Tax and the General Sales Tax on persons engaged in a sale of service pursuant to which property in the form of tangible personal property or in the form of real estate is transferred incidental to a sale of a service (a Service Occupation Tax).

The taxes described in (i) and (ii) above are also imposed on persons engaged in making sales of services pursuant to which tangible personal property or real estate (as incident to a sale of a service) is transferred (with respect to the taxes in (i) and (ii), a Service Occupation Tax).

The RTA Sales Tax is collected by the Illinois Department of Revenue (the “Department of Revenue”) and paid to the Treasurer of the State to be held in trust for the RTA outside the State Treasury. Proceeds from the RTA Sales Tax are payable monthly directly to the RTA, without appropriation, by the State Treasurer on the order of the State Comptroller. Effective July 1, 2018, the State reduced the permanent administrative surcharge on RTA sales tax receipts to 1.5%, which had been imposed July 1, 2017, at 2%. Due to this surcharge, 2025 sales taxes provided to the RTA and Service Boards were reduced by approximately $30 million.

Also, proceeds from certain sales taxes imposed by the State are allocated to the RTA as part of the restructuring of the State and local sales taxes in Illinois. Until January 1, 1990, the State General Sales Tax, State Use Tax, and State Service Occupation Tax portions of the RTA Sales Tax were imposed at a rate of 1% in Cook County. Effective January 1, 1990, as a result of legislation (the Sales Tax Reform Act) aimed at simplifying the base and rate structure of taxes imposed by the State and its local governments, including the RTA, the State General Sales Tax, State Use Tax, State Service Occupation Tax, and State Service Use Tax were increased from 5% to 6.25% and any corresponding portions of the RTA Sales Tax in Cook County were reduced from 1% to 0.75%. In order to avoid a revenue loss to the RTA because of the reduction in this portion of the RTA Sales Tax, the Sales Tax Reform Act directed that portions of the receipts from the State General Sales Tax, State Use Tax, State Service Occupation Tax, and State Service Use Tax be paid to the RTA annually.

Specifically, 4% of the net monthly revenue from the 6.25% State General Sales Tax and State Service Occupation Tax and 4% of the net monthly revenue from the State Use Tax on personal property purchased at retail outside the State, but registered or titled with a State agency within the State (i.e., 0.25% of total) is transferred into the County and Mass Transit District Fund in the State Treasury (the “CMTD Fund”). The amount in the CMTD Fund attributable to taxable sales occurring in Cook County or to property registered or titled in Cook County is then transferred into the RTA Occupation and Use Tax Replacement Fund in the State Treasury (the “Replacement Fund”). In addition, (i) the net monthly revenue from the State Use Tax and State Service Use Tax portions of the 1% State Food and Drug Tax, and (ii) 20% of the net monthly revenue of the 6.25% State Use Tax and State Service Use Tax (i.e., 1.25% of total), other than revenues of such taxes attributable to personal property purchased at retail outside the State but registered or titled with a State agency within the State, are deposited in the State and Local Sales Tax Reform Fund (the “Reform Fund”). Of the money paid into the Reform Fund, 10% is transferred into the Replacement Fund.

The Act provides that the RTA withhold 15% of these tax revenues generated and that these revenues are deposited into the RTA’s General Fund. The RTA is required to pass on to the Service Boards, pursuant to statutory formula, an amount equal to the remainder of such tax revenues. The remaining 85% of sales tax is allocated to the Service Boards as follows:

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Service Board	Collected Within Chicago	Collected within Cook County Outside Chicago	Collected in DuPage, Kane, Lake McHenry and Will Counties
CTA	100 %	30 %	-
Metra	-	55 %	70 %
Pace	-	15 %	30 %

The RTA recognizes as a receivable and revenue in the General Fund only the 15% of this portion of the total sales taxes collected to which it is entitled by the amended Act. The remaining 85% of this portion of the sales tax is recorded in the Sales Tax Custodial Fund. The criteria applied for recognition of the receivable and related revenue in the General Fund are that the amounts are "measurable and available" for the RTA to meet its current obligations.

In January 2008, Illinois Public Act 95-0708 increased the RTA sales tax rate throughout the region, increased the real estate transfer tax ("RETT") in the City of Chicago, and raised the rate at which RTA sales tax revenues are matched by PTF. The RTA sales tax rate was increased 0.25% in Cook County and 0.50% in the Collar Counties effective April 1, 2008. Proceeds of the sales tax increase in the Collar Counties are divided evenly between the RTA and the county where the tax is collected. Effective April 1, 2008, the RETT in the City of Chicago was increased by 40% (i.e. for every $500 in sales price an additional $1.50 in tax is collected).

Public Transportation Fund—In accordance with the Act, the State Treasurer is authorized and required to transfer from the State's General Revenue Fund to a special fund in the State Treasury designated the "Public Transportation Fund," an amount equal to 30% of net revenues realized from sales taxes (or, as the case may be, gasoline or parking taxes) and RETT. These amounts may be paid to the RTA only upon State appropriation.

In February 2008, the PTF match of the pre-2008 RTA sales tax increased from 25% to 30%. In April 2008, the 5% PTF match was applied to the RETT and the RTA portion of the sales tax increase. In January 2009, the PTF match of both the RETT and the RTA portion of the sales tax increase rose from 5% to 30%.

While the RETT and the 25% PTF match of RETT funds only the CTA, the largest part of P.A. 95-0708 revenue provides funding for CTA, Metra, Pace and ADA Paratransit operations, as well as for regional Innovation, Coordination and Enhancement ("ICE") and Suburban Community Mobility Fund ("SCMF") initiatives. Funds for ADA Paratransit, ICE and SCMF are by statute set aside before distributions to the CTA, Metra, and Pace.

None of the revenues from the PTF are payable to the RTA unless and until the RTA certifies to the Governor, State Comptroller, and Mayor of the City of Chicago that it has adopted an annual budget and financial plan as called for by the Act. This certification was submitted as required during the year.

The amounts allocable to each of the Service Boards from funding received by the RTA from a portion of the State's PTF are allocated at the direction of the RTA Board in connection with the review and approval of the annual and revised budgets of each Service Board. This portion corresponds to 25% of the pre-2008 sales tax receipts. The remaining portion of the State's PTF is combined with the sales tax resulting from the 2008 rate increase and allocated by statute first to the ADA Paratransit Fund, ICE Fund, and SCMF, with the remainder distributed 48% to the CTA, 39% to Metra, and 13% to Pace.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The allocable amounts of such funds are payable as soon as may be practicable upon their receipt, provided that the RTA has adopted a budget pursuant to Section 4.01 of the Act, and the Service Board that is to receive such funds is in compliance with the budget requirement imposed upon the Service Board pursuant to Section 4.11 of the Act.

Reduced Fare Reimbursement—In the State's fiscal year 2025, which ended June 30, 2025, the Illinois General Assembly appropriated funds for a program under which the Illinois Department of Transportation ("IDOT") is authorized to provide to the RTA a reduced fare reimbursement grant for the purpose of reimbursing the Service Boards for a portion of actual revenue losses attributable to reduced fares for students, people with disabilities, and the elderly. For the state fiscal year ended June 30, 2025, the grant was in the amount of $21 million.

Additional State Assistance/Additional Financial Assistance—The State has authorized Additional State Assistance ("ASA") which is supplemental financing for the RTA's Strategic Capital Improvement Program ("SCIP") bonds. The ASA available to the RTA during the State's July through June fiscal year is limited to the lesser of (i) the actual debt service payable during such year on any outstanding SCIP I bonds plus any debt service savings from the issuance of currently refunding or advance refunding SCIP I bonds, less interest earned on the unspent bond proceeds, or (ii) $55 million per year. The RTA recognized $3 million of ASA in 2025.

Beginning with the State's fiscal year 2001, the State has also authorized Additional Financial Assistance ("AFA") to pay for debt service requirements for SCIP II bonds authorized under the Illinois First Program. The amount available to the RTA during the State's July through June fiscal year is limited to the lesser of (i) the actual debt service payable during such year on any outstanding SCIP bonds less interest earned on those bond proceeds, or (ii) $100 million in the State's fiscal years 2024 and 2025, per year. The RTA recognized $98.7 million of AFA in 2025.

Expenditures and Expenses—Operating grants consist of financial assistance to the Service Boards. The RTA provides operating assistance to the Service Boards to fund, in part, their RTA-approved budgets.

Capital grants consist of the RTA local match of Federal Transit Administration ("FTA") and IDOT-funded capital projects, 100% RTA-funded projects and capital projects funded by RTA, SCIP bonds, and investment income on bonds. Capital payments of approximately $10 million for sales tax funding are due to Metra based on a statutory formula. This formula consists of the budgeted sales tax revenues in excess of Metra's budgeted operating deficit. This amount is presented in the Sales Tax Custodial Fund.

Administration consists of those costs of the RTA incurred to carry out its administrative activities. These costs were limited by statute to $35.2 million for the year ended December 31, 2025.

Non-administration, listed as regional and technology program expenses in the statement of activities, consists of those costs of the RTA which are exempt from the statutory limit defined in the RTA Act. These costs include the operation of the Travel Information Center, Transit Benefit Program, Americans with Disabilities Act ("ADA"), reduced fare registration, capital development and other program costs incurred on behalf of the Service Boards and not for the benefit of RTA itself.

Cash Flows—For purposes of the statement of cash flows, the RTA considers all short-term securities with original maturities of three months or less to be cash equivalents. Cash and cash equivalents totaled $175 thousand at December 31, 2025, and are included in cash and cash equivalents under the proprietary fund on the accompanying statement of net position.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Management's Use of Estimates—The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect the amounts of assets and liabilities and disclosure of contingent assets, deferred outflows of resources, liabilities, and deferred inflows of resources at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Interfund Transactions—The governmental fund balance sheet and enterprise fund statement of net position reports all outstanding balances between funds, as "due to/from other funds." The government-wide financial statements report any residual balances outstanding between the governmental activities and business-type activities as "internal balances." Government-wide financial statements and the Statement of Fiduciary Net Position report a "due to/from general fund" outstanding for pension contributions.

New Accounting Pronouncements—During fiscal year 2025, the RTA adopted the following GASB statement:

GASB Statement No. 102, *Certain Risk Disclosures*, requires a government to assess whether an event or events associated with a concentration or constraint that could cause substantial impact have occurred, have begun to occur, or are more likely than not to being to occur within 12 months of the date the financial statements are issued. If a government determines that those criteria for disclosure have been met for a concentration or constraint, it should disclose information in the notes to the financial statements in sufficient detail to enable users of financial statements to understand the nature of the circumstances disclosed and the government's vulnerability to the risk of a substantial impact. Management has evaluated the requirements of the statement and determined that no concentrations or constraints exist that meet the criteria for disclosure.

Accounting standards that the RTA is currently reviewing for applicability and potential future impact on the financial statements include:

GASB Statement No. 103, *Financial Reporting Model Improvements*. Statement No. 103 was issued to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This statement also addresses certain application issues. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter.

GASB Statement No. 104, *Disclosure of Certain Capital Assets*, provides users of government financial statements with essential information about certain types of capital assets by requiring certain types of capital assets to be disclosed separately in the capital assets note disclosures required by Statement 34. The requirements of this statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter.

GASB Statement No. 105, *Subsequent Events*, improves the financial reporting requirements for subsequent events, thereby enhancing consistency in their application and better meeting the information needs of financial statement users. The requirements of this statement are effective for fiscal years beginning after June 15, 2026, and all reporting periods thereafter.

Unless stated otherwise, management has not currently determined what impact, if any, these statements may have on its financial statements.

NOTE 3. CASH AND INVESTMENTS

Governmental and Joint Self-Insurance Fund

Cash and investments in the statement of net position (deficit) may be restricted by bond covenants or through action of the RTA board as to their use. Unrestricted cash and investments may be used for any purpose. A summary of cash and investments as of December 31, 2025 is as follows (amounts are in thousands):

	Governmental Activities	Business-Type Activities	Total
Demand deposits	$ 93,959	$ 175	$ 94,134
Certificates of deposit	2,100	500	2,600
Commercial paper	146,730	1,991	148,721
Illinois Funds	5,490	-	5,490
Money market funds	88,828	-	88,828
U.S. Treasuries	310,721	14,922	325,643
Government agencies	149,001	5,331	154,332
Total cash and investments	$ 796,829	$ 22,919	$ 819,748

Deposits and Investments—Section 2.20(a)(ii) of the RTA Act authorizes the RTA to invest any funds or monies not required for immediate use or disbursement. The applicable statutory provisions governing the investment of public funds are found in 30 ILCS 235/0.01, et seq.

The RTA investment policy is in accordance with the Illinois statutes and allows the RTA to invest in:

- Certain obligations of the U.S. Government and its agencies.
- Interest-bearing certificates of deposit, interest-bearing time deposits or any other investments constituting direct obligations of any FDIC insured bank as defined by the Illinois Banking Act.
- Short-term obligations of corporations organized in the United States with assets exceeding $500 million and rated within the highest two classifications established by at least two standard rating services.
- Certain money market mutual funds.
- The Illinois Funds – external investment pools managed by the Illinois State Treasurer.
- Repurchase agreements.

Custodial Credit Risk—Custodial credit risk is the risk that in the event of a bank failure, the RTA's deposits may not be returned to it. The RTA's policy for custodial credit risk states collateral will be valued at fair value (excluding accrued interest) on the trade date. Collateral required will be 100% of the investment or such greater percentage as may be appropriate based upon the financial stability of the institution and the term of the collateral (i.e., maturity), less any insurance provided by the Federal Deposit Insurance Corporation ("FDIC"). As of December 31, 2025, all of RTA's deposits with financial institutions in excess of federal depository insurance limits were fully collateralized.

Investments

Custodial Credit Risk—For an investment, custodial credit risk is the risk that, in the event of a failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in possession of an outside party. As of December 31, 2025, the RTA's investments are not exposed to custodial credit risk because they are held by a third-party, in the name of the RTA.

NOTE 3. CASH AND INVESTMENTS (Continued)

***Interest Rate Risk*—**To mitigate losses caused by changing interest rates, the maturities of the RTA's investments are limited. Per the RTA's investment policy, investments in corporations are limited to maturities of 180 days or less. Other investment maturities cannot exceed three years.

As of December 31, 2025, the RTA's investments subject to interest rate risk were as follows (amounts in thousands):

Investment Type	Carrying Value	Less than 1 Year to Maturity	1 to 3 Years to Maturity
Commercial paper	$ 148,721	$ 148,721	$ -
Illinois Funds	5,490	5,490	-
Money market funds	88,828	88,828	-
U.S. treasuries	325,643	256,401	69,242
Government agencies	154,332	154,332	-
Total	$ 723,014	$ 653,772	$ 69,242

The RTA treats all investments with an initial term of less than 90 days as cash and cash equivalents.

***Credit Risk*—**The RTA's policy for credit risk states no investment shall be made in short-term obligations of corporations unless such obligations are rated at the time of purchase within the highest classification established by at least two standard rating services, the investment matures no later than 180 days from the date of purchase and the issuer is domiciled in the United States. Investments in Agencies will be limited to obligations of the Federal National Mortgage Association, Federal Home Loan Mortgage Corporation and the Federal Home Loan Banks. Investments in U.S. Treasury securities are backed by the full faith and credit of the U.S. Government and are not considered to have credit risk.

As of December 31, 2025, the RTA's investments were as follows (amounts in thousands):

		Credit Rating		
Investment Type	Carrying Value	Moody's	Standard & Poor's	Fitch
Commercial paper	$ 148,721	P-1, P-2, NR	A-1, A-1+, A-2, A-3	F1, F1+, F2, NR
Illinois Funds	5,490	NR	NR	AAAmmf
Money market funds	88,828	Aaa-mf	AAAm	AAAmmf
U.S. treasuries	325,643	Aa1	AA+,A-1+	AA+,NR, F1+
Government agencies	154,332	Aa1, P-1	AA+, A-1+	AA+,NR, F1+
Total	$ 723,014			

NR – Not rated

***Concentration of Credit Risk* –** Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. Except for commercial paper, the RTA's investment policy does not specifically address a limitation of investments in a single issuer; instead, the policy addresses credit risk using broad categories of investments. The RTA's policy states the maximum percentage of the portfolio of deposits and investments invested in commercial paper should not exceed 33.3%, money market mutual funds should not exceed 20.0%, U.S. Government Agency obligations should not exceed 20.0%, the Illinois Funds should not exceed 20% and Repurchase Agreements should not exceed 50.0%.

The RTA has no investments that exceed the individual limitations noted with the policy noted above. In addition, the RTA does have investments with the Federal Home Loan Bank that exceed 5% of the total investments.

