Special Purpose Combining Financial Statements 2024 Report

Northeastern Illinois
December 2024

Regional Transportation Authority

Regional Transportation Authority and the Service Boards

Special-Purpose Combining Financial Statements for the Year Ended December 31, 2024 and Independent Accountant's Compilation Report

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING FINANCIAL STATEMENTS

YEAR ENDED DECEMBER 31, 2024

(See Independent Accountant's Compilation Report)

Prepared by:

Department of Finance, Innovation and Technology

John Yu, CPA
Controller

and

Controller Division

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

TABLE OF CONTENTS

	Page
INDEPENDENT ACCOUNTANT'S COMPILATION REPORT	1
SPECIAL-PURPOSE COMBINING FINANCIAL STATEMENTS:	
Statement of Net Position (Deficit)	2 - 3
Statement of Revenues and Expenses and Changes in Net Position (Deficit)	4
Statement of Cash Flows	5
Notes to Special-Purpose Combining Financial Statements	6 - 74
SUPPLEMENTARY INFORMATION:	
Special-Purpose Combining Government-Wide Schedules of Revenues and Expenses	75
Special-Purpose Combining Region-Wide Schedules of Revenues and Expenses—Budget and Actual (Budgetary Basis)	76
STATISTICAL SECTION:	
RTA Revenue by Source	77
Distribution of Expenditures	78
Sales Tax Revenue Source by County/City of Chicago	79
Legal Debt Capacity	80
Comparison of Sales Tax Revenue to Debt Service Requirement	81
Ratio of Annual Debt Service Requirements for General Obligation Bonds to Total Expenditures	82
Federal Allocation of Capital Funds to Northeastern Illinois	82
RTA and Service Boards Operating Characteristics	83
System Ridership—Unlinked Passenger Trips	84
Financial Results of Purchased Services Agencies	85 - 87

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

June 4, 2026

Board of Directors
Regional Transportation Authority
175 West Jackson Boulevard, Suite 1650
Chicago, Illinois 60604

Dear Directors:

I have the pleasure to submit to you the Combining Financial Statements Report for the Regional Transportation Authority, the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division for the year ended December 31, 2024. This report fulfills the requirements of Section 4.05 of the RTA Act. This Report represents the operations of our transit system in the aggregate and not as individual components. It shows the magnitude of the resources on hand and in use for public transportation in the Northeastern Illinois Region.

The RTA's independent accountants have compiled the Combining Financial Statements Report. They have not subjected these statements to audit. The audited financial statements of each individual organization are available upon request. As always, the RTA staff acknowledges the commitment by the RTA Board and the Service Boards to fiscal responsibility, to ensure financially sound public transportation in northeastern Illinois.

Sincerely,

John H. Yu

John Yu, CPA Controller
Finance, Innovation and Technology
Regional Transportation Authority

RSM US LLP

Independent Accountant's Compilation Report

Board of Directors
Regional Transportation Authority
Chicago, Illinois

Management is responsible for the accompanying special-purpose combining financial statements of the Regional Transportation Authority and the Service Boards, which comprise the special-purpose combining statement of net position (deficit) as of December 31, 2024, and the related special-purpose combining statement of revenues and expenses and changes in net position (deficit), and special-purpose combining statement of cash flows for the year then ended, and the related notes to the special-purpose combining financial statements (collectively, the special-purpose combining financial statements), in accordance with the Regional Transportation Authority Act (RTA Act) and for determining that the requirements of the RTA Act is an acceptable financial reporting framework. We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the American Institute of Certified Public Accountants. We did not audit or review the accompanying special-purpose combining financial statements, nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on these special-purpose combining financial statements.

We draw attention to Note 1 of the special-purpose combining financial statements, which describes the basis of accounting. The financial statements are prepared in accordance with the RTA Act, which is a basis of accounting other than accounting principles generally accepted in the United States of America.

The accompanying supplementary information and statistical information, as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the special-purpose combining financial statements. The supplementary information was not subject to our compilation engagement. We do not express an opinion, a conclusion, nor provide any assurance on such information.

RSM US LLP

Chicago, Illinois
June 4, 2026

RSM US LLP is the U.S. member firm of RSM International, a global network of independent assurance, tax, and consulting firms.
Visit rsmus.com/aboutus for more information regarding RSM US LLP and RSM International.

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING STATEMENT OF NET POSITION (DEFICIT)
DECEMBER 31, 2024
(In Thousands)

	RTA Government Activities	Service Boards Business-Type Activities: Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments: Debit	Combining Adjustments: Credit	Total Combined
ASSETS:							
CURRENT ASSETS:							
Cash and investments:							
Unrestricted - cash and cash equivalents	$ 136,375	$ 495,125	$ 390,246	$ 287,340	$ -	$ -	$ 1,309,086
Restricted - cash and investments	118,289	58,623	71,238	-	-	-	248,150
Unrestricted - investments	440,001	284,684	-	-	-	-	724,685
Receivables:							
Intergovernmental receivables	231,691	-	-	-	-	-	231,691
Grant projects	-	-	167,669	2,637	-	80,288	90,018
RTA financial assistance	-	369,665	183,701	105,328	-	261,396	397,298
Other receivables	578	246,386	15,416	7,113	-	-	269,493
Accrued interest on investments	292	-	-	-	-	-	292
Materials and supplies inventory	-	22,636	51,135	15,486	-	-	89,257
Prepaid expenses and other assets	4,444	6,691	18,578	5,182	-	-	34,895
Lease receivables	-	2,293	1,719	-	-	-	4,012
Total current assets	931,670	1,486,103	899,702	423,086	-	341,684	3,398,877
Capital assets:							
Plant, property and equipment	12,764	15,749,647	9,212,454	915,885	-	-	25,890,750
Less accumulated depreciation	(11,850)	(11,242,523)	(6,233,765)	(602,654)	-	-	(18,090,792)
Capital projects in progress	-	1,106,303	523,821	27,920	-	-	1,658,044
Right to use leased asset, net of accumulated amortization	8,464	-	82,496	7,386	-	-	98,346
Right to use SBITA assets, net of accumulated depreciation	3,406	-	7,297	7,418	-	-	18,121
Total capital assets	12,784	5,613,427	3,592,303	355,955	-	-	9,574,469
Other assets:							
Prepaid insurance bonds	1,393	-	-	-	-	-	1,393
Lease receivables	43	9,107	29,986	-	-	-	39,136
Long-term Investment	-	-	36,751	-	-	-	36,751
Restricted cash and investments with Trustee	-	447,738	-	-	-	-	447,738
Total other assets	1,436	456,845	66,737	-	-	-	525,018
TOTAL ASSETS	945,890	7,556,375	4,558,742	779,041	-	341,684	13,498,364
DEFERRED OUTFLOWS OF RESOURCES:							
Deferred loss on refunding	3,413	8,613	-	-	-	-	12,026
Pension related amounts	7,042	350,949	48,470	32,906	-	-	439,367
OPEB related amounts	140	-	12,369	1,264	-	-	13,773
TOTAL DEFERRED OUTFLOWS OF RESOURCES	10,595	359,562	60,839	34,170	-	-	465,166
Total assets and deferred outflows of resources	$ 956,485	$ 7,915,937	$ 4,619,581	$ 813,211	$ -	$ 341,684	$ 13,963,530

(Continued)

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING STATEMENT OF NET POSITION (DEFICIT) (Continued)
DECEMBER 31, 2024
(In Thousands)