NOTE 3. CASH AND INVESTMENTS (Continued)

The RTA's investments in money market funds are for liquidity and offer an alternative to other investment vehicles. Management has reviewed the investments in the money market funds and has determined that the types of investments included in the money market funds are consistent with the RTA's investment policy. These funds consist of U.S. Treasury Securities and Agencies.

The Illinois Funds is an investment pool managed by the State of Illinois, Office of the Treasurer, which allows governments in the State to pool their funds for investment purposes. Illinois Funds is not registered with the SEC as an investment company. Illinois Funds does meet all the criteria in GASB Statement No. 79, paragraph 4 which allows the reporting of investments at amortized cost. Investments in Illinois Funds are valued at share price, which is the price the investment could be sold for. There are no limitations or restrictions on withdrawals from the pool.

Fair Value Measurement

The RTA categorizes investments measured at fair value within the fair value hierarchy established by generally accepted accounting principles. The hierarchy prioritizes valuation inputs used to measure the fair value of the asset or liability into three broad categories. The inputs or methodology used for valuing securities are not necessarily an indication of the risk associated with investing in those securities. Levels 1, 2 and 3 (lowest priority level) of the fair value hierarchy are defined as follows:

Level 1 Inputs using unadjusted quoted prices in active markets or exchanges for identical assets or liabilities.

Level 2 Significant other observable inputs, which may include, quoted prices for similar assets or liabilities in active markets, quoted prices for identical or similar assets or liabilities in non-active markets; and inputs other than quoted prices that are observable for the assets or liabilities, either directly or indirectly.

Level 3 Valuations for which one or more significant inputs are unobservable and may include situations where there is minimal, if any, market activity for the asset or liability.

If the fair value is measured using inputs from different levels in the fair value hierarchy, the measurement should be categorized based on the lowest priority level input that is significant to the valuation. The RTA's assessment of the significance of a particular input to the fair value measurement in its entirety requires judgment and considers factors specific to the investment.

Fixed income and equity investments classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for identical investments.

The following summarizes the valuation of the RTA's investments by the fair value hierarchy levels as of December 31, 2025 (amounts in thousands):

		Fair Value Measurements Using		
Investments by Fair Value Level	**Fair Value**	**Level 1**	**Level 2**	**Level 3**
Money market - mutual fund	$ 88,828	$ 88,828	$ -	$ -
U.S. Treasuries	61,519	61,519	-	-
Total investments by fair value level	$ 150,347	$ 150,347	$ -	$ -

The RTA's remaining investments have maturities of less than one year at the time of purchase and are reported at amortized cost which as stated in Note 2 approximates fair value and is not subject to the fair value hierarchy.

NOTE 3. CASH AND INVESTMENTS (Continued)

Pension Fund

Risk Posture—The RTA evaluated the assets and liabilities of the Pension Plan in order to determine an asset allocation that provides a high likelihood of achieving the responsibilities noted above. The obligations of current and future beneficiaries were evaluated under various market scenarios to develop an allocation that can be expected to generate a solid rate of return without incurring undue risk. In general, the risk posture of the Pension Plan is such that the portfolio is structured to maintain funding requirements and modestly grow assets through a low to moderate level of risk.

Custodial Credit Risk—Custodial credit risk, for deposits and investments, is the risk that in the event of the failure of the depository financial institution or counterparty to a securities transaction, the RTA Pension Plan will not be able to recover the deposits or value of the securities or collateral securities that are in possession of an outside party. Investment securities are exposed to custodial credit risk if the securities are uninsured or unregistered by the counterparty's trust department or agent, but not in the name of the customer.

As of December 31, 2025, the Plan's deposits are covered in full by federal depository insurance and the Plan's investments are exposed to custodial credit risk because they are held by the Plan's trust operations administrator in the name of the Plan.

Interest Rate Risk—Per the RTA's Pension Plan investment policy, the duration of the fixed income portfolio should be within 20% of the duration of the benchmark index.

As of December 31, 2025, the RTA's pension investments exposed to interest rate risk were as follows (amounts in thousands):

Investment Type	Fair Value	Weighted Average Maturity (Months)
Corporate fixed income mutual fund	$ 83,878	94

Credit Risk—The RTA's pension policy for credit risk states at least 85% of the fixed income investments should be limited to securities with ratings of at least investment grade as defined by both Moody's and Standard & Poor's. Split rated bonds are to be governed by the lower rating. Unrated securities of the U.S. Treasury and government agencies are a permissible investment. No more than 15% of the portfolio may be invested in investment-grade securities of foreign entities domiciled in countries included in the Salomon Brothers World Government Bond Index.

As of December 31, 2025, the credit ratings for RTA pension debt securities were as follows (amounts in thousands):

		Credit Rating (where available)		
Investment Type	Total Fair Value	Moody's	Standard & Poor's	Fitch
Corporate fixed income mutual fund	$ 83,878	NR	NR	NR

NR - not rated

Concentration of Credit Risk—Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. The RTA's pension investment policy states that fixed income securities of a single issuer (excluding obligations of the United States Government and its agencies) should be limited to 5% of the fixed income portfolio, measured at fair value. The RTA's pension policy states the asset allocation policy has been developed based on the objectives and characteristics of the pension liabilities, capital market expectations, and asset-liability projections. This policy is long-term oriented and consistent with the risk posture. As of December 31, 2025, the pension fund did not have any investment in a single issuer which was greater than 5% of the Plan's investment portfolio.

NOTE 3. CASH AND INVESTMENTS (Continued)

Fair Value Measurement

The RTA Pension Plan categorizes investments measured at fair value within the fair value hierarchy established by generally accepted accounting principles.

If the fair value is measured using inputs from different levels in the fair value hierarchy, the measurement should be categorized based on the lowest priority level input that is significant to the valuation. The Plan's assessment of the significance of a particular input to the fair value measurement in its entirety requires judgment and considers factors specific to the investment. Investments measured at fair value using net asset value per share (or equivalent) as a practical expedient to fair value are not classified in the fair value hierarchy; however, separate disclosures for these investments are required. Fixed income and equity investments classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for identical investments.

Fixed income and equity investments classified in Level 2 of the fair value hierarchy are normally valued based on price data obtained from observed transactions and market price quotations from broker dealers and/or pricing vendors. Valuation estimates from service providers' internal models use observable inputs such as interest rates, yield curves, credit/risk spreads and default rates. Matrix pricing techniques value securities based on their relationship to benchmark quoted prices.

The following table summarizes the valuation of the Plan's investments by the fair value hierarchy levels as of December 31, 2025 (amounts in thousands):

		Fair Value Measurements Using		
Investment by Fair Value Level	**Fair Value**	**Quoted Prices in Active Markets for Identical Assets (Level 1)**	**Significant Other Observable Inputs (Level 2)**	**Significant Unobservable Inputs (Level 3)**
Fixed income investments				
Mutual funds - fixed income	$ 83,878	$ -	$ 83,878	$ -
Total Fixed Income Investments	83,878	-	83,878	-
Equity investments				
Common stock	50,488	50,488	-	-
Total Equity Investments	50,488	50,488	-	-
Total investments by fair value level	**$ 134,366**	**$ 50,488**	**$ 83,878**	**$ -**
Investment Measured at the Net Asset Value (NAV)				
Commingled funds - equity	$ 270,259			
Commingled funds - fixed income	40,549			
Real estate funds	24,822			
Private equity	40,032			
Total investments by NAV	375,662			
Total investments	**$ 510,028**			

Investments measured at the NAV per share (or its equivalent) are as follows (amounts in thousands):

Investments Measured at the Net Asset Value (NAV)

	Fair Value	Unfunded Commitments	Redemption Frequency (if Currently Eligible)	Redemption Notice Period
Commingled funds (1)	$ 310,808	$ 9,509	Daily	1 day
Real estate funds (2)	24,822	-	Quarterly - Biannually	30 days
Private equity funds (3)	40,032	2,917	N/A	N/A
	$ 375,662	$ 12,426		

NOTE 3. CASH AND INVESTMENTS (Continued)

(1) *Commingled Funds* – There are four equity funds and one fixed income fund, which are considered commingled in nature. Each are valued at net asset value of the units held at the end of the period based upon fair value of the underlying securities.

(2) *Real Estate Funds* – There are two real estate funds that invest primarily in office, industrial, retail, and residential real estate in the United States with a focus on major cities on both coasts. The fund is classified as a liquid real estate fund due to the open-end structure of the fund. Open-end funds generally offer periodic distributions of net cash flow, which can be reinvested, as well as quarterly redemption windows.

(3) *Private Equity Funds* – Consisting of two private equity funds investing in secondary private markets with asymmetric risk/reward profiles, offering enhanced downside protection and meaningful upside optionality. The underlying portfolio investments cannot be redeemed with each fund, but rather the fund will make distributions of capital as the fund liquidates the underlying portfolio investments over the life of the fund.

NOTE 4. INTERGOVERNMENTAL RECEIVABLES AND PAYABLES

The intergovernmental receivables and payables in the statement of net position comprise the following:

	Amount (In Thousands)
Receivable	
General Fund:	
Sales taxes	$ 74,576
Public Transportation Fund (PTF)	30,677
State assistance (ASA & AFA)	16,453
General State Revenue (MOU)	79,610
Illinois Department of Transportation (IDOT) grants and others	3,181
Interest on sales tax	234
Due from service boards	20
Total Intergovernmental Receivables	$ 204,751
Payable	
General Fund:	
Operating assistance	$ 221,071
State PTF overpayment	
Service boards - accrued expenses	
State bond payable - service boards	34,739
Total General Fund	255,810
Capital Projects Fund:	
Capital grants	5,801
Total Intergovernmental Payables	$ 261,611

NOTE 5. DUE TO/FROM OTHER FUNDS

Various transactions result in “due to/from other funds” balances. In most cases, the General Fund advances payments on behalf of other funds.

NOTE 5. DUE TO/FROM OTHER FUNDS (Continued)

The General Fund makes monthly transfers to the Debt Service Fund and occasionally makes transfers to the Joint Self-Insurance Fund. The General Fund owes the Pension Trust Fund for its share of contributions during the period. Cash receipts and payments on behalf of the Sales Tax Custodial Fund originate in the General Fund.

On December 31, 2025, the amounts due to/from other funds presented in the Governmental Funds Balance Sheet, the Joint Self-Insurance Fund Statement of Net Position, and the Fiduciary Funds Statement of Fiduciary Net Position are as follows:

Receivable Fund	Payable Fund	Amount (In Thousands)
Fiduciary - Sales Tax Custodial Fund	General	$ 3,371
General	Joint Self-Insurance Fund	64

NOTE 6. INTERFUND TRANSFERS

Various transactions result in “transfer in/out” balances from funds. Transfer in/out balances presented on the Governmental Fund’s Statement of Revenues, Expenditures and Changes in Fund Balances and the Business-Type Activities Fund’s Statement of Revenues, Expenses and Changes in Net Position are as follows:

Transfer Out Fund	Transfer In Fund	Amount (In Thousands)
General	Debt Service	$ 145,551
Capital Projects	Debt Service	2,277
General	Joint Self-Insurance	11,547
Debt Service	General	388

The purpose of interfund transfers from the General Fund and the Capital Projects Fund to Debt Service Fund is to satisfy the RTA’s obligations to bondholders for principal and interest. The purpose of the interfund transfer from the General Fund to the Joint Self-Insurance Fund is to fund the annual budgeted insurance premiums.

NOTE 7. ADVANCES TO SERVICE BOARDS

The Illinois Department of Revenue (“IDOR”) sends a “13th month” sales tax advance to compensate for the delayed processing of sales tax payments to the RTA. Each year, IDOR calculates the amount and the RTA verifies that calculation. The allocations to the Service Boards are set forth below (amounts in thousands):

CTA	$ 59,504
Metra	50,275
Pace	15,962
Total Service Board Advances	$ 125,741

NOTE 8. CAPITAL ASSETS

The following is a summary of changes in capital assets during the fiscal year (amounts in thousands):

	Balance at January 1, 2025	Additions	Retirements/ Adjustments	Balance at December 31, 2025
Depreciable:				
Office equipment and other assets	$ 1,693	$ 72	$ 63	$ 1,702
Computer equipment	7,875	7	-	7,882
Leasehold improvements	3,197	-	-	3,197
Amortizable:				
Right-of-use assets - buildings	13,723	-	-	13,723
Right-of-use assets - subscriptions	4,722	1,290	-	6,012
Subtotal	31,210	1,369	63	32,516
Accumulated depreciation				
Office equipment and other assets	1,450	85	63	1,472
Computer equipment	7,312	315	-	7,627
Leasehold improvements	3,089	67	-	3,156
Accumulated amortization				
Right-of-use assets - buildings	5,259	1,753	-	7,012
Right-of-use assets - subscriptions	1,316	1,120	-	2,436
Subtotal	18,426	3,340	63	21,703
Total capital assets—net of accumulated depreciation and amortization	$ 12,784	$ (1,971)	$ -	$ 10,813

All capital assets are associated with governmental activities.

During 2025, the total depreciation and amortization allocated to administrative expense was approximately $3.3 million.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE

Changes during the year in bonds and notes payable were as follows (amounts in thousands):

	January 1, 2025	New Issues	Current Retirements	December 31, 2025	Due Within One Year
1999* Refunding	$ 4,220	$ -	$ 4,220	$ -	$ -
2000A*	94,990	-	13,520	81,470	14,370
2001A*	39,450	-	4,750	34,700	5,020
2002A*	70,785	-	7,205	63,580	7,625
2003A*	124,855	-	11,205	113,650	11,795
2003B	72,075	-	6,430	65,645	6,780
2004A*	134,940	-	10,535	124,405	11,100
2005B Refunding	10,105	-	10,105	-	-
2010B	98,900	-	7,400	91,500	7,680
2016A	81,610	-	2,155	79,455	2,265
2017A*	131,010	-	18,120	112,890	19,245
2018B	124,860	-	2,815	122,045	2,960
2021A Refunding	80,660	-	3,030	77,630	3,120
2025A		130,000		130,000	1,670
Subtotal	1,068,460	130,000	101,490	1,096,970	93,630
Unamortized bond premium	42,889	5,040	6,716	41,213	-
Total	$ 1,111,349	$ 135,040	$ 108,206	$ 1,138,183	$ 93,630

* Strategic Capital Improvement Program (SCIP) Bonds

On December 31, 2025, the total general obligation bonds, notes payable and premiums of $1,138 billion are classified as current and long-term in the Statement of Net Position (Deficit) in the amounts of $94 million and $1,045 million, respectively.

Debt Service Requirements—The “debt service requirements” set forth in the following tables represent payments due the bondholders, as required by the respective bond agreements. The amounts do not represent sinking fund payments the RTA must deposit with the trustee.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

Following is a summary of all debt service requirements (in thousands).

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 93,630	$ 56,530	$ 150,160
2027	99,110	51,264	150,374
2028	104,625	45,665	150,290
2029	97,610	39,721	137,331
2030	91,875	34,071	125,946
2031-2035	327,120	102,704	429,824
2036-2040	86,935	52,226	139,161
2041-2045	101,245	32,457	133,702
2046-2050	58,130	14,470	72,600
2051-2055	36,690	4,764	41,454
Total	$ 1,096,970	$ 433,872	$ 1,530,842

All amounts in the individual series debt service requirement reported in the tables below, and on the following pages for Note 9, are expressed in thousands.

1999 General Obligation Refunding Bonds—In August 1999, the RTA issued $299 million in General Obligation Bonds, Series 1999, to provide funds to refund in advance of maturity the RTA's outstanding Series 1992A Bonds, maturing June 1 in the years 2015 and 2022, in the aggregate amount of $114 million, Series 1993A Bonds, maturing June 1 in the years 2009 and 2013, in the aggregate amount of $10 million, Series 1994A Bonds, maturing June 1 in the years 2006-2009, 2012, 2015 and 2024, in the aggregate amount of $143 million and Series 1994C Bonds, maturing June 1 in the year 2025, in the aggregate amount of $22 million.

2000 General Obligation Bonds—In June 2000, the RTA issued $260 million in General Obligation Bonds, Series 2000A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

The Series 2000A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 5.75% to 6.25% on January 1, 2001 and semiannually thereafter on July 1 and January 1 in each remaining year.

Debt service requirements on the Series 2000A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 14,370	$ 5,296	$ 19,666
2027	15,270	4,362	19,632
2028	16,235	3,369	19,604
2029	17,255	2,314	19,569
2030	18,340	1,192	19,532
Total	$ 81,470	$ 16,533	$ 98,003

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

2001 General Obligation Bonds—In April 2001, the RTA issued $100 million in General Obligation Bonds, Series 2001A, to pay the costs of construction, acquisition, repair, and replacement of certain public transportation facilities for the Service Boards.

The Series 2001A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 5.0% to 6.0% in January 2001 and semiannually thereafter on July 1 and January 1 in each remaining year.

Debt service requirements on the Series 2001A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 5,020	$ 2,082	$ 7,102
2027	5,300	1,781	7,081
2028	5,600	1,463	7,063
2029	5,920	1,127	7,047
2030	6,255	771	7,026
2031	6,605	396	7,001
Total	$ 34,700	$ 7,620	$ 42,320

2002 General Obligation Bonds—In March 2002, the RTA issued $160 million in General Obligation Bonds, Series 2002A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

The Series 2002A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 5.0% to 6.0% on July 1, 2002 and semiannually thereafter on January 1 and July 1 in each remaining year.

Debt service requirements on the Series 2002A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 7,625	$ 3,815	$ 11,440
2027	8,065	3,357	11,422
2028	8,530	2,873	11,403
2029	9,025	2,362	11,387
2030	9,550	1,820	11,370
2031-2032	20,785	1,888	22,673
Total	$ 63,580	$ 16,115	$ 79,695

2003 General Obligation Bonds—In May 2003, the RTA issued $260 million in General Obligation Bonds, Series 2003A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

The Series 2003A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 2.0% to 5.5% on January 1, 2004 and semiannually thereafter on January 1 and July 1 in each remaining year.

Debt service requirements on the Series 2003A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 11,795	$ 6,819	$ 18,614
2027	12,415	6,111	18,526
2028	13,065	5,366	18,431
2029	13,755	4,583	18,338
2030	14,475	3,757	18,232
2031-2033	48,145	5,876	54,021
Total	$ 113,650	$ 32,512	$ 146,162

In January 2003, the RTA issued $150 million in General Obligation Bonds, Series 2003B, to pay the costs of construction, acquisition, repair, and replacement of certain public transportation facilities for the Service Boards.

The Series 2003B Bonds mature on June 1 over a thirty-year period and interest is payable at rates ranging from 4.0% to 5.5% on June 1, 2003 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2003B Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 6,780	$ 3,553	$ 10,333
2027	7,145	3,170	10,315
2028	7,530	2,757	10,287
2029	7,935	2,313	10,248
2030	8,360	1,844	10,204
2031-2033	27,895	2,462	30,357
Total	$ 65,645	$ 16,099	$ 81,744

2004 General Obligation Bonds—In October 2004, the RTA issued $260 million in General Obligation Bonds, Series 2004A, to pay the costs of construction, acquisition, repair, and replacement of certain public transportation facilities for the Service Boards.

The Series 2004A Bonds mature on June 1 over a thirty-year period and interest is payable at rates ranging from 5.0% to 5.75% on June 1, 2005 and semiannually thereafter on June 1 and December 1 in each remaining year.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

Debt service requirements on the Series 2004A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 11,100	$ 6,791	$ 17,891
2027	11,700	6,164	17,864
2028	12,330	5,488	17,818
2029	12,995	4,760	17,755
2030	13,695	3,992	17,687
2031-2034	62,585	7,433	70,018
Total	$ 124,405	$ 34,628	$ 159,033

2005 General Obligation Bonds—In May 2005, the RTA issued $148 million in General Obligation Bonds, Series 2005B, to provide funds to refund in advance of maturity the RTA's outstanding Series 1996A Bonds, maturing June 1 in the years 2005-2025, in the aggregate amount of $147 million.

2010B General Obligation Bonds—In January 2010, the RTA issued $112.9 million in General Obligation Bonds, Series 2010B, to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities.

The Series 2010B Bonds mature on July 1, over a twenty-five year period and interest is payable at rates ranging from 5.40% to 5.90% on July 1, 2010 and annually thereafter on July 1 in each remaining year.

Debt service requirements on the Series 2010B Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 7,680	$ 5,443	$ 13,123
2027	7,970	5,005	12,975
2028	8,275	4,543	12,818
2029	8,590	4,055	12,645
2030	8,920	3,539	12,459
2031-2035	50,065	9,242	59,307
Total	$ 91,500	$ 31,827	$ 123,327

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

2016 General Obligation Bonds—In January 2016, the RTA issued $95.5 million in General Obligation Bonds, Series 2016A, to finance a portion of the costs incurred in connection with the construction, acquisition, repair, and replacement of certain public transportation facilities. To fund the Series 2016A Bonds Reserve Account and to pay Costs of Issuance of Series 2016A Bonds.

The Series 2016A Bonds mature on June 1, over a thirty-year period and interest is payable at rates ranging from 4.00% to 5.00% on June 1, 2016 and semi-annually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2016A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 2,265	$ 3,445	$ 5,710
2027	2,380	3,329	5,709
2028	2,505	3,207	5,712
2029	2,630	3,079	5,709
2030	2,765	2,943	5,708
2031-2035	16,105	12,442	28,547
2036-2040	20,340	8,212	28,552
2041-2045	24,865	3,686	28,551
2046	5,600	112	5,712
Total	$ 79,455	$ 40,455	$ 119,910

2017 General Obligation Refunding Bond—In August 2017, the RTA issued $191 million in General Obligation Bonds, Series 2017A, to provide funds to currently refund the RTA's outstanding Series 2006A Bonds maturing in the years 2019 through 2035, to fund the Series 2017A Bonds Reserve Account and to pay the costs of issuance of the refunding bonds.

The Series 2017A Bonds mature on and after July 1, 2028 and interest is payable at rates ranging from 4.00% to 5.00% on June 1, 2016 and semi-annually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2017A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 19,245	$ 5,173	$ 24,418
2027	20,480	4,211	24,691
2028	21,815	3,187	25,002
2029	10,390	2,096	12,486
2030	-	1,577	1,577
2031-2035	40,960	6,236	47,196
Total	$ 112,890	$ 22,480	$ 135,370

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

2018 General Obligation Bonds—In June 2018, the RTA issued $139 million in General Obligation Bonds, Series 2018B, to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities; as well as to pay costs of issuance of Series 2018B Bonds.

The Series 2018B Bonds mature on June 1, 2049 and interest is payable at rates ranging from 4.00% to 5.00% on December 1, 2018 and semi-annually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on Series 2018B Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 2,960	$ 5,452	$ 8,412
2027	3,110	5,301	8,411
2028	3,270	5,141	8,411
2029	3,435	4,974	8,409
2030	3,615	4,798	8,413
2031-2035	21,050	21,009	42,059
2036-2040	27,025	15,029	42,054
2041-2045	33,805	8,243	42,048
2046-2048	23,775	1,451	25,226
Total	$ 122,045	$ 71,398	$ 193,443

2021 General Obligation Refunding Bond—In October 2021, the RTA issued $89.2 million in General Obligation Bonds, Series 2021A, to provide funds to advance refund the RTA's outstanding Series 2014A Bonds, as well as to fund pay the costs of issuance of the 2021A refunding bonds.

The RTA advance refunded Series 2014A in order to take advantage of more favorable interest rates which provide the RTA and the Service Boards with cost savings. The RTA reduced the total debt service payments for 2014A by approximately $26.2 million and achieved an economic gain of approximately $10.9 million (difference between net present value of the debt service payments on the old and the new debt).

The Series 2021A Bonds mature on June 1, 2044 and interest is payable at rates ranging from 2.40% to 3.05% on December 1, 2021 and semi-annually thereafter on June 1 and December 1 in each remaining year.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

Debt service requirements on the Series 2021A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 3,120	$ 2,203	$ 5,323
2027	3,215	2,108	5,323
2028	3,310	2,011	5,321
2029	3,410	1,910	5,320
2030	3,515	1,806	5,321
2031-2035	19,095	7,518	26,613
2036-2040	21,915	4,699	26,614
2041-2044	20,050	1,241	21,291
Total	$ 77,630	$ 23,496	$ 101,126

2025A General Obligation Bond—In April 2025, the RTA issued $130 million in General Obligation Bonds, Series 2025A, to provide funds to finance a portion of the cost incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities.

The Series 2025A Bonds mature on June 1, 2055 and interest is payable at rates ranging from 3.15% to 4.61% on December 1, 2025 and semi-annually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2025A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2026	$ 1,670	$ 6,458	$ 8,128
2027	2,060	6,365	8,425
2028	2,160	6,260	8,420
2029	2,270	6,148	8,418
2030	2,385	6,032	8,417
2031-2035	13,830	28,202	42,032
2036-2040	17,655	24,286	41,941
2041-2045	22,525	19,287	41,812
2046-2050	28,755	12,907	41,662
2051-2055	36,690	4,764	41,454
Total	$ 130,000	$ 120,709	$ 250,709

All the bonds and notes payable are recorded as current and long-term liabilities, as applicable, of the governmental activities in the government-wide statement of net position (deficit), and are general obligations of the RTA to which the full faith and credit of the RTA are pledged. The bonds and notes payable are payable from all revenues and all other funds received or held by the RTA (except amounts in the Joint Self-Insurance Fund and amounts required to be held or used with respect to separate ordinance obligations) that lawfully may be used for retiring the debt.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

The bonds and notes payable are secured by an assignment of a lien on the sales taxes imposed by the RTA. All sales tax receipts are to be paid directly to the trustee by officials of the State. If, for any reason, the required monthly debt service payment has not been made by the RTA, the trustee is to deduct it from the sales tax receipts. If all payments have been made, the funds are made available to the RTA for regular use. Under the RTA Act, the Service Boards' fare box receipts and funds on hand are not available for payment of debt service.

In the Debt Service Fund, $110 million in investments are restricted and available to service principal and interest payments of the RTA's long-term debt as of December 31, 2025.

NOTE 10. PENSION

***Plan Description*—**Effective July 1, 1976, the RTA participates, along with Metra and Pace, in a cost-sharing multiemployer noncontributory defined benefit pension plan, the Regional Transportation Authority Pension Plan ("Plan"), covering substantially all employees not otherwise covered by a union pension plan. The responsibilities for establishing, administering, and amending the Plan are divided among a Board of Trustees, a Retirement Committee, a Plan Administrator, and the RTA Board of Directors ("Plan Administrators").

The Plan is classified as a "governmental plan" and is, therefore, generally exempt from the provisions of the Employee Retirement Income Security Act of 1974. The Internal Revenue Service has issued a letter of determination dated September 30, 1988 stating that the Plan is qualified under Section 401(a) of the Internal Revenue Code ("Code") and is, therefore, exempt from Federal income taxes under the provisions of Section 501(a) of the Code. The Plan operates on a calendar fiscal year.

***Participation*—**Employees are eligible for participation on the first day of the month coincident with or next following their date of employment. At January 1, 2025, the number of participants was:

Inactive plan members (or their beneficiaries) currently receiving benefits	1,065
Inactive plan member entitled to but not yet receiving benefits	573
Active plan members	1,321
Total	2,959

***Pension Benefits*—**Participants are entitled to annual pension benefits upon normal retirement at age 65. Such benefits are generally based on a percentage of the average annual compensation in the highest three years of service, whether consecutive or not, multiplied by the number of years of credited service.

The Plan provides that, upon retirement, benefits will be reduced by a defined percentage for participants who received credit for prior service with an eligible employer.

The Plan permits early retirement with reduced benefits at age 55 after completing ten years of credited service. As a result of the August 1, 1999 amendment to the Plan, participants may receive their full vested benefits if they are at least 55 years of age and their combined age at retirement and credited years of service equal eighty-five or higher (known as "Rule of Eighty Five Early Retirement").

The Plan provides for benefit payments to beneficiaries based on one of the payment methods selected by participants, as outlined in the Plan.

NOTE 10. PENSION (Continued)

Disability Benefits—An employee is eligible for a disability pension if he or she becomes disabled after the completion of ten years of credited service and is no longer receiving long-term disability benefits under a separate RTA benefit plan, or after reaching age 65, whichever is later.

Contributions and Vesting —The Plan is funded solely by employer contributions, which are actuarially determined under the entry age actuarial cost method. Contributions to the plan from the Authority were $2 million for the year ended December 31, 2025.

For the purpose of determining contributions, the Plan uses an asset smoothing method which smooths asset gains and losses over a five-year period. The minimum contribution is the sum of the normal cost and the 30-year amortization of the unfunded liability.

Participating employees do not contribute to the Plan. If participants terminate continuous service before rendering five years (ten years prior to January 1, 1987) of credited service, they forfeit the right to receive the portion of their accumulated benefits attributable to employer contributions. All forfeitures are applied to reduce the amount of contributions otherwise payable by the employer.

At December 31, 2025, the Authority reported a liability of $6,518 million for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2024 rolled forward to December 31, 2024. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At the measurement date, the Authority's proportion was 8.50%, which was an increase of 0.10% from its proportion measured as of the prior year measurement date.

The net pension liability reflected in the RTA Pension Plan's Financial Report as of December 31, 2025, is $44 million, of which the RTA's estimated proportionate share will be approximately $4 million. This amount will be reflected as a liability in the Authority's financial statements next year.

For the year ended December 31, 2025, the Authority recognized pension expense of $3,607 thousand. At December 31, 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (amounts in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 829	$ 107
Changes of assumptions	15	378
Net difference between projected and actual earnings on pension plan investments	428	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions	66	142
Authority contributions subsequent to the measurement date	2,025	-
Total	$ 3,363	$ 627

The $2,205 thousand reported as deferred outflows of resources related to pensions resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2026.

NOTE 10. PENSION (Continued)

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense over the average remaining service life of plan members or a fixed five-year period as follows (amounts in thousands):

Year ended December 31:	Amount
2026	$ (44)
2027	490
2028	830
2029	(475)
2030	(90)
Total	$ 711

Actuarial assumptions. The total pension liability was determined using an actuarial valuation as of January 1, 2024 and rolled forward to December 31, 2024, using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50 percent
Salary increases	2.85 percent to 7.50 percent including inflation
Investment rate of return	6.00 percent, net of pension plan investment expense, including inflation

Mortality rates were based on the Pub-2010 (General Employees) Employee Mortality table for pre-retirement mortality and the Pub-2010 (General Employees) Healthy Retiree Mortality table for post-retirement mortality sex distinct, with mortality improvement projected from 2010 using projection scale MP-2021.

The assumed rate of investment return was adopted by the Plan's trustees after considering input from the Plan's investment consultant and actuary. Additional information about the various actuarial assumptions included in the actuarial valuation report as of January 1, 2024 were updated according to an actuarial experience study for the period January 1, 2018 through January 1, 2023. The lump sum conversion factors are updated annually.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These arithmetic real rates of return are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. For each major asset class that is included in the pension plan's target asset allocation as of the measurement date are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic Equity	28%	8.5%
Developed Foreign Equity	16%	8.9%
Emerging Markets Equity	12%	8.9%
Private Equity	7%	11.2%
Investment Grade Bonds	12%	4.8%
Long-Term Government Bonds	3%	5.0%
TIPS	3%	4.7%
High-Yield Bonds	2%	6.8%
Emerging Markets Bonds (local)	2%	6.8%
Emerging Markets Bonds (major)	2%	6.2%
Real Estate	8%	8.0%
Real Assets	5%	7.8%

NOTE 10. PENSION (Continued)

Discount rate. A single discount rate of 6.0% was used to measure the total pension liability. This single discount rate was based on the future expected rate of return on pension plan investments of 6.0%. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at the actuarially determined contribution rates. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Authority's proportionate share of the net pension liability to changes in the discount rate. The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 6.00%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.00%) or 1-percentage-point higher (7.00%) than the current rate (amounts in thousands):

	1% Decrease (5.00%)	Current Discount Rate (6.00%)	1% Increase (7.00%)
Authority's proportionate share of the net pension liability	$ 11,912	$ 6,518	$ 1,937

Pension plan fiduciary net position. The complete RTA Pension Plan financial report, including all required disclosures can be obtained from the Plan Administrators at the following address:

Regional Transportation Authority Pension Plan
175 West Jackson Boulevard, Suite 1550
Chicago, IL 60604

NOTE 11. OTHER POSTEMPLOYMENT BENEFITS (OPEB)

Plan Description. The RTA's defined benefit OPEB plan, Retiree Medical Benefit Plan ("RMBP" or "Plan") provides limited health care insurance coverage for its eligible retired employees. The Plan is a single employer defined benefit OPEB plan administered by the executive director of the RTA. The RTA Board of Directors through ordinance grants the authority to establish and amend benefit terms and financing requirements to the executive director of the RTA. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

Benefits Provided. The Plan provides limited healthcare insurance coverage for retirees. Retirees can retain coverage through COBRA if under the age of 65 under the same medical plans available to active employees. Once a retiree is Medicare eligible, retirees can seek supplemental Medicare coverage through Benistar, where they pay the full cost of Medicare coverage. Retirees can seek outside insurance and are eligible to receive $78 monthly stipend (reimbursement) from the RTA. Dependent coverage ends at the same time as that of the retiree.