	RTA Government Activities	Service Boards-Business Type Activities: Chicago Transit Authority	Service Boards-Business Type Activities: Commuter Rail Division	Service Boards-Business Type Activities: Suburban Bus Division	Combining Adjustments: Debit	Combining Adjustments: Credit	Total Combined
LIABILITIES:							
CURRENT LIABILITIES:							
Accrued expenses	$ 36,268	$ 583,342	$ 207,880	$ 74,965	$ -	$ -	$ 902,455
Accrued interest payable	18,073	21,199	-	-	-	-	39,272
Intergovernmental payables	376,947	-	-	-	341,684	-	35,263
Unearned revenues	-	157,516	6,620	6,344	-	-	170,480
Current portion of all long-term liabilities	101,490	381,840	13,199	986	-	-	497,515
Total current liabilities	532,778	1,143,897	227,699	82,295	341,684	-	1,644,985
LONG-TERM LIABILITIES:							
Long-term portion of bond payable, net	1,009,859	4,335,941	-	-	-	-	5,345,800
Other long-term liabilities	33,635	2,551,191	315,297	101,757	-	-	3,001,880
Total long-term liabilities	1,043,494	6,887,132	315,297	101,757	-	-	8,347,680
TOTAL LIABILITIES	1,576,272	8,031,029	542,996	184,052	341,684	-	9,992,665
DEFERRED INFLOWS OF RESOURCES:							
Deferred gain on refunding	3,100	40,523	-	-	-	-	43,623
Pension related amounts	731	-	4,019	3,418	-	-	8,168
OPEB related amounts	220	-	13,195	4,098	-	-	17,513
Leases	41	11,400	31,610	-	-	-	43,051
TOTAL DEFERRED INFLOWS OF RESOURCES	4,092	51,923	48,824	7,516	-	-	112,355
NET POSITION (DEFICIT):							
Net investment in capital assets	735	2,491,413	3,448,709	353,508	-	-	6,294,365
Net position restricted for:							
Debt service and other obligations	100,216	59,939	-	-	-	-	160,155
Unrestricted (deficit)	(724,830)	(2,718,367)	579,052	268,135	-	-	(2,596,010)
TOTAL NET POSITION (DEFICIT)	$ (623,879)	$ (167,015)	$ 4,027,761	$ 621,643	$ 341,684	$ 341,684	$ 3,858,510

(Concluded)

See notes to special-purpose combining financial statements and independent accountant's compilation report.

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING STATEMENT OF REVENUES AND EXPENSES AND CHANGES IN NET POSITION (DEFICIT)
YEAR ENDED DECEMBER 31, 2024
(In Thousands)

	RTA Government Activities	Service Boards Business Type Activities: Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments: Debit	Combining Adjustments: Credit	Total Combined
REVENUES:							
Service Boards operating revenues	$ -	$ 393,766	222,990	$ 53,974	$ -	$ -	$ 670,730
Sales taxes	189,652	-	-	-	-	1,500,292	1,689,944
Interest on sales taxes	3,599	-	-	-	-	5,182	8,781
Public Transportation Fund	317,694	-	-	-	-	213,621	531,315
IDOT Capital Grant - PACE (ADA)	10,893	-	-	-	-	-	10,893
Innovation, Coordination & Enhancement (ICE)	17,390	-	-	-	-	-	17,390
General state revenue	489,540	-	-	-	-	-	489,540
State assistance (ASA/AFA)	108,925	-	-	-	-	-	108,925
Investment income	30,654	-	-	-	-	-	30,654
Program revenues and others	13,981	-	-	-	-	20,017	33,998
Total revenues	1,182,328	393,766	222,990	53,974	-	1,739,112	3,592,170
EXPENSES:							
Operating expenses	-	1,926,725	985,223	499,994	-	-	3,411,942
Depreciation and amortization	-	668,941	323,027	58,116	-	-	1,050,084
Financial assistance to Service Boards	377,838	-	-	-	-	377,838	-
Capital grants—bonds	517,672	-	-	-	-	512,674	4,998
IDOT Capital Grant - PACE (ADA)	9,564	-	-	-	-	9,564	-
Innovation, Coordination & Enhancement (ICE)	17,390	-	-	-	-	17,390	-
Service board funding	7,500	-	-	-	-	7,500	-
Insurance (JSIF)	9,475	-	-	-	-	-	9,475
Administrative expenses	21,093	-	-	52,252	-	-	73,345
Regional and technology expenses	30,992	-	-	-	-	3,562	27,430
Interest expense	52,134	-	-	-	-	-	52,134
Total expenses	1,043,658	2,595,666	1,308,250	610,362	-	928,528	4,629,408
OPERATING INCOME (LOSS)	138,670	(2,201,900)	(1,085,260)	(556,388)	-	2,667,640	(1,037,238)
NONOPERATING REVENUE (EXPENSE):							
RTA financial assistance	-	1,130,108	580,956	497,098	2,134,014	-	74,148
Interest expense on bond transactions	-	(180,905)	-	-	-	-	(180,905)
Other public funding	-	1,045,574	494,970	9,058	-	-	1,549,602
Capital grants	-	947,950	479,743	26,596	533,626	-	920,663
Investment income	-	34,248	-	16,442	-	-	50,690
Total nonoperating revenue (expense)	-	2,976,975	1,555,669	549,194	2,667,640	-	2,414,198
CHANGE IN NET POSITION	138,670	775,075	470,409	(7,194)	2,667,640	2,667,640	1,376,960
NET POSITION (DEFICIT):							
Beginning of year	(762,549)	(910,785)	3,655,090	628,837	-	-	2,610,593
Restatement	-	(942,090)	3,557,352	-	-	-	2,615,262
Beginning of year, adjusted	(762,549)	(942,090)	3,557,352	628,837	-	-	2,481,550
End of year	$ (623,879)	$ (167,015)	$ 4,027,761	$ 621,643	$ 2,667,640	$ 2,667,640	$ 3,858,510

See notes to special-purpose combining financial statements and independent accountant's compilation report.

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING STATEMENT OF CASH FLOWS
YEAR ENDED DECEMBER 31, 2024
(In Thousands)

		Service Boards Business Type Activities			
	RTA Joint Self-Insurance Fund	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Total Combined
CASH FLOWS FROM OPERATING ACTIVITIES:					
Fares received from passengers	$ -	$ 349,138	$ 161,938	$ 50,088	$ 561,164
Payments to employees	-	(1,334,948)	(633,597)	(179,479)	(2,148,024)
Payments to vendors	(9,548)	(492,403)	(245,215)	(378,561)	(1,125,727)
Other receipts and payments	-	53,730	45,883	3,894	103,507
Net cash used in operating activities	(9,548)	(1,424,483)	(670,991)	(504,058)	(2,609,080)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:					
Financial assistance—operating	10,997	2,149,238	1,013,514	483,645	3,657,394
Net cash provided by noncapital financing activities	10,997	2,149,238	1,013,514	483,645	3,657,394
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:					
Repayment of Public Building Commission payable	-	(6,121)	-	-	(6,121)
Financial assistance—grant projects	-	959,672	467,258	26,596	1,453,526
Proceeds from issuance of bonds	-	-	-	-	-
Proceeds from line of credit - note purchase agreement	-	328,400	-	-	328,400
Proceeds from issuance of Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds	-	18,270	-	-	18,270
Interest expense on Bonds and Leases & SBITA	-	(187,490)	-	(232)	(187,722)
Repayment of bonds and lease & SBITA payable	-	(168,140)	-	-	(168,140)
Repayment of line of credit - not purchase agreement	-	(103,600)	-	-	(103,600)
Repayment of Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds	-	(8,564)	-	-	(8,564)
Repayment of other long-term liabilities	-	-	-	(3,212)	(3,212)
Payments for capital acquisition and construction	-	(996,411)	(504,676)	(44,124)	(1,545,211)
Build America Bond subsidy	-	9,296	-	-	9,296
Proceeds from the sale of property and equipment	-	-	-	-	-
Net cash provided by (used in) capital and related financing activities	-	(154,688)	(37,418)	(20,972)	(213,078)
CASH FLOWS FROM INVESTING ACTIVITIES:					
Investment income	730	34,248	375,536	16,675	427,189
Sales and purchases of investments, net	2,678	(258,377)	(350,277)	-	(605,976)
Net cash provided by (used in) investing activities	3,408	(224,129)	25,259	16,675	(178,787)
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	4,857	345,938	330,364	(24,710)	656,449
CASH AND CASH EQUIVALENTS—Beginning of year	362	207,810	59,882	312,051	580,105
CASH AND CASH EQUIVALENTS—End of year	$ 5,219	$ 553,748	$ 390,246	$ 287,341	$ 1,236,554
RECONCILIATION OF OPERATING ACTIVITIES:					
Net loss from operations	$ (9,475)	$ (2,201,900)	$ (1,085,260)	$ (556,388)	(3,853,023)
Adjustments to reconcile operating loss to net cash flows from operating activities:					
Depreciation	-	668,941	307,733	58,116	1,034,790
Changes in current assets and liabilities	(73)	108,476	106,536	(5,786)	209,153
NET CASH USED IN OPERATING ACTIVITIES	$ (9,548)	$ (1,424,483)	$ (670,991)	$ (504,058)	$ (2,609,080)
NONCASH INVESTING AND FINANCING ACTIVITIES:					
Retirement of fully depreciated capital assets	$ -	$ 61,381	$ -	$ -	61,381
Purchases of capital assets in accounts payable at year-end	-	176,681	45,568	12,197	234,446
Unbilled work in progress	-	217,549	-	-	217,549
RTA operating assistance not received	-	369,665	-	-	369,665
Proceeds from issuance of bonds	-	720,285	-	-	720,285
Repayment of bonds payable	-	(694,232)	-	-	(694,232)
Payment for early extinguishment of bonds	-	(26,053)	-	-	(26,053)
NET NONCASH INVESTING AND FINANCING ACTIVITIES	$ -	$ 825,276	$ 45,568	$ 12,197	$ 883,041

See notes to special-purpose combining financial statements and independent accountant's compilation report.

NOTE 1. PRESCRIBED BASIS FOR REPORTING

The accompanying special purpose combining financial statements are presented as required by the Regional Transportation Authority (RTA) Act (Act) and are not intended to be presented in accordance with accounting principles generally accepted in the United States of America. These financial statements combine the assets, liabilities, net position, revenues and expenses of the RTA and the Service Boards (CTA, Metra and PACE). The special purpose combining financial statements are not in accordance with accounting principles generally accepted in the United States of America (GAAP) primarily due to a different entity perspective and due to the omission of significant disclosures. The RTA and each individual Service Board receive a separate audit of their financial statements in accordance with accounting principles generally accepted in the United States of America. These individual statements are prepared in accordance with GAAP and include all required footnote disclosures.

Inter-agency receivables, payables, revenues, and expenses have generally been eliminated in the combining adjustments columns; however, there are some differences in these amounts reported in the stand-alone financial statements of the RTA and the Service Boards. These valid differences relate primarily to differences in timing in the recording of certain transactions. For purposes of these combining financial statements, such differences are recorded as combining adjustments to net position.

The columns presenting the combined balances for the RTA and Service Boards are statutorily required and do not present financial position, results of operations, or cash flows in conformity with accounting principles generally accepted in the United States of America.

NOTE 2. ORGANIZATIONAL STRUCTURE

RTA

The Regional Transportation Authority (RTA or Authority) was established in 1974 upon the approval of a referendum in its six-county Northeastern Illinois Region. The operating responsibilities of the RTA are set forth in the 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, in 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) and two operating divisions of the RTA: the Commuter Rail Division (Metra) and the Suburban Bus Division (Pace), each having its own independent board. These divisions conduct operations and deal with subsidized carriers. These three entities are defined in the Act as the "Service Boards."

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. 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.

NOTE 2. ORGANIZATIONAL STRUCTURE (Continued)

CTA

The Chicago Transit Authority (CTA) was formed in 1945 pursuant to the Metropolitan Transportation Authority Act passed by the Illinois Legislature. The CTA was established as an independent governmental agency (an Illinois municipal corporation) "separate and apart from all other government agencies" to consolidate Chicago's public and private mass transit carriers. The City Council of the City of Chicago has granted the CTA the exclusive right to operate a transportation system for the transportation of passengers within the City of Chicago.

Metra

The Northeast Illinois Regional Commuter Railroad Corporation (NIRCRC), a public corporation, was established in 1980 to serve as the RTA's commuter rail service. The RTA Act, as amended effective November 9, 1983, established the Commuter Rail Division (CRD) to operate commuter rail transportation services. Both the NIRCRC and the CRD act under the registered service mark known as "Metra."

Metra has the responsibility for policy making with respect to actual day-to-day operations, capital investments, finances, fare levels, and service and facilities planning for its operations. Metra is responsible for the administration of all commuter rail activities in the metropolitan Chicago area, including deficit funding, capital grant application, and administration activities. Metra is directly responsible for the operation and management of the Rock Island, Milwaukee Road, Metra Electric, Heritage Corridor, North Central Service, and Metra Southwest Service commuter lines.

Metra also provides commuter rail service under Purchase of Service Agreements (PSA) with Union Pacific Railroad, Burlington Northern Santa Fe Railway Company, and Northern Indiana Commuter Transportation District. Under these agreements, Metra funds the commuter-related operating deficits (as defined) or is entitled to receive the commuter-related operating surpluses (as defined) of these carriers. In addition, Metra provides certain direct expenses such as fuel and insurance coverage considered to be "in-kind assistance." The title to the roadway and structure assets of the PSA carriers, other than capital improvements funded by federal and state agencies, the RTA, and Metra, is vested with the carriers. Accordingly, such assets are not reflected in these financial statements.

Pace

The Regional Transportation Authority Act, as amended effective November 9, 1983, established a Suburban Bus Division Board empowered to operate bus service serving suburban Cook County and the five collar counties of DuPage, Kane, Lake, McHenry and Will.

On July 29, 2005, the governor signed House Bill 1663 making Pace Suburban Bus the sole provider of all ADA (Americans with Disabilities Act) services in the City of Chicago and the surrounding six counties. The Bill states that Pace becomes the official operator of CTA's ADA services on July 1, 2006.

The Suburban Bus Board determines the level, nature and kind of public bus transportation services that should be provided in the suburban region. Independent operations of the Suburban Bus Division (Pace) commenced July 1, 1984, and after June 30, 2006 for ADA service in the entire RTA region. In January 2008, Public Act 95-0708 was passed which addressed the financial crisis for transit and provided additional funding for both Suburban and ADA services.

NOTE 2. ORGANIZATIONAL STRUCTURE (Continued)

Pace operates suburban bus services in Northeastern Illinois using rolling stock and structures and equipment purchased through capital grants funded by the Federal Transit Administration (FTA), the Illinois Department of Transportation (IDOT), the Regional Transportation Authority (RTA) and Pace's own funds.

Reporting Periods

The RTA, CTA, Metra and Pace (the Combined Entities) all report on a calendar-year basis. All statements enclosed herewith are based on each entity's December 31, 2024 year-end.

NOTE 3. REPORTING ENTITY

The RTA and each of the Service Boards have adopted the provisions of the Governmental Accounting Standards Board's (GASB) Codification Section 2100 *Defining the Financial Reporting Entity*.

As defined by accounting principles generally accepted in the United States established by the 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. The primary government is financially accountable. If an organization is fiscally dependent on and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government regardless of whether the organization has (1) a separately elected governing board, (2) a governing board appointed by a higher level of government, or (3) a jointly appointed board.

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.

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 are such that exclusion from the financial reporting entity would render the entity's financial statements incomplete or misleading.

In the judgment of the management 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 in accordance with generally accepted accounting principles in the United States.

NOTE 3. REPORTING ENTITY (Continued)

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 require the RTA Board to approve the budgets of the Service Boards to determine if such budgets meet specified system-generated revenue 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 deficit.

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. They are combined, however, in these Combining Financial Statements. Section 4.05 of the RTA Act requires that the RTA prepare a report combining "the audits of the Service Boards, and reviewing the state of the Authority, the Service Boards, and the public transportation agencies."

NOTE 4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The following is a summary of the significant policies:

Basis of Accounting—The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. 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.

Cash and Cash Equivalents—All investments of the Combined Entities are recorded at fair market value, except short-term investments which are reported at cost or amortized cost which reasonably approximates fair market value.

For purposes of the combining statement of cash flows, the Combined Entities consider all investments with original maturities of three months or less to be cash equivalents. Such amounts are included in the "Cash and Cash Equivalents" line items on the accompanying combining statement of net position (deficit).

NOTE 4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Materials and Supplies Inventory—Each Service Board records its inventory at the lower of cost or market. The CTA and Metra use the average-cost method and Pace uses the first-in/first-out method to determine cost.

Capital Assets—All capital assets are recorded at cost. Costs funded by Federal Capital Grants are recorded as capital items and are included in capital assets. In calculating depreciation, the Combined Entities use the straight-line method. The estimated useful lives vary depending on the type of capital asset. These useful lives range from more than one year to forty years.

Deferred Outflows of Resources and Deferred Inflows of Resources—are a consumption (outflow) or acquisition (inflow) of net assets by the government that are applicable to a future reporting period. Deferred outflows and (inflows) of resources relate to pension and OPEB amounts as well as gains and losses on debt refunding. In addition, deferred inflows of resources related to long-term leases where the organizations are the lessor.