Employees Covered by Benefit Terms.

At December 31, 2025, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefit payments	35
Inactive employees entitled to but not yet receiving benefit payments	-
Active employees	100
Total	135

NOTE 11. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Total OPEB Liability

The RTA's total OPEB liability of $521 thousand was measured as of December 31, 2025 and was determined by an actuarial valuation as of January 1, 2025 rolled forward to December 31, 2025.

Actuarial assumptions and other inputs. The total OPEB liability in the December 31, 2025 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.5 percent
Salary increases	2.5 percent, average, including inflation
Discount rate	Beginning of year 4.08 percent
	End of year 4.83 percent
Healthcare cost trend rates	Based on the eligibility and plan provisions, the health benefit stipend is not assumed to increase in the future periods

For plans that are not held in trust and have accumulated no assets, the discount rate used is the same as the tax-exempt municipal bond rate based on an index of 20 year general obligation bonds with an average credit rating of AA as of the measurement date. For this valuation, the "The Bond Buyer 20-Year GO Index" was used.

Mortality Rates:	Pub-2010 (General Employees) Employee Mortality table for Actives, and Pub-2010 (General Employees) Healthy Retiree Mortality table for Retirees; Sex distinct, Generational Morality Projected from 2010 using projection scale MP-2021.

Changes in the Total OPEB Liability (amounts in thousands)

Total OPEB Liability at December 31, 2024	$ 551
Changes for the year:	
Service cost	20
Interest	21
Difference Between Expected and Actual Experience	-
Changes in assumptions or other inputs	(37)
Benefit payments	(35)
Net changes	(31)
Balances at December 31, 2025	$ 520

Changes in assumptions or other inputs reflect the change in the discount rate. The beginning of year rate (4.08 percent) is the December 31, 2024 rate, and the end of year rate (4.83 percent) is the December 31, 2025 rate. The underlying index used is the Bond Buyer 20-Bond G.O. Index. The rate has been updated to the current Fiscal Year-End based on changes in market conditions as reflected in the index. The rate selected is as of December 31, 2025, and is the most recent rate available prior to the Measurement Date.

NOTE 11. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate.
The following presents the total OPEB liability of the RTA, as well as what the RTA's total OPEB liability would be if it were calculated using a discount rate of 1-percentage-point lower (3.83 percent) or 1-percentage-point higher (5.83 percent) than the current discount rate (amounts in thousands):

	1% Decrease (3.83%)	Discount Rate (4.83%)	1% Increase (5.83%)
Total OPEB liability	$ 571	$ 520	$ 477

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates.
The following presents the total OPEB liability of the RTA, as well as what the RTA's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower (8.5 percent decreasing to 7.5 percent) or 1-percentage-point higher (10.5 percent increase to 11.5 percent) than the current healthcare cost trend rates (amounts in thousands):

	1% Decrease (varies)	Healthcare Cost Trend Rates (varies)	1% Increase (varies)
Total OPEB liability	$ 520	$ 520	$ 520

Based on the plan's eligibility and provisions for benefits, the monthly stipend of $78 is not assumed to be impacted by healthcare cost trend rates and therefore changes in the rates would not impact the valuation of the Plan's total OPEB liability.

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2025, the RTA recognized OPEB expense of $34 thousand. At December 31, 2025, the RTA reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources (amounts in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	$ 103	$ 212

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized, over the average remaining service lives of active and inactive participants, in OPEB expense as follows (amounts in thousands):

Year Ended December 31,	Amount
2026	$ (5)
2027	(10)
2028	(14)
2029	(15)
2030	(16)
Thereafter	(49)
Total	$ (109)

NOTE 12. RISK MANAGEMENT

The RTA is exposed to various risks including, but not limited to, losses from workers' compensation, employee health insurance, and general liability/property. Commercial insurance coverage is procured to limit the RTA's exposure to such losses.

The Workers' Compensation and Employers' Liability Insurance Policy is held through The Hartford. The RTA is insured for $500,000 each accident for bodily injury by accident, $500,000 each employee for bodily injury by disease and $500,000 policy limit. The RTA procured property, general liability, automobile, and umbrella insurance policies with Zurich American Insurance Company. Under these policies, the RTA is insured for $1,000,000 each occurrence with a general aggregate limit of $2,000,000, and a personal and advertising injury limit of $1,000,000. The RTA also procured public officials and employment practices liability coverage through ACE American Insurance Company with an aggregate coverage limit of $3,000,000; cyber liability coverage through Illinois Union Insurance Company with an aggregate coverage limit of $3,000,000; and fidelity and crime coverage through Great American Insurance Group with an aggregate coverage limit of $5,000,000. The RTA had no settlements in excess of this insurance coverage in the past three years. There have been no significant reductions in the amount of coverage from the prior year.

In addition, the RTA is a participant in RTA's Loss Financing Plan ("Plan") and Joint Self-Insurance Fund. The Fund was created as required by Article Two of the Plan with the RTA and the three Service Boards as participants. The Plan is intended primarily to serve as a mechanism for funding catastrophic losses and, by capitalizing the Fund in advance of such losses, to smooth their impact over time. The Fund is essentially a self-insurance program that provides a means for financing losses that are normally insured and is included in the RTA's reporting entity as a proprietary fund type (enterprise fund). The Plan is administered by the RTA, CTA, Metra, and Pace ("Participating Entities") utilizing a Fund Manager appointed by the RTA and three Fund Advisors, one appointed by each of the Service Boards.

Each participating entity (RTA, CTA, Metra, and Pace) is only responsible to repay the Fund for submitted claims paid by the Fund. The Fund acts exclusively as a claims-service, and financing mechanism, not an insurer, with respect to claims presented.

The limit of liability to the Fund is established at $50 million, subject to the availability of funds in the Fund, less the retained limit (deductible portion) as described below:

General Liability—The categories of general liability that are covered, with certain defined exclusions, by the joint agreement are:

- Personal injury
- Property damage
- Advertising injury
- Evacuation, evacuation expenses and loss of use

Further, the Plan purchases excess liability insurance on behalf of all four participating agencies, with self-insured retention limits of up to $15,000,000 and coverage for losses from $15,000,000 to $100,000,000.

The retained limit (deductible portion) for each Participating Entity is:

	Amount (in thousands)
CTA	$ 3,500
Metra	3,000
Pace	1,000
RTA	500

NOTE 12. RISK MANAGEMENT (Continued)

Director, Officer, and Employee Liability—All directors, officers or employees of each Participating Entity are covered, with certain defined exclusions, by the Plan. The retained limits are $100,000 for each Wrongful Act. If a loss is covered under both types of liability, then the retained limit for general liability will apply.

NOTE 13. LEASES

LESSOR

The RTA as a sublessor, leases building space under long-term agreements to the Board of Elections Commissioners for the City of Chicago. The term of this lease commenced on January 1, 2016, and ended on August 31, 2025.

The RTA's lease receivable was measured at the present value of future fixed lease payments expected to be received under the long-term lease agreements discounted using the RTA's incremental borrowing rate as of the implementation date. At the initiation of the lease, the deferred inflow of resources was recorded at an amount equal to the initial recording of the lease receivable and was amortized on a straight-line basis over the lease term.

In fiscal year 2025, the RTA recognized $40,821 of lease revenue and $261 of interest income from the lease.

LESSEE

The RTA entered into two long-term leases with buildings at 175 Jackson Blvd., Chicago and at the 69 West Washington Street, Chicago. The term of lease for 175 Jackson L.L.C. commenced on November 15, 2001, and ends on November 1, 2029. The term of lease for the County of Cook begins on September 1, 2013, and terminates on August 31, 2029, which includes five years option to extend the term of this lease. The adoption of this standard resulted in the recognition of lease liabilities and intangible right-of-use lease assets. No debt has been issued that is secured by these lease payments.

The RTA measured the lease liabilities as the present value of payments expected to be made under the long-term lease agreements discounted using the RTA's incremental borrowing rate as of the implementation date. Subsequently, the lease assets are amortized on a straight-line basis over the lease terms.

On December 31, 2025, the RTA has the net of the right to use assets in the amount of $6,710 thousand and lease liabilities in the amount of $7,196 thousand. 175 Jackson L.L.C. lease payments are composed of fixed payments and variable payments. The fixed payments contain only the base rent fees and reduce the liability. The variable payments are taxes and operating expenses. In 2025, there weren't any tax recovery payments and operating expense was $35,143. These amounts were reported as expenditures as incurred.

A summary of the leased asset activity for the year ended December 31, 2025 is as follows (in thousands):

Lease assets:		Amount
Right of use assets - buildings	$	13,723
Accumulated amortization:		
Amortization on right of use asset - buildings		7,013
Total lease assets, net	$	6,710

NOTE 13. LEASES (Continued)

The following is a summary of changes in lease payable as of and the year ended December 31, 2025 (in thousands):

	January 1, 2025	New Issues	Current Retirements	December 31, 2025	Due Within One Year
Lease payables	$ 8,916	$ -	$ 1,720	$ 7,196	$ 1,785

Future annual lease payments are as follows (in thousands):

Fiscal Year	Principal	Interest	Total
2026	$ 1,785	$ 103	$ 1,888
2027	1,852	74	1,926
2028	1,921	43	1,964
2029	1,638	12	1,650
Total	$ 7,196	$ 232	$ 7,428

NOTE 14. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

The RTA adopted the provisions of GASB Statement No. 96, *Subscription-Based Information Technology Arrangements* (SBITA), which was effective for periods beginning January 1, 2023. The RTA has included subscription-based IT assets and liabilities that were previously classified as operating expenses. As a result of the implementation, the RTA's governmental activities recognized right to use subscription assets and corresponding liabilities in the amounts of $6,012 thousand and $4,722 thousand as of December 31, 2025 and December 31, 2024, respectively.

A summary of the SBITA activity for the year ended December 31, 2025 is as follows (in thousands):

Lease assets:	Amount
Right-of-use assets - SBITA	$ 6,012
Accumulated amortization:	
Amortization on right-of-use asset - SBITA	2,435
Total SBITA net assets	$ 3,577

The following is a summary of changes in SBITA payable as of the year ended December 31, 2025 (in thousands):

	January 1, 2025	New Issues	Current Retirements	December 31, 2025	Due Within One Year
Subscription payables	$ 3,132	$ 1,290	$ 1,233	$ 3,189	$ 1,198

NOTE 14. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS (Continued)

Future SBITA liability payment schedule is as follows (in thousands):

Fiscal Year	Principal	Interest	Total
2026	$ 1,198	$ 88	$ 1,286
2027	1,075	55	1,130
2028	564	26	590
2029	279	9	288
2030	36	1	37
2031	37	1	38
Total	$ 3,189	$ 180	$ 3,369

NOTE 15. COMMITMENTS AND CONTINGENCIES

From time to time, the RTA may be involved in various litigation matters for which any claims are generally covered by insurance. In the opinion of management, there are no current or pending litigation matters which would have a material adverse effect on the financial position or changes in financial position of the RTA.

The RTA has received federal and state grants for specific purposes that are subject to review and audit by the grantor agencies. Such audits could lead to requests for reimbursement by the grantor agency for expenditures disallowed under the terms of the grants.

NOTE 16. SUBSEQUENT EVENTS

The RTA is undergoing a legislatively mandated transition to the Northern Illinois Transit Authority (NITA), effective June 1, 2026. As part of ongoing implementation activities, the Illinois Department of Transportation has initiated the procurement of a transition consultant to support the State and regional transit agencies in preparing for the formation of NITA. According to internal updates, the selected consultant will provide recommendations on organizational design, centralization of certain regional functions, and potential staffing changes, including the movement of personnel between agencies or the creation of new positions, in order to meet the requirements of the NITA Act.

Additionally, the NITA Act provides for the expiration of all current RTA board appointments and the seating of a newly constituted board under the NITA governance structure. Internal communications also reaffirm that, upon the effective date of the legislation, RTA staff will transition to the new NITA organization, with further adjustments to operational responsibilities expected as implementation proceeds.

These developments occurred after the close of the fiscal year and therefore do not affect the financial position reported as of December 31, 2025. However, because the transition involves significant organizational restructuring, potential reassignment of agency functions, and possible future changes to staffing and oversight, management has determined that the NITA transition represents a non-recognized subsequent event requiring disclosure. The Authority will continue to monitor transition activities and evaluate their implications for future financial and operational planning as additional information becomes available.

REQUIRED SUPPLEMENTARY INFORMATION

Regional Transportation Authority
RTA Pension Plan

Schedule of the Employer Contributions
(in Thousands)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Contractually required contribution	$ 991	$ 1,048	$ 1,066	$ 1,170	$ 1,490	$ 1,784	$ 2,102	$ 2,240	$ 2,072	$ 2,025
Contributions in relation to the contractually required contribution	(2,291)	(2,348)	(2,366)	(2,470)	(2,790)	(2,093)	(2,102)	(5,140)	(3,472)	(2,025)
Contribution deficiency (excess)	$ (1,300)	$ (1,300)	$ (1,300)	$ (1,300)	$ (1,300)	$ (309)	$ -	$ (2,900)	$ (1,400)	$ -
Authority's covered payroll	$ 9,221	$ 9,301	$ 9,205	$ 9,605	$ 9,992	$ 9,347	$ 8,887	$ 8,996	$ 9,594	$ 10,534
Contributions as a percentage of covered payroll	24.85%	25.24%	25.70%	25.72%	27.92%	22.39%	23.65%	57.14%	36.19%	19.22%

Regional Transportation Authority
RTA Pension Plan

Schedule of the Employer's Proportionate Share of the Net Pension Liability
(Measurement Date One Year Prior)
(in Thousands)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Authority's proportion of the net pension liability	11.00%	10.40%	9.90%	9.20%	9.30%	8.70%	8.80%	8.50%	8.40%	8.50%
Authority's proportionate share of the net pension liability	$ 3,804	$ 3,932	$ 1,770	$ 5,555	$ 4,735	$ 9,798	$ 7,139	$ 13,424	$ 8,510	$ 6,518
Authority's covered payroll	$ 9,183	$ 9,221	$ 9,301	$ 9,205	$ 9,605	$ 9,347	$ 8,887	$ 8,996	$ 9,594	$ 10,534
Authority's proportionate share of the net pension liability as a percentage of its covered payroll	41.42%	42.64%	19.03%	60.35%	49.30%	104.82%	80.33%	149.22%	88.70%	61.88%
Plan fiduciary net position as a percentage of the total pension liability	87.67%	87.38%	94.32%	81.73%	86.00%	74.91%	82.22%	67.45%	80.03%	85.49%

Regional Transportation Authority
RTA Other Postemployment Benefits (OPEB) Plan

Schedule of Changes in Total OPEB Liability and Related Ratios
(in Thousands)

	2018	2019	2020	2021	2022	2023	2024	2025
Total OPEB liability								
Service cost	$ 21	$ 19	$ 25	$ 30	$ 31	$ 25	$ 27	$ 20
Interest	18	20	16	13	13	23	22	22
Differences between expected and actuarial experience	-	-	(67)	-	103	-	(91)	-
Changes of assumptions or other inputs	(37)	82	77	4	(101)	30	(50)	(37)
Benefit payments	(28)	(28)	(29)	(27)	(28)	(44)	(44)	(35)
Net change in total OPEB liability	(26)	93	22	20	18	34	(136)	(30)
Total OPEB liability - beginning	526	500	593	615	635	653	687	551
Total OPEB liability - ending	$ 500	$ 593	$ 615	$ 635	$ 653	$ 687	$ 551	$ 520
Covered-employee payroll	$ 8,881	$ 9,025	$ 9,205	$ 8,751	$ 9,377	$ 9,739	$ 9,759	$ 9,668
Total OPEB liability as a percentage of covered-employee payroll	5.63%	6.57%	6.68%	7.26%	6.96%	7.05%	5.65%	5.38%

Notes to Schedule:

There are no assets accumulated in a Trust to pay related benefits for the OPEB Plan.

The RTA implemented GASB 75 in FY 2018. Information is not available prior to 2018. Additional years will be added to future reports as schedules are required to show 10 years of historical data.