Compensated Absences—All four entities have recorded liabilities for vested vacation time in the year the time was earned. The entities account for compensated absences under GASB Statement No. 101, *Compensated Absences,* whereby the applicable salary-related employer obligations are accrued in addition to the compensated absences liability.

Leases—All of the entities, in one form or another have lease agreements for which they may be a lessee as well as a lessor. The entities are a lessee because they lease assets from other entities. As a lessee, the entities report right of use assets and corresponding lease liabilities in the government-wide financial statements. The entities are a lessor because they may sublease assets to another entity. As a lessor, the entities report a lease receivable and corresponding deferred inflow of resources in both the fund financial statements and 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 entities estimated each based on the facts and circumstances associated with each agreement at the time of inception.

Revenues—The Combined Entities have five principal sources of revenue: (1) farebox revenue; (2) retailers' occupation taxes, service occupation taxes, and use taxes (collectively, RTA Sales Taxes); (3) funds appropriated to the RTA by statute through the state's Public Transportation Fund (PTF) established under the RTA Act; (4) state or federal grants, or any other such funds, which the RTA is authorized to apply for and receive under the RTA Act; and (5) investment income and other miscellaneous revenue.

Farebox Revenue—A major source of revenue to the Service Boards is fares collected from riders. Each Service Board has its own fare structure and method for collection of fares. Farebox revenue is recognized when fares paid are initially valid for transportation services.

RTA 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 4. 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 was imposed July 1, 2017 at 2%. Through December 2024, the reduced amount of sales tax provided to the RTA and Service Boards was approximately $22.1 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.

NOTE 4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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:

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 Agency Fund. The criteria applied for recognition of the related revenue 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 and 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.

NOTE 4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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 a budget and financial plan as called for by the Act. This certification has been submitted.

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.

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 2024, which ends June 30, 2024, 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, 2024, the grant was in the amount of $19.1 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 refunding or advance refunding SCIP I bonds, less interest earned on the unspent bond proceeds, or (ii) $55 million per year. The RTA recognized $13.3 million of ASA in 2024.

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 2023 and 2024, per year. The RTA recognized $95.6 million of AFA in 2024.

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.

NOTE 4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Administration consists of those costs of the RTA incurred to carry out its administrative activities. These costs were limited by statute to $33.5 million for the year ended December 31, 2024.

Non-administration, listed as regional and technology program expenses in the combining statement of revenues and expenses and changes in net position (deficit), 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 for proprietary funds, the RTA considers all short-term securities with original maturities of three months or less to be cash equivalents. Cash and cash equivalents aggregated $5,218 thousand at December 31, 2024, and are included in cash and cash equivalents under business-type activities on the accompanying statement of net position (deficit).

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

New Accounting Pronouncements—During fiscal year 2024, the RTA and Service Boards adopted the following GASB Statements:

GASB Statement No. 100, *Accounting Changes and Error Corrections*, was effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The primary objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The requirements of this Statement will improve the clarity of the accounting and financial reporting requirements for accounting changes and error corrections, which will result in greater consistency in application in practice. In turn, more understandable, reliable, relevant, consistent, and comparable information will be provided to financial statement users for making decisions or assessing accountability. In addition, the display and note disclosure requirements will result in more consistent, useful, understandable, and comprehensive information for users about accounting changes and error corrections. The RTA evaluated the requirements and noted that they did not have a material effect on the RTA's financial statements and related disclosures in 2024.

NOTE 4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

GASB Statement No. 101, *Compensated Absences*, was effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The unified recognition and measurement model in this Statement will result in a liability for compensated absences that more appropriately reflects when a government incurs an obligation. In addition, the model can be applied consistently to any type of compensated absence and will eliminate potential comparability issues between governments that offer different types of leave. The model also will result in a more robust estimate of the amount of compensated absences that a government will pay or settle, which will enhance the relevance and reliability of information about the liability for compensated absences. The effect of this standard was not material to the RTA. The liability was calculated in accordance with the requirements of the standard as of December 31, 2024 and was implemented on a going forward basis with the difference recorded on the Statement of Activities during fiscal year 2024.

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

GASB Statement No. 102, *Certain Risk Disclosures*, will be effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. The primary objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints.

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*. Statement No. 104 was issued to improve financial reporting by providing users of financial statements with essential information about certain types of capital assets in order to make informed decisions and assess accountability. Additionally, the disclosure requirements will improve consistency and comparability between governments. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, 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 5. BUDGET AND BUDGETARY ACCOUNTING

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 RTA General Fund and the Sales Tax Custodial Fund.

NOTE 5. BUDGET AND BUDGETARY ACCOUNTING (Continued)

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, which are budgeted as transfers from the General Fund. Budgets for RTA capital expenditures 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 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 credited against the budgeted funding amount is from unallocated RTA sales tax receipts and other discretionary receipts.

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 expenses.

In late 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021, 2022, and 2023 due to the ongoing pandemic. Per Public Act 102-0678, the aggregate of all projected fare revenues from such fares and charges received in fiscal years 2021, 2022, and 2023 may be less than 50% of the aggregate costs of providing such public transportation in those fiscal years.

NOTE 6. PUBLIC BUILDING COMMISSION PAYABLE

CTA

Public Building Commission: In 2003, the Public Building Commission of Chicago (PBC) issued revenue bonds for the benefit of the CTA in the amount of $119 million. The bonds were issued to pay costs associated with the acquisition of real property and construction of a building, and facilities, including certain furniture, fixtures, and equipment. The real property, building and facilities, and all furniture, fixtures, and equipment are owned by the PBC and used by the CTA for use as its headquarters. On October 26, 2006, the Public Building Commission of Chicago (PBC) issued Building Refunding Revenue Bonds for the benefit of the CTA in the amount of $91.3 million. The proceeds of the bonds were used to advance refund the Public Building Commission of Chicago, Series 2003 bonds. The principal amount of the bonds refunded was $111.1 million.

The proceeds from the sale of the 2006 bonds are being held in escrow under an escrow refunding agreement and have been invested in United States Treasury obligations. The principal amount of such obligations, together with interest earned thereon, will permit the payment of principal and interest on the refunded bonds up to and including their respective call dates. The refunded bonds are treated in the financial statements as defeased obligations. Accordingly, neither the trust account assets nor the refunded bonds appear in the accompanying financial statements. This refunding decreased annual debt service payments over 27 years by approximately $388 thousand resulting in an economic gain of approximately $20.4 million.

Based upon the requirements of GASB Statement No. 23, *Accounting and Financial Reporting for Refundings of Debt Reported by Proprietary Accounts*, the CTA recorded a deferred amount (loss) on refunding of $2.4 million. There were no remaining unamortized portions as of December 31, 2024, and 2023.

The bonds are payable from and secured by the agreement entered between the Commission and the CTA and are considered a general obligation of the CTA payable from any lawfully available funds. The bond premium related to this transaction is presented as such on the Statement of Net Position (Deficit). The present value of the future payments to be made by the CTA under the agreement of approximately $44.4 million is reflected in the accompanying December 31, 2024 Statements of Net Position (Deficit) as a liability.

Principal and interest requirements to maturity: As of December 31, 2024, future principal and interest payments for the PBC payable are as follows (in thousands of dollars):

	Principal	Interest
2025	$ 3,960	$ 2,227
2026	4,175	2,013
2027	4,400	1,788
2028	4,635	1,551
2029	4,890	1,031
2030-2033	22,330	2,421
	$ 44,390	$ 11,031

NOTE 7. LEASES

Metra

Leases—Metra on January 1, 2022, implemented GASB Statement No. 87, *Leases*. This change in accounting principle requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. Under this statement, a lessee is required to recognize a lease liability and an intangible right to use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources.

As Lessor—Metra leases space in its 547 building and locations throughout the Milwaukee, Metra Electric, Rock Island, and Southwest Service districts, which are managed by the Real Estate department. These leases have terms between 1 and 89 years with payments required monthly, quarterly, semi-annually and annually. In addition to these payments, Metra also received variable payments for common area maintenance associated with the spaces of $7.2 thousand, as of December 31, 2024, that are not included in the measurement of lease receivable.

The total amount of inflows recognized for the year ended December 31, 2024 is as follows (in thousands of dollars):

	Inflows
Lease revenue	$ 2,632
Interest income	773
Other variable	7

As Lessee – Metra leases facilities, equipment, and storage spaces from others. These leases have terms between 5 years and 40 years. Metra records a right-of-use lease asset and lease liability based on the present value of the expected payments over the lease term. The expected payments are discounted using an estimated incremental borrowing rate. The incremental borrowing rate is simply an estimate of the rate charged for borrowing the lease payment amounts during the lease term.

As of December 31, 2024, the total amount of right-of-use lease asset by major class, and the related accumulated amortization, disclosed separately from other capital assets is as follows:

(in thousands)	Beginning Balance	Additions	Reductions	Ending Balance
Lease assets being amortized:				
Lease-real estate	$ 108,515	$ -	$ (4,606)	$ 103,909
Lease-equipment (license)	1,058	-	-	1,058
Lease-storage	168	-	-	168
Total leased assets being amortized	109,741	-	(4,606)	105,135
Lease accumulated amortization:				
Lease-real estate	(11,761)	(10,347)	-	(22,108)
Lease-equipment (license)	(285)	(143)	-	(428)
Lease-storage	(69)	(34)	-	(103)
Total leased assets being amortized	(12,115)	(10,524)	-	(22,639)
Total, net of accumulated amortization	$ 97,626	$ (10,524)	$ (4,606)	$ 82,496

NOTE 7. LEASES (Continued)

The real estate right to use assets above are leased from various lessors in Chicago, Arlington Heights, Homewood and Hayford, Illinois.

As of December 31, 2024, the principal and interest requirements to maturity for the lease liability are as follows (in thousands of dollars):

Year Ending December 31,	Principal	Interest	Total
2025	$ 7,685	$ 3,142	$ 10,827
2026	8,367	2,876	11,243
2027	8,278	2,588	10,866
2028	8,946	2,275	11,221
2029-2033	54,559	5,576	60,135
2034-2038	1,407	190	1,597
2039-2043	1,235	49	1,284
Total	$ 90,477	$ 16,696	$ 107,173

RTA

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 ends on August 31, 2025. The adoption of GASB Statement No. 87 standard resulted in the recognition of a lease receivable and corresponding deferred inflow of resources.

NOTE 7. LEASES (Continued)

The RTA's lease receivable is 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 is recorded at an amount equal to the initial recording of the lease receivable and is amortized on a straight-line basis over the lease term.

On December 31, 2024, the RTA recorded a lease receivable of $43 thousand. On December 31, 2024, the RTA recorded a deferred inflow of resources related to leases of $41 thousand. In fiscal year 2024, the RTA recognized $61 thousand of lease revenue and $1 thousand of interest income from the lease.

LESSEE

The RTA entered into two long-term leases of buildings 175 Jackson L.L.C. and the County of Cook. 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-to-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, 2024, the RTA has the net of the right to use assets in the amount of $8 million and lease liabilities in the amount of $9 million. 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 2024, the tax recovery payment was $46 thousand and operating expense was $50 thousand, these amounts were reported as expenditures as incurred.

A summary of the leased asset activity for the year ended December 31, 2024 is as follows (in thousands):

Leased Assets		Amount
Right to use assets - buildings	$	13,724
Accumulated amortization:		
Amortization on right to use assets - buildings		5,260
Total leased assets, net	$	8,464

NOTE 7. LEASES (Continued)

A summary of changes in the lease payables during the year ended December 31, 2024 is as follows (in thousands):

	January 1, 2024	New Issues	Current Retirements	December 31, 2024	Due Within One Year
Leases payable	$ 10,573	$ -	$ 1,657	$ 8,916	$ 1,720

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

Fiscal Year	Principal	Interest	Total
2025	$ 1,720	$ 132	$ 1,852
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	$ 8,916	$ 364	$ 9,280

Pace

Pace entered into lease agreements for the use of building and radio tower space. These agreements are considered leases for accounting purposes under GASB Statement No. 87, Leases. There was no stated interest rate in any of the lease agreements so an implicit interest rate of 3.0% was used for all of the leases.

Lessor	Description of Right to Use Asset	Start Date	End Date	Initial Liability	Lease Liability at 12/31/2024
Chicago Tower Leasing Corp.	Radio Tower	9/1/2020	9/1/2032	$ 63	$ 50
Crown Castle International Corp.	Radio Tower	6/1/2020	6/1/2032	107	84
HMC CHP 76 Lively, LLC	Graphics Office	3/1/2020	3/1/2026	376	119
				$ 546	$ 253

NOTE 7. LEASES (Continued)

Lease liability outstanding as of December 31, 2024 is as follows:

	Beginning Balance	Principal Payments Payments	Ending Balance	Due Within One Year
Lease liability	$ 430	$ 177	$ 253	$ 115

The annual lease liability payment schedule is as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 115	$ 8	$ 123
2026	33	4	37
2027	16	3	19
2028	17	3	20
2029	19	2	21
2030	20	2	22
2031	21	2	23
2032	12	-	12
2033	-	-	-
	$ 253	$ 24	$ 277

NOTE 8. COMMITMENTS AND CONTINGENCIES

Each of the entities has various commitments that have arisen in the normal course of operations. None is expected to have a material adverse impact on its financial position as presented.

Each of the entities has also established liabilities for potential legal judgments to satisfy claims against the entity.

The RTA has also established a loss-financing plan to cover funding of losses incurred by the RTA and the Service Boards over certain established limits.

CTA

Litigation: The CTA has been named as a defendant in various other legal proceedings arising in the normal course of operations. Although the ultimate outcome of these matters cannot be presently determined, it is the opinion of management of the CTA that resolution of these matters will not have a material adverse impact on the CTA's financial statements.

Defeased Debt: On October 26, 2006, the PBC issued Building Refunding Revenue Bonds for the benefit of the CTA for $91.3 million. The proceeds of the bonds were used to advance refund the Public Building Commission of Chicago, Series 2003 bonds. The defeased debt had a balance of zero as of December 31, 2024.

NOTE 8. COMMITMENTS AND CONTINGENCIES (Continued)

2021 Line of Credit

On September 24, 2021, the Chicago Transit Authority entered into a Note Purchase Agreement (NPA) with JP Morgan Chase Bank, National Association in a not-to-exceed amount of $150 million. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the LIBOR rate. The Notes have an initial commitment expiration date of September 24, 2026. This line of credit replaced the Authority's prior line of credit with Bank of America, National Association, which expired on September 30, 2021.

This line of credit contains a provision that in the event of default the obligation is to become immediately due and payable in full as the result of acceleration as defined in the Events of Default section.

The principal of outstanding Notes was $66.6 million as of December 31, 2024. The unused 2021 line of credit was $19.9 million as of December 31, 2024.

2022 Line of Credit

On July 8, 2022, the Chicago Transit Authority entered into a Note Purchase Agreement (NPA) with Wells Fargo, National Association in a not-to-exceed amount of $150 million. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the LIBOR rate. The Notes have an initial commitment expiration date of July 8, 2025. This line of credit replaced the Authority's prior line of credit with PNC Bank, National Association, which expired on July 11, 2022.

This line of credit contains a provision that in the event of default the obligation is to become immediately due and payable in full as the result of acceleration as defined in the Events of Default section.

The principal of outstanding Notes was $129.8 million as of December 31, 2024. The unused 2022 line of credit was $20.2 million as of December 31, 2024.

In October 2023, the CTA Board approved the expansion of the short-term borrowing program for capital projects from $300 million to $600 million. As a result, CTA added three new lines of credit with PNC Bank, National Association, Bank of America, National Association and JP Morgan Chase Bank, National Association to the program.

2024 Line of Credit – PNC Bank

On April 3, 2024, the Chicago Transit Authority entered into a tax-exempt Note Purchase Agreement (NPA) with PNC Bank, National Association in a not-to-exceed amount of $75,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the SOFR rate. The Notes have an initial commitment expiration date of April 2, 2027.

NOTE 8. COMMITMENTS AND CONTINGENCIES (Continued)

The principal of outstanding Notes was $22.5 million as of December 31, 2024. The unused 2024 line of credit was $52.5 million as of December 31, 2024.