Changes of assumptions. Changes of assumptions and other inputs reflect the effects of changes in the discount rate each period. The following are the discount rates used in each year:

2025 4.83 percent
2024 4.08 percent
2023 3.26 percent
2022 3.72 percent
2021 2.06 percent
2020 2.12 percent
2019 2.74 percent

In addition, in 2024, the actuarial assumptions used to calculate the GASB 75 Total OPEB liability were updated according to an experience study effective January 1, 2024. A summary of the most significant change other than the discount rate includes updating the mortality tables utilized from RP-2014 to Pub-2010 combined with the MP-2021 and updating retirement rates, termination rates and disability rates to better reflect recent plan experience.

REGIONAL TRANSPORTATION AUTHORITY

SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
(BUDGETARY BASIS) BUDGET AND ACTUAL—GENERAL FUND
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	General Fund			
	Original Budget	Final Budget	Actual	Variance
REVENUES:				
IDOT State Grant Pace (ADA)	$ 10,020	$ 10,020	$ 10,760	$ 740
Innovation, Coordination & Enhancement (ICE)	17,643	17,643	19,780	2,137
Interest on sales taxes	2,500	2,500	2,928	428
Investment income	11,000	11,000	24,202	13,202
Other revenues	15,648	15,648	5,973	(9,675)
Public Transportation Fund	322,679	322,679	352,747	30,068
Sales taxes	192,376	192,376	213,559	21,183
State assistance (AFA & ASA)	103,358	103,358	101,839	(1,519)
Total revenues	675,224	675,224	731,788	56,564
EXPENDITURES:				
Service Board Funding	7,500	7,500	26,857	19,357
Financial assistance to Service Boards	404,660	430,387	434,728	4,341
JSIF Excess Liability Insurance	11,547	11,547	11,547	-
Innovation, Coordination & Enhancement (ICE)	17,643	17,643	-	(17,643)
IDOT State Cap Grant-PACE (ADA)	10,020	10,020	10,760	740
Administrative Operating	19,493	19,493	17,723	(1,770)
Regional Service Operating and Regional Program Expense	36,520	36,520	26,395	(10,125)
Agency Capital Expense	-	-	21	21
Total expenditures	507,383	533,110	528,031	(5,079)
EXCESS OF REVENUES OVER EXPENDITURES—BUDGETARY BASIS	$ 167,841	$ 142,114	$ 203,757	$ 61,643
NET CHANGE IN FUND BALANCE—BUDGETARY BASIS			$ 203,757	
Budgetary basis to GAAP basis adjustments			(145,138)	
NET CHANGE IN FUND BALANCE—GAAP BASIS			58,619	
FUND BALANCE:				
Beginning of year			355,162	
End of year			$ 413,781	

REGIONAL TRANSPORTATION AUTHORITY

NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED DECEMBER 31, 2025

Note 1. BUDGET AND BUDGETARY ACCOUNTING

For comparison of the combined budgets as required for board presentation, the combined schedule of revenues, expenditures and changes in fund balance—budget and actual—in the General and the Sales Tax Custodial Fund are presented in the combining and individual fund schedules section of the ACFR. Additional budget detail is used by management for monitoring purposes which is provided in this section as the schedule of expenditures—budget and actual—General Fund.

Section 4.01(a) of the Act requires the RTA to prepare and adopt a comprehensive annual budget and program presenting the RTA's planned operations and capital expenditures for the forthcoming year. The Service Boards' proposed budgets are based on the RTA's estimate of funds that will be available to the Service Boards by or through the RTA's own budget. This budget is comprehensive and includes the activity in the General Fund and Sales Tax Custodial fund.

The annual budget and related appropriations are prepared using the modified accrual basis of accounting in conformity with accounting principles generally accepted in the United States except for RTA capital expenditures and capital grants to the Service Boards. The RTA capital expenditures and capital grants to the Service Boards are budgeted on a project basis, which normally exceeds one year, and debt service payments are budgeted as transfers from the General Fund. Budgets for RTA capital expenditure and capital grants to the Service Boards that extend beyond one year are presented in the first year of the grants and represent the total amounts awarded. In addition, for the Sales Tax Custodial Fund, additions and deletions are treated as revenues and expenditures. All appropriations lapse at year-end.

Although appropriations are adopted for individual line items, the legal level of control (i.e., the level at which appropriation transfers or expenditures in excess of appropriated amounts require RTA Board approval) is restricted to total appropriations/expenditures and total administration appropriations/ expenditures. Management has the authority to exceed any line-item appropriation without Board approval, provided it does not exceed the total appropriations/expenditures and the total administration appropriations/expenditures. It had previously been the policy of the RTA (ordinance 91-9) to fund the budgets of the Service Boards up to the amount appropriated in the annual Budget Ordinance. However, this policy was rescinded by ordinance 2015-55, which also rescinded the provision of the RTA funding policy adopted by Ordinance 98-15 that required the RTA annual budget and two-year financial plan to show a year-end unassigned fund balance equal to 5% of RTA operating expenditures by no later than the end of the three-year planning period. The Service Boards now maintain their own fund balance and reserve plans.

The Service Boards shall maintain all financial records and shall prepare all financial statements and reports, including quarterly and annual reports required under the Act, in accordance with the following provisions:

- The first source of funds to be credited against the budgeted funding amount is from the Service Board sales tax receipts;

- The second source of funds to be credited against the budgeted funding amount is from PTF receipts; and

- The third source of funds to be credited against the budgeted funding amount is from unallocated RTA sales tax receipts and other discretionary receipts.

Note 1. BUDGET AND BUDGETARY ACCOUNTING (Continued)

The reimbursement of Service Boards' capital expenditures and the payment of PTF funds, unallocated RTA sales tax receipts and other discretionary funds of the RTA shall be made under the terms and conditions of grant agreements governing such expenditures.

Note 2. RECONCILIATION OF BUDGETARY BASIS TO GAAP BASIS ACCOUNTING

The accompanying schedule of revenues, expenditures, and changes in fund balance—budget and actual—general fund (this section), and combining schedule of revenues, expenditures and changes in fund balance—budget and actual—general and custodial fund (in combining and individual fund schedules section) present comparisons of the legally adopted budget with actual data on a budgetary basis.

Since accounting principles applied for purposes of developing data on a budgetary basis differ with accounting principles generally accepted in the United States of America, a reconciliation of timing differences in the excess of revenues over expenditures and other financing uses is presented below:

	General Fund (in thousands)
Net change in fund balance - budgetary basis	$ 203,757
Adjustments:	
RTA capital expenditures expected to be incurred in future years but considered in current year operating budget	
Capital grants received that were not in the budget	369,086
Capital grants disbursed to the Service Boards/Others that were not in the budget	(369,059)
Net transfers in and out between the General Fund and Debt Service Fund not in the budget	(145,165)
Budgetary basis to GAAP basis adjustments	(145,138)
Net change in fund balance - GAAP basis	$ 58,619

COMBINING AND INDIVIDUAL FUND SCHEDULES

A. GENERAL FUND

The General Fund is used to account for resources traditionally associated with the RTA which are not accounted for in another fund. A budget and actual schedule of general fund expenditures is presented in this section.

The RTA Board approves a comprehensive budget which includes the activity in the General Fund and the Sales Tax Custodial Fund. For comparison of the combined budgets, the combined budget and actual schedule of revenues, expenditures and changes in fund balance for both funds is also presented in this section.

REGIONAL TRANSPORTATION AUTHORITY

SCHEDULE OF EXPENDITURES (BUDGETARY BASIS) — BUDGET AND ACTUAL — GENERAL FUND
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	Original Budget	Final Budget	Actual	Variance
EXPENDITURES:				
Service Board Funding	$ 7,500	$ 7,500	$ 26,857	$ (19,357)
Financial assistance to Service Boards	404,660	430,387	434,728	(4,341)
JSIF Excess Liability Insurance	11,547	11,547	11,547	-
Innovation, Coordination & Enhancement (ICE)	17,643	17,643	-	17,643
IDOT State Cap Grant - Pace	10,020	10,020	10,760	(740)
Administration	19,493	19,493	17,723	1,770
Non-administration:				
Regional Program Capital & Non-Capital	17,651	17,651	7,135	10,516
Regional Services Operating & Capital	18,369	18,369	17,778	591
Agency Capital Expenses	500	500	1,503	(1,003)
TOTAL EXPENDITURES	$ 507,383	$ 533,110	$ 528,031	$ 5,079

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE (BUDGETARY BASIS) BUDGET AND ACTUAL—GENERAL AND SALES TAX CUSTODIAL FUNDS YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	General Fund			
	Original Budget	Final Budget	Actual	Variance
REVENUES:				
General State Revenue	$ -	$ -	$ -	$ -
IDOT State Grant - PACE (ADA)	10,020	10,020	10,760	740
Innovation, Coordination & Enhancement (ICE)	17,643	17,643	19,780	2,137
Interest on Sales Taxes	2,500	2,500	2,928	428
Investment income	11,000	11,000	24,202	13,202
Other revenue	15,648	15,648	5,973	(9,675)
Public Transportation Fund	322,679	322,679	352,747	30,068
Sales Taxes	192,376	192,376	213,559	21,183
State assistance (AFA & ASA)	103,358	103,358	101,839	(1,519)
Total revenues	675,224	675,224	731,788	56,564
EXPENDITURES:				
Service Board Funding	7,500	7,500	26,857	19,357
Financial Assistance to SB	404,660	430,387	434,728	4,341
JSIF Excess Liability Insurance	11,547	11,547	11,547	-
Innovation, Coordination & Enhancement (ICE)	17,643	17,643	-	(17,643)
IDOT State Cap Grant-PACE (ADA)	10,020	10,020	10,760	740
Administration Operating	19,493	19,493	17,723	(1,770)
Agency Capital Expenses	-	-	21	21
Non-administration:				
Regional Programs Capital and Non-Capital	18,151	18,151	8,617	(9,534)
Regional Services Operating	18,369	18,369	17,778	(591)
Total expenditures	507,383	533,110	528,031	(5,079)
EXCESS OF REVENUES OVER EXPENDITURES	$ 167,841	$ 142,114	$ 203,757	$ 61,643
NET CHANGE IN FUND BALANCE—BUDGETARY BASIS			$ 203,757	
Budgetary basis to GAAP basis adjustments			(145,138)	
NET CHANGE IN FUND BALANCE—GAAP BASIS			58,619	
FUND BALANCE:				
Beginning of year			355,162	
End of year			$ 413,781	

Sales Tax Custodial Fund			Totals		
Original and Final Budget	Actual	Variance	Original and Final Budget	Actual	Variance
$ -	$ -	$ -	$ -	$ -	$ -
-	-	-	10,020	10,760	740
-	-	-	17,643	19,780	2,137
1,000	4,209	3,209	3,500	7,137	3,637
-	-	-	11,000	24,202	13,202
20,938	22,018	1,080	36,586	27,991	(8,595)
217,586	242,501	24,915	540,265	595,248	54,983
1,523,536	1,710,177	186,641	1,715,912	1,923,736	207,824
-	-	-	103,358	101,839	(1,519)
1,763,060	1,978,905	215,845	2,438,284	2,710,693	272,409
1,763,060	1,978,905	215,845	1,770,560	2,005,762	235,202
-	-	-	430,387	434,728	4,341
-	-	-	11,547	11,547	-
-	-	-	17,643	-	(17,643)
-	-	-	10,020	10,760	740
-	-	-	19,493	17,723	(1,770)
-	-	-	-	21	21
-	-	-	18,151	8,617	(9,534)
-	-	-	18,369	17,778	(591)
1,763,060	1,978,905	215,845	2,296,170	2,506,936	210,766
$ -	$ -	$ -	$ 142,114	$ 203,757	$ 61,643

	$ -	$	203,757
	-		(145,138)
	-		58,619
	-		355,162
	$ -	$	413,781

B. DEBT SERVICE FUND

Debt Service Fund Accounts:

*2000A**—to account for transfers received, investment income and principal and interest payments made for 2000A general obligation bonds.

*2001A**—to account for transfers received, investment income and principal and interest payments made for 2001A general obligation bonds.

*2002A**—to account for transfers received, investment income and principal and interest payments made for 2002A general obligation bonds.

*2003A**—to account for transfers received, investment income and principal and interest payments made for 2003A general obligation bonds.

2003B—to account for transfers received, investment income and principal and interest payments made for 2003B refunding general obligation bonds.

*2004A**—to account for transfers received, investment income and principal and interest payments made for 2004A refunding general obligation bonds.

2005B—to account for transfers received, investment income and principal and interest payments made for 2005B refunding general obligation bonds.

2010B—to account for transfers received, investment income and principal and interest payments made for 2010B general obligation bonds.

2016A—to account for transfers received, investment income and principal and interest payments made for 2016A general obligation bonds.

*2017A**—to account for transfers received, investment income and principal and interest payments made for 2017 refunding general obligation bonds.

2018B—to account for transfers received, investment income and principal and interest payments made for 2018B general obligation bonds.

2021A—to account for transfers received, investment income and principal and interest payments made for 2021 refunding general obligation bonds.

2025A—to account for transfers received, investment income and principal and interest payments made for 2021 refunding general obligation bonds.

*Strategic Capital Improvement Program (SCIP) Bonds

REGIONAL TRANSPORTATION AUTHORITY

COMBINING BALANCE SHEET SCHEDULE–DEBT SERVICE FUND ACCOUNTS
December 31, 2025
(In Thousands)

	2000A	2001A	2002A	2003A	2003B	2004A
ASSETS:						
Cash and investments	$ 10,499	$ 3,784	$ 6,074	$ 9,855	$ 4,452	$ 8,579
Total assets	$ 10,499	$ 3,784	$ 6,074	$ 9,855	$ 4,452	$ 8,579
LIABILITIES:						
Accrued items	$ -	$ -	$ -	$ -	$ -	$ -
FUND BALANCES:						
Restricted for debt service	10,499	3,784	6,074	9,855	4,452	8,579
TOTAL LIABILITIES AND FUND BALANCES	$ 10,499	$ 3,784	$ 6,074	$ 9,855	$ 4,452	$ 8,579

(Continued)

REGIONAL TRANSPORTATION AUTHORITY

COMBINING BALANCE SHEET SCHEDULE–DEBT SERVICE FUND ACCOUNTS (Continued)
December 31, 2025
(In Thousands)

	2010B	2016A	2017A	2018B	2021A	2025A	Total
ASSETS:							
Cash and investments	$ 20,328	$ 7,664	$ 32,664	$ 2,436	$ 2,210	$ 1,713	$ 110,258
Total assets	$ 20,328	$ 7,664	$ 32,664	$ 2,436	$ 2,210	$ 1,713	$ 110,258
LIABILITIES:							
Accrued items	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FUND BALANCES:							
Restricted for debt service	20,328	7,664	32,664	2,436	2,210	1,713	110,258
TOTAL LIABILITIES AND FUND BALANCES	$ 20,328	$ 7,664	$ 32,664	$ 2,436	$ 2,210	$ 1,713	$ 110,258

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE – DEBT SERVICE FUND ACCOUNTS
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	1997	1999	2000 A	2001 A
REVENUE:				
Investment income	$ -	$ 4	$ 22	$ 8
Total revenue	-	4	22	8
EXPENDITURES:				
Debt Service - principal	-	4,220	13,520	4,750
Debt Service - interest	-	127	6,174	2,367
Other debt related costs	-	-	-	-
Total expenditures	-	4,347	19,694	7,117
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	-	(4,343)	(19,672)	(7,109)
OTHER FINANCING SOURCES (USES):				
Issuance of debt				
Transfers in/(out) - CPF	(2)	26	-	-
Transfers in/(out) - GF	-	1,534	13,984	4,897
Transfers in/(out) - GF	-	97	5,709	2,215
Total other financing sources (uses)	(2)	1,657	19,693	7,112
NET CHANGE IN FUND BALANCES	(2)	(2,686)	21	3
FUND BALANCES:				
Beginning of year	2	2,686	10,478	3,780
End of year	$ -	$ -	$ 10,499	$ 3,783

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE – DEBT SERVICE FUND ACCOUNTS (Continued)
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	2001 B	2002 A	2003 A	2003 B
REVENUE:				
Investment income	$ -	$ 13	$ 21	$ 62
Total revenue	-	13	21	62
EXPENDITURES:				
Debt Service - principal	-	7,205	11,205	6,430
Debt Service - interest	-	4,247	7,435	3,917
Total expenditures	-	11,452	18,640	10,347
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	-	(11,439)	(18,619)	(10,285)
OTHER FINANCING SOURCES (USES):				
Issuance of debt				
Transfers in/(out) - CPF	(2)	-	-	(251)
Transfers in/(out) - GF	-	7,434	11,527	6,653
Transfers in/(out) - GF	-	4,016	7,103	3,819
Total other financing sources (uses)	(2)	11,450	18,630	10,221
NET CHANGE IN FUND BALANCES	(2)	11	11	(64)
FUND BALANCES:				
Beginning of year	2	6,063	9,844	4,517
End of year	$ -	$ 6,074	$ 9,855	$ 4,453