2024 Line of Credit – Bank of America

On April 3, 2024, the Chicago Transit Authority entered into a tax-exempt Note Purchase Agreement (NPA) with Bank of America, National Association in a not-to-exceed amount of $75,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the SOFR rate. The Notes have an initial commitment expiration date of April 2, 2027.

The principal of outstanding Notes was $52.5 million as of December 31, 2024. The unused 2024 line of credit was $22.5 million as of December 31, 2024.

2024 Line of Credit – JP Morgan

On April 3, 2024, the Chicago Transit Authority entered into a tax-exempt Note Purchase Agreement (NPA) with JP Morgan Chase Bank, National Association in a not-to-exceed amount of $150,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the SOFR rate. The Notes have an initial commitment expiration date of April 3, 2029.

The principal of outstanding Notes was $45.0 million as of December 31, 2024. The unused 2024 line of credit was $105.0 million as of December 31, 2024.

NOTE 8. COMMITMENTS AND CONTINGENCIES (Continued)

Metra

Litigation: Metra is a defendant in a number of legal actions. These actions have been considered in estimating and funding Metra's retained risk liability program. The total of amounts claimed under these legal actions, including potential settlements, could exceed the amount of the accrued claims. In the opinion of Metra's management, the retained risk funding and Metra's limited excess indemnity insurance coverage from commercial carriers are adequate to cover the ultimate liability of these legal actions, in all material respects.

Union Pacific (UP) Litigation – Metra and the UP have filed legal actions against each other related to the UP's obligation to provide commuter rail service. While the filings are being litigated, negotiations continue regarding the transfer of commuter services, activities and assets that Metra currently contracts with the UP under the PSA. The outcome of the legal actions and the negotiations are currently unknown along with any potential financial impacts.

Grants: On December 31, 2024, Metra had $435.3 million in contractual commitments to be funded through grant funding; this amount has not been spent.

Chicago Region Environmental and Transportation Efficiency Program (CREATE)—The CREATE program is a public-private partnership between the rail industry and all levels of government to increase and improve efficiency, capacity, and safety within Chicago's railroad network. In 2019, Metra has partnered with U.S. Department of Transportation, the State of Illinois, City of Chicago, Amtrak, and national freight railroads through CREATE and committed $23 million. In 2024, Metra spent $2.3 million for the CREATE capital project.

Subscription-based information technology arrangements (SBITAs) - On January 1, 2023, Metra implemented GASB statement No. 96, *Subscription-Based Information Technology Arrangements*. This change in accounting principle requires recognition of certain subscription assets and liabilities for subscriptions that previously were classified as operating subscriptions and recognized as outflows of resources based on the payment provisions of the contract. Under this statement, a borrower is required to recognize subscription liability and an intangible subscription asset.

Metra borrows Subscription-Based Information Technology Arrangements (SBITAs) from others. These SBITA's have terms between 2 years and 10 years. Metra records a subscription asset and subscription liability based on the present value of the expected payments over the subscription term. The expected payments are discounted using an estimated incremental borrowing rate. The incremental borrowing rate is simply an estimate of the rate charged for borrowing the subscription payment amounts during the subscription term.

NOTE 8. COMMITMENTS AND CONTINGENCIES (Continued)

As of December 31, 2024, the total amount of subscriptions assets, and the related accumulated amortization, disclosed separately from other capital assets is as follows (in thousands):

	Beginning Balance	Additions	Reductions	Ending Balance
Subscription assets being amortized:				
Subscriptions	$ 12,186	$ 2,337	$ -	$ 14,523
Less accumulated amortization:				
Subscriptions	(2,456)	(4,770)	-	(7,226)
Total, net of accumulated amortization	$ 9,730	$ (2,433)	$ -	$ 7,297

As of December 31, 2024, the principal and interest requirements to maturity for the SBITA liability are as follows (in thousands):

Fiscal Year	Principal	Interest	Total
2025	$ 4,196	$ 197	$ 4,393
2026	3,156	58	3,214
2027	180	2	182
2028	16	-	16
Total	$ 7,548	$ 257	$ 7,805

Pace

Agreements with Pace's paratransit public funded carriers generally provide that Pace will reimburse the lesser of the approved budget, $3.25 per ride, or up to 75% of defined operating deficits incurred, within defined service guidelines, in the provision of specified demand response public transportation services.

Grant agreements with Pace's public contract carriers provide that Pace reimburse defined operating expenses, limited to their approved budget level, incurred in providing public transportation services.

Pace receives significant financial assistance from federally assisted programs, principal of which is FTA. These programs are subject to audit under the 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) for which a separate report is issued.

On February 24, 2015, Pace issued $12 million in Special Revenue Bonds through a competitive bid process utilizing the Illinois Finance Authority's direct bank placement program. The bond proceeds are used to finance the conversion of South Division in Markham into a compressed natural gas facility.

These revenue bonds are not general obligations of Pace and must be repaid with Pace operating revenue in equal annual principal payments.

NOTE 8. COMMITMENTS AND CONTINGENCIES (Continued)

State statute limits the amount of debt Pace is allowed and specifies projects for each bond issuance. Specifically, only four specific projects are allowed, with a total limit of $100 million. The bond issued in 2015 comprises the total bonding authority for one of the four projects.

A requirement of the bond covenant is that Pace deposit $1.2 million into a reserve account. In addition, Pace is required to make a monthly deposit that represents one-twelfth of the annual principal payment and one-sixth of the semiannual interest payment into a debt service account held at the bond depository bank. Semi-annual interest payments began on June 15, 2015 and continued semi-annually each June and December going forward. The annual principal payment was made on December 17, 2018. The final annual principal payment was made in December 2024 and therefore, the restricted cash was no longer required. Revenue bonds currently outstanding as of year ended December 31, 2024, are as follows (in thousands of dollars):

Bond Issuance	Fund Debt Retired By	Beginning Balance	Issuances	Retirements	Ending Balance	Due in One Year
Taxable Revenue Bond Series of 2015, the South cook compressed Natural Gas facility project, authorized issue of $12 million, due in annual installments of $1.2 million, interest payable June 15 and December 15 at rates ranging from 1.40% to 3.50% through December 15, 2024	Suburban Services	$ 1,200	$ -	$ 1,200	$ -	$ -

RTA

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 9. CASH AND INVESTMENTS

The applicable statutory provisions governing the investment of public funds are found in 30 ILCS 235/1, et seq. Each of the Combined Entities has established its own investment policy, which is in line with the State statute or, in some cases, more restrictive.

The Combined Entities have on hand, as of December 31, 2024, $2.299 million of cash and investments (excludes CTA bond proceeds held by Trustee). Of this amount, $248 million is restricted for self-insurance and other damage reserve liabilities, debt service, health insurance claims, and capital projects.

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE

Changes during the year in RTA's bonds payable were as follows (amounts in thousands):

	January 1, 2024	New Issues	Current Retirements	December 31, 2024	Due Within One Year
1999* Refunding	$ 22,180	$ -	$ 17,960	$ 4,220	$ 4,220
2000A*	107,715	-	12,725	94,990	13,520
2001A*	43,945	-	4,495	39,450	4,750
2002A*	77,600	-	6,815	70,785	7,205
2003A*	135,505	-	10,650	124,855	11,205
2003B	78,175	-	6,100	72,075	6,430
2004A*	144,935	-	9,995	134,940	10,535
2005B Refunding	25,485	-	15,380	10,105	10,105
2010B	106,040	-	7,140	98,900	7,400
2016A	83,660	-	2,050	81,610	2,155
2017A	148,035	-	17,025	131,010	18,120
2018B	127,535	-	2,675	124,860	2,815
2021A Refunding	83,595	-	2,935	80,660	3,030
Subtotal	1,184,405	-	115,945	1,068,460	101,490
Unamortized bond premium	50,134	-	7,245	42,889	-
Total	$ 1,234,539	$ -	$ 123,190	$ 1,111,349	$ 101,490

* Strategic Capital Improvement Program (SCIP) Bonds

On December 31, 2024, the total general obligation bonds, notes payable and premiums of $1.1 billion are classified as current and long-term in the Statement of Net Position (Deficit) in the amounts of $101 million and $1,010 million, respectively.

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

***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.

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

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2025	$ 101,490	$ 55,192	$ 156,682
2026	91,960	50,073	142,033
2027	97,050	44,900	141,950
2028	102,465	39,406	141,871
2029	95,340	33,570	128,910
2030-2034	368,120	94,197	462,317
2035-2039	88,930	31,852	120,782
2040-2044	81,035	16,177	97,212
2045-2048	42,070	2,993	45,063
Total	$ 1,068,460	$ 368,360	$ 1,436,820

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.

The Series 1999 Refunding Bonds mature on June 1 over a twenty-five-year period and interest is payable at rates ranging from 5.00% to 6.00% on December 1, 1999 and semiannually thereafter on June 1 and December 1 in each remaining year.

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

Debt service requirements on the Series 1999 Refunding Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2025	$ 4,220	$ 127	$ 4,347
Total	$ 4,220	$ 127	$ 4,347

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
2025	$ 13,520	$ 6,174	$ 19,694
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	$ 94,990	$ 22,707	$ 117,697

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.

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

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

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2025	$ 4,750	$ 2,367	$ 7,117
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
2030-2031	12,860	1,168	14,028
Total	$ 39,450	$ 9,988	$ 49,438

In March 2001, the RTA issued $38 million in General Obligation Bonds, Series 2001B, to provide funds to refund in advance of maturity the RTA's outstanding series 1993A Bonds, maturing June 1 in the years 2004-2008, in the aggregate amount of $38 million.

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
2025	$ 7,205	$ 4,247	$ 11,452
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
2030-2032	30,335	3,708	34,043
Total	$ 70,785	$ 20,362	$ 91,147

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

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.

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
2025	$ 11,205	$ 7,435	$ 18,640
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
2030-2033	62,620	9,633	72,253
Total	$ 124,855	$ 39,947	$ 164,802

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
2025	$ 6,430	$ 3,917	$ 10,347
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
2030-2033	36,255	4,306	40,561
Total	$ 72,075	$ 20,016	$ 92,091

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

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.

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

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2025	$ 10,535	$ 7,373	$ 17,908
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
2030-2035	76,280	11,426	87,706
Total	$ 134,940	$ 42,002	$ 176,942

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.

The Series 2005B Bonds mature on June 1 over a twenty-year period and interest is payable at variable rates which reset weekly based on current market rates.

Debt service requirements on the Series 2005B Refunding Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest*	Total
2025	$ 10,105	$ 167	$ 10,272
Total	$ 10,105	$ 167	$ 10,272

** Interest was calculated using a rate of 3.3%.*

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

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
2025	$ 7,400	$ 5,857	$ 13,257
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
2030-2034	48,185	12,133	60,318
2035	10,800	648	11,448
Total	$ 98,900	$ 37,684	$ 136,584

2016 General Obligation Bond - 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.

NOTE 10. RTA GENERAL OBLIGATION BONDS AND NOTES PAYABLE (Continued)

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

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2025	$ 2,155	$ 3,556	$ 5,711
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
2030-2034	15,320	13,227	28,547
2035-2039	19,485	9,064	28,549
2040-2044	23,890	4,661	28,551
2045-2046	10,980	444	11,424
Total	$ 81,610	$ 44,012	$ 125,622

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 Costs of Issuance of Series 2017A 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
2025	$ 18,120	$ 6,079	$ 24,199
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
2030-2034	29,310	7,347	36,657
2035	11,650	466	12,116
Total	$ 131,010	$ 28,559	$ 159,569

NOTE 10. RTA 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; 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
2025	$ 2,815	$ 5,597	$ 8,412
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
2030-2034	20,025	22,035	42,060
2035-2039	25,705	16,347	42,052
2040-2044	32,450	9,599	42,049
2045-2048	31,090	2,549	33,639
Total	$ 124,860	$ 76,995	$ 201,855

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 10. RTA 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
2025	$ 3,030	$ 2,296	$ 5,326
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
2030-2034	18,590	8,021	26,611
2035-2039	21,290	5,327	26,617
2040-2044	24,695	1,917	26,612
Total	$ 80,660	$ 25,793	$ 106,453

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, $118 million in investments are restricted and available to service principal and interest payments of the RTA's long-term debt as of December 31, 2024.

NOTE 11. CTA BONDS PAYABLE

2008A Series (Pension Funding) and 2008B Series (Retiree Health Care Funding) Sales and Transfer Tax Receipts Revenue Bonds: On July 30, 2008, the CTA issued Sales and Transfer Tax Receipts Revenue Bonds in the amount of $1,936.8 million to fund the employee retirement plan and to create a retiree health care trust. The bonds were sold in two tranches, a $1.3 billion Series A to fund the employee's retirement plan and a $640 million Series B to fund a permanent trust that was established to cover other postemployment benefits for retirees' health care. The bonds are secured primarily by a pledge of and lien on the Sales Tax Receipts Fund and the Transfer Tax Receipts Fund deposits. The bonds were issued pursuant to the pension and retiree health care reform requirements set forth in Public Acts 94-839 and 95-705.

NOTE 11. CTA BONDS PAYABLE (Continued)

Public Act 94-839 required the CTA to make contributions to its retirement system in an amount which, together with the contributions of its participants, interest earned on investments and other income, were sufficient to bring the total assets of the retirement system up to 90% of its total actuarial liabilities by the end of fiscal year 2058. Additionally, Public Act 94-839 required that the Retirement Plan's pension and retiree health care programs be separated into two distinct trusts by December 31, 2008.

Public Act 95-708 modified this directive slightly and added a number of other requirements. First, a new Retirement Plan Trust will be created to manage the Retirement Plan assets. Second, CTA contributions and employee contributions were increased. Third, in addition to the requirement that the Retirement Plan be 90% funded by 2059, there is a new requirement that the Retirement Plan be funded at a minimum of 60% by September 15, 2009. Any deviation from the stated projections could result in a directive from the State of Illinois Auditor General to increase the CTA and employee contributions.

Fourth, Public Act 95-708 authorized the CTA to issue $1.9 billion in pension obligation bonds to fund the pension and retiree health care. Finally, the legislation provides that CTA will have no future responsibility for retiree healthcare costs after the bond funding. In accordance with Public Act 95-708, all retiree healthcare benefits are now paid from the newly established Retiree Health Care Trust.

This bond contains a provision that in the event of default, the CTA upon demand of the Trustee shall pay any amounts remaining in the Sales Tax Receipt Fund and the Transfer Tax Receipts Fund, as defined by the bond agreement, and all tax receipts as promptly as practicable after receipt.

The Series 2008A and 2008B bonds bear interest ranging from 5.1% to 6.9%. Scheduled interest on the 2008A and 2008B bonds will be funded through June 1, 2009 and June 1, 2010, respectively, with bond proceeds and interest earnings thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially on June 1, 2013 through June 1, 2040.

NOTE 11. CTA BONDS PAYABLE (Continued)

The bond debt service requirements to maturity are as follows (in thousands of dollars):

Year Ending December 31,	Principal	Interest	Total
2025	$ 53,845	$ 102,730	$ 156,575
2026	57,560	99,015	156,575
2027	61,530	95,044	156,574
2028	65,775	90,799	156,574
2029	70,310	86,261	156,571
2030	75,165	81,410	156,575
2031	80,350	76,225	156,575
2032	85,895	70,681	156,576
2033	91,820	64,755	156,575
2034	98,150	58,421	156,571
2035	104,925	51,649	156,574
2036	112,165	44,411	156,576
2037	119,905	36,672	156,577
2038	128,170	28,400	156,570
2039	137,015	19,558	156,573
2040	146,470	10,105	156,575
Total	$ 1,489,050	$ 1,016,136	$ 2,505,186

2010A Sales Tax Receipts Revenue Bonds and Taxable Series 2010B Sales Tax Receipts Revenue Bonds (Build America Bonds): On March 23, 2010, the CTA issued the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B Build America Bonds, in the amount of $550 million along with a premium of $5.2 million. The bonds were issued to provide funds to finance or reimburse the CTA for expenditures relating to the purchase of new rail cars, overhaul and rehabilitation of existing rail cars, and the purchase and installation of upgrades for rail system components. The American Recovery and Reinvestment Act of 2009 created the Build America Bond (BAB) Program. This program allows state and local governments to issue taxable bonds for capital projects and to receive a federal subsidy payment from the U.S. Treasury Department for a portion of their borrowing costs.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay, after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

NOTE 11. CTA BONDS PAYABLE (Continued)

The Series 2010A and 2010B bonds bear interest ranging from 4.0% to 6.2%. Scheduled interest on the 2010 bonds was funded through December 1, 2010 with proceeds of the 2010 bonds and interest earnings thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially on June 1, 2015 through June 1, 2040. The bond debt service requirements to maturity are as follows (in thousands of dollars):

Year Ending December 31,	Principal	Interest	Total
2025	$ 14,930	$ 27,372	$ 42,302
2026	15,855	26,447	42,302
2027	16,835	25,464	42,299
2028	17,880	24,420	42,300
2029	18,985	23,311	42,296
2030	20,155	22,134	42,289
2031	21,400	20,885	42,285
2032	22,725	19,558	42,283
2033	24,135	18,149	42,284
2034	31,820	16,653	48,473
2035	33,785	14,680	48,465
2036	35,875	12,585	48,460
2037	38,090	10,361	48,451
2038	40,455	7,999	48,454
2039	42,955	5,491	48,446
2040	45,610	2,828	48,438
Total	$ 441,490	$ 278,337	$ 719,827

There are no bond debt service requirements on the Series 2010A bonds as of December 31, 2024.