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE – DEBT SERVICE FUND ACCOUNTS (Continued)
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	2004A	2005 B	2010 B
REVENUE:			
Investment income	$ 313	$ 7	$ 800
Other revenues	-	-	1,939
Total revenue	313	7	2,739
EXPENDITURES:			
Debt Service - principal	10,535	10,105	7,400
Debt Service - interest	7,373	165	5,857
Other debt related costs	-	31	-
Total expenditures	17,908	10,301	13,257
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(17,595)	(10,294)	(10,518)
OTHER FINANCING SOURCES (USES):			
Issuance of debt			
Transfers in/(out) - GF	-	31	-
Transfers in/(out) - CPF	(26)	251	
Transfers in/(out) - GF	10,894	3,674	7,553
Transfers in/(out) - GF	7,057	126	1,637
Total other financing sources (uses)	17,925	4,082	9,190
NET CHANGE IN FUND BALANCES	330	(6,212)	(1,328)
FUND BALANCES:			
Beginning of year	8,249	6,212	21,656
End of year	$ 8,579	$ -	$ 20,328

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE – DEBT SERVICE FUND ACCOUNTS (Continued)
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	2016A	2017A	2018B	2021A	2025A	Total
REVENUE:						
Investment income	$ 336	$ 999	$ 128	$ 92	$ 52	$ 2,857
Other revenues	-	-	-	-	-	1,939
Total revenue	336	999	128	92	52	4,796
EXPENDITURES:						
Debt Service - principal	2,155	18,120	2,815	3,030	-	101,490
Debt Service - interest	3,556	6,079	5,597	2,296	3,557	58,747
Other debt related costs	-	-	-	-	624	655
Total expenditures	5,711	24,199	8,412	5,326	4,181	160,892
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(5,375)	(23,200)	(8,284)	(5,234)	(4,129)	(156,096)
OTHER FINANCING SOURCES (USES):						
Transfers in/(out) - GF	(305)	-	(81)	(1)	-	(387)
Transfers in/(out) - GF	-	-	-	-	627	658
Transfers in/(out) - CPF	93	-	295	-	1,888	2,272
Transfers in/(out) - GF	2,225	18,734	2,907	3,087	1,063	96,166
Transfers in/(out) - GF	3,362	4,595	5,160	2,194	2,264	49,354
Total other financing sources (uses)	5,375	23,329	8,281	5,280	5,842	148,063
NET CHANGE IN FUND BALANCES	-	129	(3)	46	1,713	(8,033)
FUND BALANCES:						
Beginning of year	7,664	32,535	2,439	2,164	-	118,291
End of year	$ 7,664	$ 32,664	$ 2,436	$ 2,210	$ 1,713	$ 110,258

C. CAPITAL PROJECTS FUND

Capital Projects Fund Account:

Non-SCIP Bonds—to account for bond sale proceeds, investment income earned and related non-SCIP investment income capital grants made to the Service Boards as expenditures are incurred.

REGIONAL TRANSPORTATION AUTHORITY

COMBINING BALANCE SHEET SCHEDULE
CAPITAL PROJECTS FUND ACCOUNT
DECEMBER 31, 2025
(In Thousands)

	Non-SCIP Bonds
ASSETS:	
Cash and investments	$ 134,973
Accrued interest	-
TOTAL ASSETS	$ 134,973
LIABILITIES:	
Due to Service Boards	$ 5,801
TOTAL LIABILITIES	5,801
FUND BALANCE:	
Restricted—capital projects	129,172
TOTAL LIABILITIES AND FUND BALANCE	$ 134,973

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - CAPITAL PROJECTS FUND ACCOUNT
YEAR ENDED DECEMBER 31, 2025
(In Thousands)

	Non-SCIP Bonds
REVENUES:	
Investment income	$ 2,701
Total revenues	2,701
EXPENDITURES:	
Capital grants—bonds	13,336
Total expenditures	13,336
Deficiency of revenues over expenditures	(10,635)
OTHER FINANCING USES:	
Bond proceeds	134,413
Transfer out	(2,277)
Total other financing uses	132,136
NET CHANGE IN FUND BALANCE	121,501
FUND BALANCE:	
Beginning of year	7,671
End of year	$ 129,172

STATISTICAL SECTION
(UNAUDITED)

CONTENTS

Financial Trends (Tables 1, 2, 3, 4)

An analysis of Net Position by component, Change in Net Position, Governmental Fund Balances and Change in Fund Balances presented as an indicator of RTA's financial performance and to show the overall change in financial position over time.

Revenue and Expense Capacity (Tables 5, 6, 7)

Revenues and expenditures presented in the following tables include the activities in the government-wide and fiduciary fund statements. Additions to and disbursements from the Sales Tax Custodial Fund are considered to be revenues and expenditures, respectively, for the purpose of presentation in these tables. The schedules show the overall distribution of expenses and revenues by source over the past 10 years, the breakout of revenues by county and the federal allocation of capital funds.

Debt Capacity (Tables 8, 9, 10, 11, 12)

Schedules in this section provide an overview of RTA's general obligation bonds (SCIP versus Non-SCIP) outstanding balances as of December 31, 2025 and a 10-year analysis of the debt service requirement to revenues and expenses. This schedule also discloses lease and subscription liabilities.

Demographic and Economic Information (Tables 13, 14, 15)

Schedules in this section provide economic information on the population and the ten largest employers in the six-county area to help readers understand the environment within which the RTA's financial activities take place.

Operating Information (Tables 16, 17, 18)

Schedules in this section provide various statistics on passenger services offered by the Service Boards for fiscal year 2025, a look at system ridership over the last ten years and the RTA's full-time employees by function over the last five years.

TABLE 1

REGIONAL TRANSPORTATION AUTHORITY
NET POSITION BY COMPONENT
LAST TEN YEARS
(In Thousands)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Governmental activities—										
Net investment in capital assets	$ 3,590	$ 2,786	$ 2,697	$ 3,426	$ 7,558	$ 5,670	3,691	$ 2,476	$ 735	$ 428
Restricted Net Position	-	313,657	212,862	178,078	403,249	116,445	105,977	109,067	100,216	239,626
Unrestricted Net Position	(1,663,594)	(1,869,411)	(1,656,321)	(1,532,704)	(1,665,096)	(1,203,115)	(1,042,014)	(897,133)	(750,119)	(744,736)
Total Net Position—										
Governmental Activities	$ (1,660,004)	$ (1,552,968)	$ (1,440,762)	$ (1,351,200)	$ (1,254,289)	$ (1,081,000)	$ (932,346)	$ (785,590)	$ (649,168)	$ (504,682)
Business-type activities—										
Unrestricted Net Position	$ 26,549	$ 25,203	$ 23,130	$ 21,064	$ 22,692	$ 20,496	$ 21,338	$ 23,041	$ 25,289	$ 27,561
Total Net Position—										
Business-Type Activities	$ 26,549	$ 25,203	$ 23,130	$ 21,064	$ 22,692	$ 20,496	$ 21,338	$ 23,041	$ 25,289	$ 27,561
Primary government—										
Net investment in capital assets	$ 3,590	$ 2,786	$ 2,697	$ 3,426	$ 7,558	$ 5,670	$ 3,691	$ 2,476	$ 735	$ 428
Restricted Net Position	-	313,657	212,862	178,078	403,249	116,445	105,977	109,067	100,216	239,626
Unrestricted Net Position	(1,637,045)	(1,530,551)	(1,633,191)	(1,511,640)	(1,642,404)	(1,182,619)	(1,020,676)	(874,092)	(724,830)	(717,175)
Total Net Position—										
Primary government	$ (1,633,455)	$ (1,214,108)	$ (1,417,632)	$ (1,330,136)	$ (1,231,597)	$ (1,060,504)	$ (911,008)	$ (762,549)	$ (623,879)	$ (477,121)

TABLE 2

REGIONAL TRANSPORTATION AUTHORITY
CHANGE IN NET POSITION
LAST TEN YEARS
(In Thousands)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
EXPENSES:										
Governmental activities:										
Financial assistance to Service Boards	$ 225,231	$ 216,457	$ 218,240	$ 227,969	$ 212,613	$ 257,474	$ 294,582	$ 355,818	$ 374,239	$ 434,728
Administration capital grants										
Discretionary	207	583	1,238	472	1,007	897	179	-	-	-
Bonds	213,155	245,937	192,831	136,203	113,369	416,039	425,258	518,060	517,672	382,396
IDOT Capital Grant - PACE (ADA)	-	-	-	-	8,395	8,395	8,395	12,949	10,888	10,760
Administration of operating grant										
Innovation, Coordination & Enhancement (ICE)	48,287	30,112	35,030	32,838	11,716	14,949	15,974	16,598	17,390	-
Service board funding	-	-	-	-	12,826	8,710	48,852	20,141	9,775	26,856
Administrative expenses	20,342	19,270	18,759	16,629	16,642	21,284	20,615	20,903	21,093	19,464
Regional and technology expenses	30,064	25,340	24,602	23,199	19,512	17,390	23,745	21,615	30,992	26,321
Interest expense	124,069	96,706	95,740	88,842	83,274	45,633	62,825	57,859	52,134	51,354
Miscellaneous	-	-	-	-	-	-	-	-	-	650
Total governmental activities	661,355	634,405	586,440	526,152	479,354	790,771	900,425	1,023,943	1,034,183	952,529
Business-type activities:										
Insurance financing	5,846	5,553	5,424	5,594	7,640	9,221	9,259	9,363	9,475	9,972
Total business-type activities	5,846	5,553	5,424	5,594	7,640	9,221	9,259	9,363	9,475	9,972
Total primary government expenses	$ 667,201	$ 639,958	$ 591,864	$ 531,746	$ 486,994	$ 799,992	$ 909,684	$ 1,033,306	$ 1,043,658	$ 962,501
REVENUES:										
General:										
Sales taxes	$ 131,623	$ 131,789	$ 137,164	$ 139,881	$ 128,279	$ 162,845	$ 174,198	$ 173,483	$ 189,652	$ 213,559
Interest on sales taxes	116	404	1,074	1,086	520	135	883	3,224	3,599	2,928
Service board funding	12,062	21,223	26,971	25,338	3,428	-	-	-	-	-
Innovation, Coordination & Enhancement (ICE)	-	-	-	-	11,716	14,949	15,974	16,598	17,390	19,780
IDOT Capital Grant - PACE (ADA)	-	-	-	-	8,395	8,395	8,395	32,536	10,888	10,760
Public Transportation Fund	250,906	217,972	215,739	225,469	212,608	257,474	294,582	313,128	317,694	352,746
General State Revenue	147,315	222,643	147,567	74,112	70,304	367,568	423,115	497,271	489,540	369,086
State assistance	130,234	130,222	129,681	129,474	127,025	127,274	125,797	117,369	108,925	101,839
Regional program reimbursement	11,483	8,633	7,038	-	-	-	-	-	-	-
Other intergovernmental revenue	-	-	22,784	-	6,181	22,584	-	-	-	-
Investment income	19,150	8,331	10,011	14,817	8,876	5,739	6,681	22,166	29,937	29,954
Other revenues	3,825	224	1,022	8,701	8,072	4,097	9,429	5,398	13,977	7,910
Transfers (out)	-	-	-	(3,164)	(9,139)	(7,000)	(9,975)	(10,474)	(10,997)	(11,547)
Total governmental activities revenues	706,714	741,441	699,051	615,714	576,265	964,060	1,049,079	1,170,699	1,170,605	1,097,015
Business-type activities:										
General:										
Investment income	53	151	352	364	129	25	126	582	717	697
Other revenues	-	-	-	-	-	-	-	10	9	-
Transfers in	4,365	4,056	2,999	3,164	9,139	7,000	9,975	10,474	10,997	11,547
Total business-type activities revenues	4,418	4,207	3,351	3,528	9,268	7,025	10,101	11,066	11,723	12,244
Total primary government revenues	711,132	745,648	702,402	619,242	585,533	971,085	1,059,180	1,181,765	1,182,328	1,109,259
Governmental activities:										
CHANGES IN NET POSITION (DEFICIT)	45,359	107,036	112,611	89,562	96,911	173,289	148,654	146,756	136,422	144,486
NET POSITION (DEFICIT):										
Beginning of year, as restated	(1,705,363)	(1,660,004)	(1,553,373)	(1,440,762)	(1,351,200)	(1,254,289)	(1,081,000)	(932,346)	(785,590)	(649,168)
End of year	(1,660,004)	(1,552,968)	(1,440,762)	(1,351,200)	(1,254,289)	(1,081,000)	(932,346)	(785,590)	(649,168)	(504,682)
Business-type activities:										
CHANGES IN NET POSITION (DEFICIT)	(1,428)	(1,346)	(2,073)	(2,066)	1,628	(2,196)	842	1,703	2,248	2,272
NET POSITION (DEFICIT):										
Beginning of year	27,977	26,549	25,203	23,130	21,064	22,692	20,496	21,338	23,041	25,289
End of year	26,549	25,203	23,130	21,064	22,692	20,496	21,338	23,041	25,289	27,561
Total primary government	$ (1,633,455)	$ (1,527,765)	$ (1,417,632)	$ (1,330,136)	$ (1,231,597)	$ (1,060,504)	$ (911,008)	$ (762,549)	$ (623,879)	$ (477,121)
CHANGE IN NET POSITION:										
Governmental activities	$ 45,359	$ 107,036	$ 112,611	$ 89,562	$ 96,911	$ 173,289	$ 148,654	$ 146,756	$ 136,422	$ 144,486
Business-type activities	(1,428)	(1,346)	(2,073)	(2,066)	1,628	(2,196)	842	1,703	2,248	2,272
Total primary government	$ 43,931	$ 105,690	$ 110,538	$ 87,496	$ 98,539	$ 171,093	$ 149,496	$ 148,459	$ 138,670	$ 146,758

TABLE 3

REGIONAL TRANSPORTATION AUTHORITY
FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN YEARS
(In Thousands)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
General Fund										
Restricted	$ -	$ 197,227	$ 91,458	$ 62,970	$ -	$ -	$ -	$ -	$ -	$ -
Committed	212,310	216,788	218,006	215,148	106,304	107,800	179,818	214,458	237,499	206,348
Assigned	15,808	17,706	21,926	25,315	29,692	26,719	42,659	38,562	47,563	82,167
Unassigned	(17,610)	(70,437)	(63,916)	(63,933)	112,542	90,646	43,036	48,934	70,100	125,266
Total general fund balances	$ 210,508	$ 361,284	$ 267,474	$ 239,500	$ 248,538	$ 225,165	$ 265,513	$ 301,954	$ 355,162	$ 413,781
All other governmental funds										
Restricted	$ 122,938	$ 145,172	$ 150,468	$ 142,431	$ 141,372	$ 139,713	$ 127,603	$ 129,072	$ 118,289	$ 239,626
Committed	120,443	98,972	220,633	153,967	110,057	59,854	46,782	36,188	7,671	-
Total all other governmental funds	$ 243,381	$ 244,144	$ 371,101	$ 296,398	$ 251,429	$ 199,567	$ 174,385	$ 165,260	$ 125,960	$ 239,626

TABLE 4

REGIONAL TRANSPORTATION AUTHORITY
CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN YEARS
(In Thousands)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
REVENUES:										
Sales taxes	$ 131,623	$ 131,789	$ 137,164	$ 139,881	$ 128,279	$ 162,845	$ 174,198	$ 173,483	$ 189,652	$ 213,559
Interest on sales taxes	116	404	1,074	1,086	520	135	883	3,224	3,599	2,928
Public Transportation Fund	221,621	212,643	215,739	225,469	212,608	257,474	294,582	313,128	317,694	352,746
General State Revenue	147,314	222,643	147,567	74,112	70,304	367,568	423,115	497,271	489,540	369,086
Innovation, Coordination, & Enhancement (ICE)	12,062	12,070	12,539	12,764	11,716	14,949	15,974	16,598	17,390	19,780
IDOT State Grant - PACE (ADA)	3,825	3,825	7,975	8,395	8,395	8,395	8,395	32,536	10,889	10,760
Pace ADA 2012 Surplus Refund	29,285	5,328	6,457	4,179	-	-	-	-	-	-
State assistance	65,118	130,231	130,215	129,146	129,800	189,399	125,797	117,369	108,925	101,839
Intergovernmental	-	-	29,822	-	-	-	-	-	-	-
Investment income	15,769	8,331	10,011	14,817	8,876	5,739	6,681	22,166	29,937	29,954
CARES Act funding	-	-	-	-	6,181	22,584	-	-	-	-
Other revenues	10,403	14,185	1,022	8,701	11,500	4,097	9,429	5,398	13,976	7,912
Total revenues	637,136	741,449	699,585	618,550	588,179	1,033,185	1,059,054	1,181,173	1,181,602	1,108,564
EXPENDITURES:										
Financial assistance to Service Boards	225,231	216,457	218,240	227,969	212,613	257,474	294,582	355,818	375,483	434,728
Service board funding	-	-	-	-	1,898	-	41,216	20,141	9,855	26,856
Capital grants—discretionary	207	582	1,238	472	1,007	897	179	-	-	-
South Suburban Job Access Program - (PACE)	7,500	7,500	7,500	7,500	7,500	7,500	7,500	-	-	-
Innovation, Coordination, & Enhancement (ICE)	12,062	12,770	12,538	12,760	11,716	14,949	15,974	16,598	17,390	-
State General Revenue MOU	14,337	689	560	-	-	-	-	-	-	-
IDOT Cap Grant - PACE (ADA)	3,825	3,825	7,975	8,395	8,395	8,395	8,395	12,949	9,564	10,760
Capital grants—bonds	208,679	244,756	192,511	135,371	112,790	416,039	425,258	518,060	517,673	382,396
RTA Capital grants—CTA	1,058	-	-	-	-	-	-	-	-	-
RTA Capital grants—Metra	3,418	1,181	320	833	579	-	-	-	-	-
PACE ADA Surplus	10,563	5,328	6,457	4,179	3,428	1,210	139	-	-	-
Administrative	16,433	15,504	16,240	16,007	15,447	17,567	15,129	19,154	18,584	16,478
Regional	21,581	25,101	24,088	23,195	19,512	17,390	23,745	21,688	31,064	27,640
Distribution to JSIF	4,365	4,056	2,999	-	-	-	-	-	-	-
Capital outlay	1,299	262	1,387	1,973	6,172	237	345	851	174	22
Debt service:										
Principal	432,635	413,870	471,295	180,070	271,470	270,360	128,854	111,330	115,945	101,490
Interest	108,599	107,965	102,598	98,869	91,465	79,507	72,567	66,733	60,963	58,747
Debt related costs	23,026	1,524	1,568	462	980	2,303	33	61	-	655
Total expenditures	1,094,818	1,061,370	1,067,514	718,055	764,972	1,093,828	1,033,916	1,143,383	1,156,695	1,059,772
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(457,682)	(319,921)	(367,929)	(99,505)	(176,793)	(60,643)	25,138	37,790	24,907	48,792
OTHER FINANCING SOURCES (USES):										
Bond proceeds (gross)	-	-	-	-	-	-	-	-	-	-
Refunding bond proceeds (gross)	-	-	-	-	-	-	-	-	-	-
Issuance of refunding bonds	-	-	-	-	-	89,210	-	-	-	-
Payment to refunded bond escrow agent	-	-	-	-	-	(98,953)	-	-	-	-
SCIP II bond proceeds (gross)	-	-	-	-	-	-	-	-	-	-
Other financing sources (premium)	11,011	30,255	11,996	-	-	2,184	-	-	-	5,040
Note proceeds	-	-	-	-	-	-	-	-	-	-
Debt issuance	346,720	441,205	389,080	-	150,000	-	-	-	-	130,000
Transfers out										
Capital Projects Fund	(6,459)	(599)	(9,141)	(10,900)	(4,432)	-	-	-	-	(2,277)
Debt Service Fund	(160,403)	(250,000)	-	-	-	-	(36)	(302)	(301)	(388)
General Fund	(373,934)	(319,792)	(318,077)	(259,764)	(215,342)	(360,792)	(194,348)	(182,683)	(172,018)	(157,100)
Joint Self-Insurance Fund	-	-	-	-	-	-	-	-	-	-
Capital Projects Fund	-	-	-	-	-	(663)	(1,401)	(1,584)	(1,940)	-
Transfers in										
Capital Projects Fund	-	-	-	-	-	663	1,401	1,584	1,940	-
Debt Service Fund	380,393	320,391	327,218	267,500	210,636	353,760	184,373	172,209	161,021	147,830
General Fund	160,403	250,000	-	-	-	-	36	302	301	388
Total other financing (uses) sources	357,731	471,460	401,076	(3,164)	140,862	(14,591)	(9,975)	(10,474)	(10,997)	123,493
NET CHANGE IN FUND BALANCES	$ (99,951)	$ 151,539	$ 33,147	$ (102,669)	$ (35,931)	$ (75,234)	$ 15,163	$ 27,316	$ 13,910	$ 172,285
Debt Service as a percentage of noncapital expenditures	49.52%	49.20%	53.86%	38.78%	47.85%	32.00%	19.49%	15.59%	15.31%	15.12%

Table 5

RTA REVENUE BY SOURCE

2016-2025

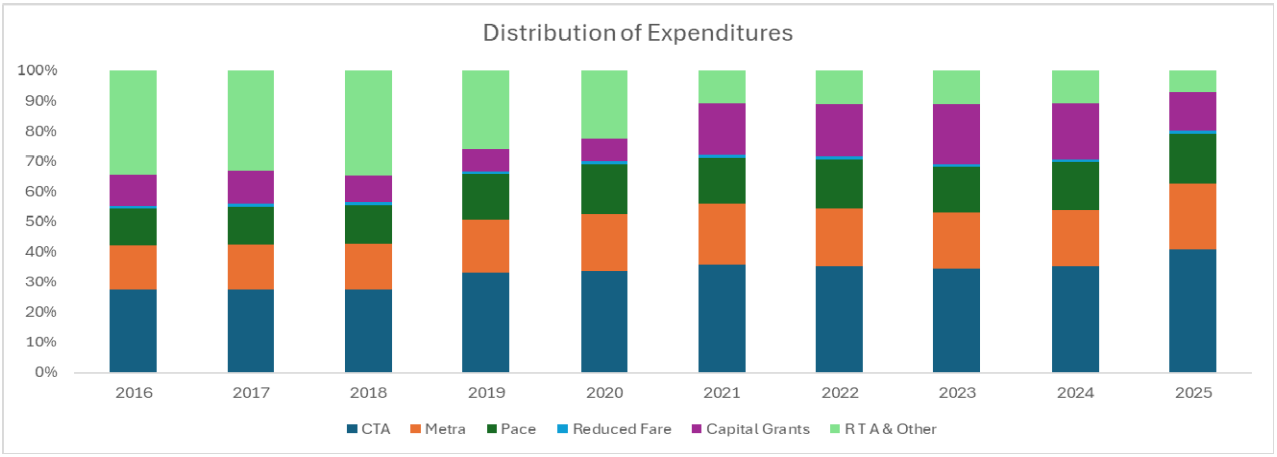
Last Ten Years *(In Thousands)*

	Sales Tax	Public Transportation Fund	Reduced Fare	Other	Total
12 Months Ended 12/31/16	1,185,182	382,748	17,570	335,398	1,920,898
Percentage of Total	61.70%	19.93%	0.91%	17.46%	100%
12 Months Ended 12/31/17	1,185,987	362,647	17,570	380,963	1,947,167
Percentage of Total	60.91%	18.62%	0.90%	19.56%	100%
12 Months Ended 12/31/18	1,232,011	368,367	16,692	306,944	1,924,014
Percentage of Total	64.03%	19.15%	0.87%	15.95%	100%
12 Months Ended 12/31/19	1,254,161	381,989	17,570	233,541	1,887,261
Percentage of Total	66.45%	20.24%	0.93%	12.37%	100%
12 Months Ended 12/31/20	1,151,158	358,393	17,570	304,647	1,831,768
Percentage of Total	62.84%	19.57%	0.96%	16.63%	100%
12 Months Ended 12/31/21	1,468,807	437,268	17,570	535,752	2,459,397
Percentage of Total	59.72%	17.78%	0.71%	21.78%	100%
12 Months Ended 12/31/22	1,569,566	499,587	17,570	574,558	2,661,281
Percentage of Total	58.98%	18.77%	0.66%	21.59%	100%
12 Months Ended 12/31/23	1,630,883	521,111	18,317	675,567	2,845,878
Percentage of Total	57.31%	18.31%	0.64%	23.74%	100%
12 Months Ended 12/31/24	1,708,657	531,316	20,017	662,048	2,922,038
Percentage of Total	58.47%	18.18%	0.69%	22.66%	100%
12 Months Ended 12/31/25	1,943,516	595,247	22,018	518,997	3,079,778
Percentage of Total	63.11%	19.33%	0.71%	16.85%	100%

Note: Amounts above include revenues from the General Fund and the Custodial Fund

Table 6

2016-2025



Last Ten Years *(In Thousands)*

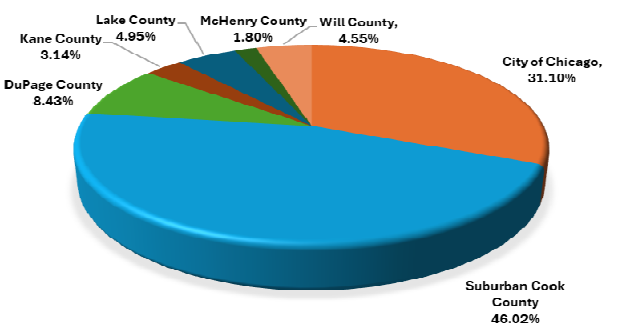
	Financial Assistance				Reduced	Capital	R T A	
	CTA	Metra	Pace	Total	Fare	Grants	and Other	Total
12 Months Ended 12/31/16	642,155	336,898	287,674	1,266,728	17,570	242,086	806,311	2,332,695
Percentage of Total	27.53%	14.44%	12.33%	54.30%	0.75%	10.38%	34.57%	100%
12 Months Ended 12/31/17	630,467	339,865	288,253	1,258,585	17,570	256,362	758,542	2,291,059
Percentage of Total	27.52%	14.83%	12.58%	54.93%	0.77%	11.19%	33.11%	100%
12 Months Ended 12/31/18	650,167	352,502	303,207	1,305,876	16,692	209,061	819,100	2,350,729
Percentage of Total	27.66%	15.00%	12.90%	55.55%	0.71%	8.89%	34.84%	100%
12 Months Ended 12/31/19	666,766	355,446	307,272	1,329,484	17,570	149,249	524,696	2,020,999
Percentage of Total	32.99%	17.59%	15.20%	65.78%	0.87%	7.38%	25.96%	100%
12 Months Ended 12/31/20	606,757	347,126	299,038	1,252,921	17,570	138,313	408,815	1,817,619
Percentage of Total	33.38%	19.10%	16.45%	68.93%	0.97%	7.61%	22.49%	100%
12 Months Ended 12/31/21	776,857	438,818	332,812	1,548,487	17,570	376,964	235,129	2,178,150
Percentage of Total	35.67%	20.15%	15.28%	71.09%	0.81%	17.31%	10.79%	100%
12 Months Ended 12/31/22	858,359	462,619	394,215	1,715,193	17,570	422,066	271,934	2,426,763
Percentage of Total	35.37%	19.06%	16.24%	70.68%	0.72%	17.39%	11.21%	100%
12 Months Ended 12/31/23	897,834	480,427	398,773	1,777,034	18,317	520,495	291,019	2,606,865
Percentage of Total	34.44%	18.43%	15.30%	68.17%	0.70%	19.97%	11.16%	100%
12 Months Ended 12/31/24	945,100	502,997	428,708	1,876,805	20,017	500,202	293,517	2,690,541
Percentage of Total	35.13%	18.70%	15.93%	69.76%	0.74%	18.59%	10.91%	100%
12 Months Ended 12/31/25	1,166,660	635,490	475,424	2,277,574	22,018	369,060	206,905	2,875,557
Percentage of Total	40.57%	22.10%	16.53%	79.20%	0.77%	12.83%	7.20%	100%

Note: Amounts above include expenditures from the General Fund and the Custodial Fund

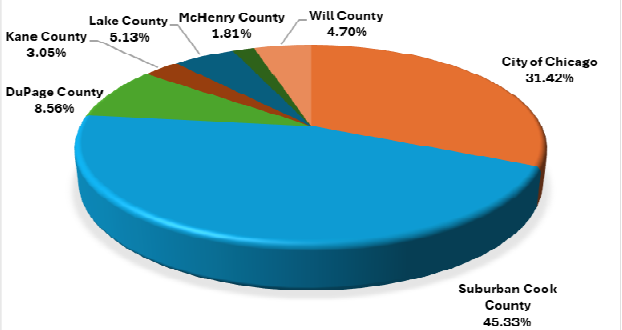
Table 7

SALES TAX REVENUE SOURCE BY COUNTY/CITY OF CHICAGO

2024



2025



Last Ten Years *(In Thousands)*

	City of Chicago	Suburban Cook County	DuPage County	Kane County	Lake County	McHenry County	Will County	Total
12 Months Ended 12/31/16	368,589	546,376	102,966	35,476	63,521	20,801	47,453	1,185,182
Percentage of Total	31.10%	46.10%	8.69%	2.99%	5.36%	1.76%	4.00%	100%
12 Months Ended 12/31/17	365,311	548,955	103,254	36,047	63,041	20,976	48,403	1,185,987
Percentage of Total	30.80%	46.29%	8.70%	3.04%	5.32%	1.77%	4.08%	100%
12 Months Ended 12/31/18	380,082	572,126	105,460	37,452	64,929	21,507	50,455	1,232,011
Percentage of Total	30.85%	46.44%	8.56%	3.04%	5.27%	1.75%	4.10%	100%
12 Months Ended 12/31/19	390,709	580,259	107,848	37,876	62,748	21,895	52,826	1,254,161
Percentage of Total	31.15%	46.27%	8.60%	3.02%	5.00%	1.75%	4.21%	100%
12 Months Ended 12/31/20	319,612	554,640	102,676	37,302	61,586	21,400	53,942	1,151,158
Percentage of Total	27.76%	48.18%	8.92%	3.24%	5.35%	1.86%	4.69%	100%
12 Months Ended 12/31/21	429,301	693,634	127,919	46,466	75,601	26,670	69,216	1,468,807
Percentage of Total	29.23%	47.22%	8.71%	3.16%	5.15%	1.82%	4.71%	100%
12 Months Ended 12/31/22	476,052	724,659	137,054	49,468	82,051	27,864	72,418	1,569,566
Percentage of Total	30.33%	46.17%	8.73%	3.15%	5.23%	1.78%	4.61%	100%
12 Months Ended 12/31/23	499,478	751,449	139,631	50,494	84,234	28,918	76,679	1,630,883
Percentage of Total	30.63%	46.08%	8.56%	3.10%	5.16%	1.77%	4.70%	100%
12 Months Ended 12/31/24	531,429	786,399	143,991	53,697	84,577	30,737	77,827	1,708,657
Percentage of Total	31.10%	46.02%	8.43%	3.14%	4.95%	1.80%	4.55%	100%
12 Months Ended 12/31/25	610,707	881,079	166,348	59,216	99,663	35,122	91,381	1,943,516
Percentage of Total	31.42%	45.33%	8.56%	3.05%	5.13%	1.81%	4.70%	100%

Note: Amounts above include revenues from the General Fund and the Custodial Fund

Table 8

Ratios of Outstanding Debt by Type
Last Ten Fiscal Years
(dollars in thousands, except per capita)

	Governmental Activities							
Fiscal Year	**General Obligation Bonds [a]**	**Working Cash Notes [a]**	**Lease and Subscription**	**Unamortized Premiums**	**Total Primary Government**	**Percentage of Sales Tax**	**Percentage of Personal Income [b]**	**Per Capita [b]**
2016	$ 1,897,830	$ 150,000	$ -	$ -	$ 2,047,830	57.88	0.31	16
2017	2,075,165	-	-	-	2,075,165	57.00	0.31	16
2018	1,842,950	150,000	-	121,378	2,114,328	58.52	0.29	17
2019	1,662,880	150,000	-	112,720	1,925,600	65.13	0.26	15
2020	1,691,410	-	-	105,348	1,796,758	65.61	0.23	14
2021	1,423,035	-	-	66,001	1,489,036	98.64	0.18	12
2022	1,295,734	-	15,246	57,749	1,368,729	115.83	0.16	11
2023	1,184,405	-	12,718	50,134	1,247,257	130.29	0.14	10
2024	1,068,460	-	12,048	42,889	1,123,397	153.63	0.16	9
2025	1,096,970	-	10,385	41,213	1,148,568	152.10	0.16	9

Note:

[a] Details regarding the Authority's outstanding debt can be found in the notes to the financial statements.
[b] See Table 14 for personal income and population data. These ratios are calculated using personal income and population for the prior calendar year.

Table 9

LEGAL DEBT CAPACITY

(In Thousands)

2025

Legal Debt Margin:		Balance Outstanding at December 31, 2025	Issued	Working Cash Notes	Total
Debt Limitation per Act for General Obligations					
Debt applicable to limitation :					$ 800,000
Non-SCIP Bonds:					
2003B	General Obligation Bonds	$ 65,645			
2010B	General Obligation Bonds	91,500			
2016A	General Obligation Bonds	79,455			
2018B	General Obligation Bonds	122,045			
2021A	General Obligation Refunding Bonds	77,630			
2025A	General Obligation Bonds	130,000			
Total RTA Bonds Applicable to Limitation		566,275			(566,275)
SCIP Bonds*:					
1992A	General Obligation Bonds	-	$ 188,000		
1993A	General Obligation Bonds	-	55,000		
1994A	General Obligation Bonds	-	195,000		
1994C	General Obligation Bonds	-	62,000		
2000	General Obligation Bonds	81,470	260,000		
2001A	General Obligation Bonds	34,700	100,000		
2002A	General Obligation Bonds	63,580	160,000		
2003A	General Obligation Bonds	113,650	260,000		
2004A	General Obligation Bonds	124,405	260,000		
2017A	General Obligation Bonds	112,890	250,030		
Total SCIP Bonds Applicable to Limitation			$ 1,790,030		
Total SCIP Bonds Outstanding		530,695			
Total Bonds Outstanding		$ 1,096,970			
Debt Margin for General Obligations					233,725
Debt Limitation per Act for Working Cash Notes				$ 100,000	
Debt Margin for Working Cash Notes					100,000
Total Legal Debt Margin					$ 333,725

*As of December 31, 2025, the RTA has issued $1.8 billion in SCIP bonds, with total SCIP bonds outstanding of $531 million and $1.8 billion debt applicable to SCIP bond limitation.

TABLE 10

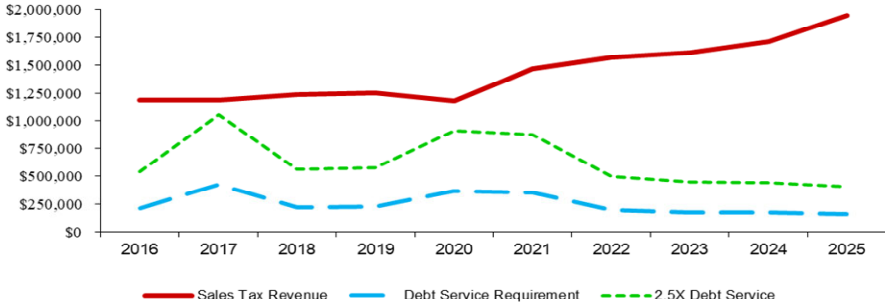
REGIONAL TRANSPORTATION AUTHORITY
LEGAL DEBT MARGIN INFORMATION
LAST TEN YEARS
(In Thousands)

	Fiscal Year									
	2016	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Debt limit for General Obligations	$ 2,600,000	$ 2,600,000	$ 2,600,000	$ 2,600,000	$ 2,600,000	$ 2,600,000	$ 2,600,000	$ 800,000	$ 800,000	$ 800,000
Total net debt applicable to limit	2,492,950	2,440,335	2,529,790	2,461,600	2,412,830	2,371,400	2,332,705	504,490	468,210	566,275
Debt margin for General Obligations	107,050	159,665	70,210	138,400	187,170	228,600	267,295	295,510	331,790	233,725
Debt limit for Working Cash Notes	400,000	400,000	400,000	400,000	400,000	400,000	400,000	100,000	100,000	100,000
Total net debt applicable to limit	150,000	300,000	200,000	150,000	150,000	-	-	-	-	-
	250,000	100,000	200,000	250,000	250,000	400,000	400,000	100,000	100,000	100,000
Legal debt margin	$ 357,050	$ 259,665	$ 270,210	$ 388,400	$ 437,170	$ 628,600	$ 667,295	$ 395,510	$ 431,790	$ 333,725
Total legal debt margin as a percentage of debt limit	11.90%	8.66%	9.01%	12.95%	14.57%	14.57%	22.24%	43.95%	47.98%	37.08%

Table 11

COMPARISON OF SALES TAX REVENUE
TO DEBT SERVICE REQUIREMENT

2016 - 2025
(In Thousands)



As defined in the Bond and Note General Ordinance, ordinance 85-39, Section 909 (3), revenue test required that all RTA revenues shall equal or exceed two and one-half (2.5) times the maximum annual debt service requirements. In the graph presented above, the RTA compares 2.5 times debt service requirement to sales tax revenues, a major RTA revenue. In effect, the RTA significantly exceeds the revenue test defined in the ordinance.

Last Ten Years *(In Thousands)*

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sales Tax Revenue	$ 1,185,182	$ 1,185,987	$ 1,232,011	$ 1,254,161	$ 1,151,158	$ 1,468,807	$ 1,569,566	$ 1,630,883	$ 1,708,657	$ 1,943,516
Debt Service Requirement	214,984	421,835	223,893	228,939	362,935	350,304	199,707	178,063	176,908	160,892
2.5 Times Debt Service Requirement	537,460	1,054,588	559,733	572,348	907,338	875,760	499,268	445,158	442,270	402,230

Differences, if any, between debt service amounts presented above and amounts presented in the accompanying financial statements represent timing differences between payments made to trustees and payments made to bondholders. Also, investment income earned in the debt service accounts may lower actual cash transfers from the General Fund.

Table 12

RATIO OF ANNUAL DEBT SERVICE REQUIREMENTS
FOR GENERAL OBLIGATION BONDS TO TOTAL EXPENDITURES

Last Ten Years

(In Thousands)

	Debt Service Requirements			Total	Ratio of Debt Service to Total
Year	Principal	Interest	Total	Expenditures	Expenditures
2016	$ 106,385	$ 108,599	$ 214,984	$ 2,332,695	9.22%
2017	313,870	107,965	421,835	2,291,059	18.41%
2018	121,295	102,598	223,893	2,350,729	9.52%
2019	130,070	98,869	228,939	2,020,999	11.33%
2020	271,470	91,465	362,935	1,817,619	19.97%
2021	357,585	82,249	439,834	2,617,435	16.80%
2022	127,300	72,407	199,707	2,426,763	8.23%
2023	111,330	66,733	178,063	2,606,865	6.83%
2024	115,945	60,963	176,908	2,690,541	6.58%
2025	101,490	58,747	160,237	2,875,557	5.57%

Table 13

FEDERAL ALLOCATION OF CAPITAL FUNDS
TO NORTHEASTERN ILLINOIS

Last Ten Calendar Years

Sections 5309, 5307/5340, 5337 and Title 1 including CMAQ and STP (Formerly Section 3, 9, & 23, respectively)

Federal Fiscal Year	Total Awarded	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division
2016	$ 528.31	$ 295.30	$ 190.69	$ 42.32
2017**	504.56	294.77	169.83	39.96
2018***	576.66	342.48	186.29	47.89
2019****	549.80	322.25	183.91	43.64
2020*****	524.24	303.96	178.35	41.93
2021*--	527.36	305.46	179.55	42.35
2022*---	734.03	422.72	252.98	58.33
2023	810.76	469.05	280.89	60.82
2024	741.98	415.81	251.39	74.78
2025	758.60	431.59	273.21	53.80
Total	$ 6,256.30	$ 3,603.39	$ 2,147.09	$ 505.82

Source of data: Information obtained from the Service Boards' records.

** 2015 data includes $557.00 TIFIA funding for CTA. Out of $557.00 applied for, CTA received $374.90*
*** 2017 data includes $5.18M of reprogrammed CTA federal formula funds, $0.06M additional Metra federal formula funds and $0.01M additional Pace federal formula funds*
**** 2018 data includes reprogrammed federal formula funds: $0.13M for CTA, $0.26M for Metra, and $0.02M for Pace; for a total of $0.41M of reprogrammed federal formula funds*
***** 2019 data includes reprogrammed federal formula funds: $8.5M for CTA, and $0.41M for Pace; for a total of $8.91M*
******2020 includes reprogrammed federal formula funds: $0.17M for Metra*
**- -2021 data included reprogrammed federal formula funds: $0.18M for Metra and $0.21M for Pace for a total of $0.39M*
**- - -2022 data includes reprogrammed formula funds: $.03M for Pace and $5.2 for Metra for a total of $5.23M*

Table 14

REGIONAL TRANSPORTATION AUTHORITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS

Fiscal Year	Population [1]	Personal Income (in thousands)	Per Capita Personal Income	Unemployment Rate [2]
2016	12,801,539	$ 666,935,503	$ 52,098	5.9%
2017	12,802,023	676,053,010	52,808	4.9%
2018	12,741,080	725,393,900	56,933	4.3%
2019	12,671,821	746,819,600	58,935	4.0%
2020	12,587,530	792,728,900	62,977	9.5%
2021	12,671,469	850,196,600	67,095	6.1%
2022	12,582,032	865,923,300	68,822	4.6%
2023	12,812,508	883,241,766	68,936	3.6%
2024	12,710,158	954,235,700	74,197	4.8%
2025	12,719,141	1,003,610,000	77,772	5.0%

(1) Source: Bureau of Economic Analysis U.S. Department of Commerce
(2) Source: Bureau of Labor Statistics Data U.S. Department of Labor

TABLE 15

REGIONAL TRANSPORTATION AUTHORITY
PRINCIPAL EMPLOYERS

	CURRENT YEAR 2025				Ten Years Ago 2016		
Employer [1]	**Employees**	**Rank**	**% of Total Regional Employment**	**Employer** [1]	**Employees**	**Rank**	**% of Total Regional Employment**
United States Government	52,157	1	1.26%	United States Government	42,663	1	0.98%
Chicago Public Schools	44,786	2	1.08%	Chicago Public Schools	35,862	2	0.82%
Amazon	33,247	3	0.80%	City of Chicago	30,754	3	0.71%
City of Chicago	32,465	3	0.78%	Cook County	20,716	4	0.48%
Advocate Health Care	30,751	5	0.74%	Advocate Health Care	18,930	5	0.44%
Northwestern Memorial Healthcare	29,434	6	0.71%	University of Chicago	16,374	6	0.38%
University of Chicago	22,287	7	0.54%	Northwestern Memorial Healthcare	15,747	7	0.36%
Endeavor Health	21,134	8	0.51%	JP Morgan Chase & Co	15,229	8	0.35%
Cook County	20,323	9	0.49%	United Continental Holdings Inc	15,157	9	0.34%
United Airlines	14,000	10	0.34%	State of Illinois	13,524	10	0.31%
Total	300,584		7.26%		224,956		5.17%

Note: RTA service area includes Cook and the five collar Counties.
The information obtained from the sources below has been adjusted to reflect only employers from these areas.

(1) Crain's Chicago Business

Table 16

RTA & SERVICE BOARDS OPERATING CHARACTERISTICS

2025

Chicago Transit Authority

Rapid Transit

- *8* rail lines
- *146* stations served
- *1,564* rapid transit cars
- *135.2* million riders per year
- *1,746* STO* positions

Motor Bus

- *127* bus routes
- *1,966* buses
- *184.0* million riders per year
- *3,906* STO* positions

CTA Totals

- *775.1* million rail passenger miles per year
- *472.1* million bus passenger miles per year
- *135.2* million vehicle revenue miles per year
- *5,259* Non-STO* positions

*STO is scheduled transit operators. This classification includes bus operators, motormen, conductors, and customer assistants.

Metra Commuter Rail Division*

Commuter Rail

- *11* rail lines
- *488* route miles
- *1,155* miles of track
- *243* stations
- *193* locomotives
- *860* diesel passenger cars
- *170* electric passenger cars
- *692* weekday trains operated
- *37.9* million riders per year
- *4,311* full-time employees
- *839.6* million passenger miles per year
- *44.0* million vehicle revenue miles per year

*All data excludes NICTD South Shore

Pace Suburban Bus Division

Fixed Route Bus

- *133* regular routes
- *0* feeder routes
- *0* shuttle routes
- *517* vehicles in use during peak periods
- *17.1* million riders per year
- *608* Pace-owned buses
- *1,949* full-time employees

ADA Paratransit

- *548* Pace-owned lift-equipped vehicles in service
- *6.5* million riders per year
- *47* full-time employees

Demand-Response

- *41* local services
- *135* Pace-owned lift-equipped vehicles in service
- *125* communities served
- *0.7* million riders per year

Vanpool

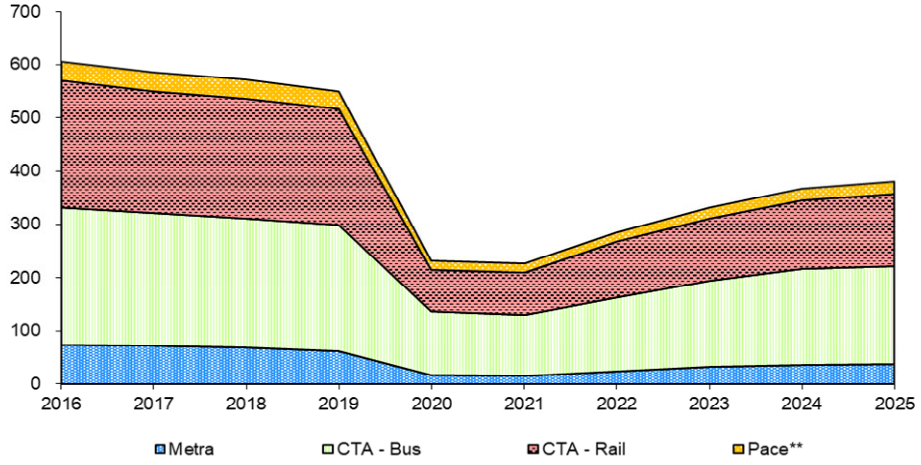
- *424* vanpool vehicles in operation
- *0.5* million riders per year

Source of data: Information obtained from the Service Boards, the NTD, and RTA records.

Table 17

System Ridership and Unlinked Passenger Trips

2016-2025
(In Millions)



Last Ten Years

(In Millions)

Service Consumed:	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
CTA - Bus	259.1	249.2	242.2	237.3	121.4	117.4	140.0	161.7	181.7	184.0
CTA - Rail	238.6	230.2	225.9	218.5	76.0	78.6	103.5	117.4	127.5	135.2
Total CTA*	497.7	479.4	468.1	455.8	197.4	196.0	243.5	279.1	309.2	319.2
Metra	72.3	70.6	68.4	61.5	16.7	14.1	23.8	32.0	34.9	37.9
Pace**	35.4	35.6	34.4	32.8	17.2	16.3	18.1	20.0	22.2	23.6
System Total	605.4	585.6	570.9	550.1	231.3	226.4	285.4	331.1	366.3	380.7
Percent Change	-3.3%	-3.3%	-2.5%	-3.6%	-58.0%	-2.1%	26.1%	16.0%	10.6%	3.9%

CTA ridership includes rail-to-rail transfers.
****PACE ridership includes ADA Paratransit rides.***
Source of data: National Transit Database and Service Board reported data.

Table 18

Regional Transportation Authority
Full-time Employee by Function

Last Five Fiscal Years

	2021	2022	2023	2024	2025
Executive Office	2	2	3	3	3
Communications (1)	3	5	6	6	6
Government Affairs (2)	2	3	5	5	5
Compliance, HR, and Legal (3)	15	17	17	17	17
Finance, Innovation and Technology (4)	23	24	26	22	20
Capital Programming and Planning (5)	23	23	22	24	23
Mobility Services (6)	19	22	21	22	23
Total	**87**	**96**	**100**	**99**	**97**

Notes

(1) The Communications Department handles internal and external communications, and also oversees Agency branding and regional marketing coordination.

(2) The Government Affairs Department is responsible for development and promoting the RTA's federal, state, and local government affairs agenda for transit in the region.

(3) Compliance, HR, and Legal Department includes General Counsel, Audit, and Operations (Procurement and Facility/Office Services).

(4) Finance, Innovation and Technology Department includes Budget and Treasury, Controller, Oversight and Compliance, and Information Technology.

(5) Capital Programming and Planning Department contains two main areas: Capital Programming, Local Planning & Program Management and Planning & Market Development.

(6) Mobility Services Department staff all included as part of the regional staff and contains the following regional services: Customer Programs, ADA Paratransit Certification Program, Mobility Management, Travel Information Center, and Regional Accessibility.

Source: RTA HR records

175 W Jackson Blvd., Suite 1550
Chicago, IL 60604
312 913 3200
rtachicago.org