2015 Refunding Series Capital Grant Receipts Revenue Bonds: On September 16, 2015, the CTA issued Capital Grant Receipts Revenue Bonds backed by the pledge of Federal Transit Administration Section 5307 Urbanized Area Formula Program Funds and Section 5337 State of Good Repair Formula Program Funds, in the amount of $176.9 million along with a premium of $21.6 million, in anticipation of the receipt of grants from the federal government pursuant to a full funding grant agreement. The bonds were issued to refund a portion of the outstanding 5307 (Series 2004B and 2006A) and 5337 (Series 2008A) bonds.

This bond contains a provision that in the event of default, the CTA upon demand of the Trustee shall pay all moneys, securities, and funds held by the CTA in a fund, account, or sub-account pursuant to the terms of the Indenture and all 5307 and 5337 Grant Receipts as promptly as practicable after receipt.

The Series 2015 bond bear interest at 5.00%. Interest is payable semiannually on June 1 and December 1, commencing December 1, 2015 and the bonds mature serially June 1, 2018 through June 1, 2026.

NOTE 11. CTA BONDS PAYABLE (Continued)

The remaining net proceeds of $197.2 million were deposited into an irrevocable trust with an escrow agent to provide for debt service payments on the 5307 (Series 2004B and 2006A) and 5337 (Series 2008A) bonds. As a result, a portion of the 5307 (Series 2004B and 2006A) and 5337 (Series 2008A) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the various bonds using the proceeds from the 2015 Series bonds which reduced its total debt service payments over the next 10 years by $10.0 million and resulted in an economic gain (difference between the present values of the debt service payments on the old and new debt) of $9.9 million. The defeased debt had a zero balance as of December 31, 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Capital Grant Receipts Revenue Bonds, Refunding Series 2015 of $12.3 million was deferred and is being amortized over the next 10 years. The deferred amount ending balance for the years ended December 31, 2024 was $359 thousand. Amortization of the deferred amount on the refunding was $437 thousand for the year ended December 31, 2024.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	2015 (5337)	
	Principal	Interest
2025	$ 14,550	$ 1,128
2026	15,275	382
Total	$ 29,825	$ 1,510

There are no bond debt service requirements on the Series 2015 (5307) bonds as of December 31, 2024.

2017 Second Lien Sales Tax Receipts Revenue Bonds: On January 10, 2017, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2017, in the amount of $296.2 million along with a premium of $18.1 million. The bonds were issued to (i) finance certain capital projects contemplated by the CTA's capital improvement plan, (ii) capitalize interest on the 2017 Second Lien Bonds and (iii) pay costs in connection with the issuance of the 2017 Second Lien Bonds.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2017 bonds bear interest ranging from 4.0% to 5.0%. Scheduled interest on the 2017 bonds was funded through December 1, 2018, with proceeds of the 2017 bonds and interest thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially December 1, 2041, through December 1, 2051.

NOTE 11. CTA BONDS PAYABLE (Continued)

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	Principal	Interest	Total
2025	$ -	$ 14,711	$ 14,711
2026	-	14,711	14,711
2027	-	14,711	14,711
2028	-	14,711	14,711
2029	-	14,711	14,711
2030	-	14,711	14,711
2031	-	14,711	14,711
2032	-	14,711	14,711
2033	-	14,711	14,711
2034	-	14,711	14,711
2035	-	14,711	14,711
2036	-	14,711	14,711
2037	-	14,711	14,711
2038	-	14,711	14,711
2039	-	14,711	14,711
2040	-	14,711	14,711
2041	20,910	14,711	35,621
2042	21,945	13,681	35,626
2043	23,025	12,599	35,624
2044	24,160	11,464	35,624
2045	25,350	10,273	35,623
2046	26,600	9,023	35,623
2047	27,910	7,712	35,622
2048	29,310	6,316	35,626
2049	30,775	4,851	35,626
2050	32,310	3,312	35,622
2051	33,925	1,696	35,621
Total	$ 296,220	$ 331,014	$ 627,234

2017 Refunding Series Capital Grant Receipts Revenue Bonds: On July 18, 2017, the CTA issued Capital Grant Receipts Revenue Bonds backed by the pledge of Federal Transit Administration Section 5307 Urbanized Area Formula Program Funds and Section 5337 State of Good Repair Formula Program Funds, in the amount of $225.8 million along with a premium of $31.3 million in anticipation of the receipt of grants from the federal government pursuant to a full funding grant agreement. The bonds were issued to refund the Series 2008A 5307 bonds maturing June 1, 2022 through 2026 as well as refunding the Series 2008 5337 bonds maturing June 1, 2019 through 2026 and the Series 2008A 5337 bonds maturing June 1, 2019 through 2023.

NOTE 11. CTA BONDS PAYABLE (Continued)

This bond contains a provision that in the event of default, the CTA upon demand of the Trustee shall pay all moneys, securities, and funds held by the CTA in a fund, account, or sub-account pursuant to the terms of the Indenture and all 5307 and 5337 Grant Receipts as promptly as practicable after receipt.

The Series 2017 bonds bear interest ranging from 2.0% to 5.0%. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially June 1, 2018 through June 1, 2026.

Net proceeds of $255.4 million were deposited into an irrevocable trust with an escrow agent to provide for debt service payments on the 5307 (Series 2008A) and 5337 (Series 2008 and 2008A) bonds. As a result, a portion of the 5307 (Series 2008A) and 5337 (Series 2008 and 2008A) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position (Deficit). The CTA refunded the various bonds using the proceeds from the 2017 Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of $30.5 and an economic gain (present value of the difference in debt service cash flows payments) of $27.1 million. The defeased debt had a balance of zero as of December 31, 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Capital Grant Receipts Revenue Bonds, Refunding Series 2017 of $4.9 million was deferred and is being amortized over the next 9 years. The deferred amount ending balance for the years ended December 31, 2024,was $233 thousand. Amortization of the deferred amount on the refunding was $283 thousand for the year ended December 31, 2024.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	2017 (5307)		2017 (5337)		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	$ 18,970	$ 1,944	$ 10,635	$ 1,090	$ 29,605	$ 3,034
2026	19,915	996	11,165	558	31,080	1,554
Total	$ 38,885	$ 2,940	$ 21,800	$ 1,648	$ 60,685	$ 4,588

2020A Second Lien Sales Tax Receipts Revenue Bonds: On September 3, 2020, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2020A, in the amount of $367.9 million along with a premium of $43.6 million. The bonds were issued to pay for projects included in the Capital Improvement Plan and repay a portion of CTA's Second Lien Sales Tax Receipts Capital Improvement Notes.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

NOTE 11. CTA BONDS PAYABLE (Continued)

The Series 2020A bonds bear interest ranging from 4.0% to 5.0%. Scheduled interest on the 2020A bonds was funded through September 1, 2023 with proceeds of the 2020A bonds and interest thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature on December 1, 2041 through December 1, 2055.

	Principal	Interest	Total
2025	$ -	$ 16,279	$ 16,279
2026	-	16,279	16,279
2027	-	16,279	16,279
2028	-	16,279	16,279
2029	-	16,279	16,279
2030	-	16,279	16,279
2031	-	16,279	16,279
2032	-	16,279	16,279
2033	-	16,279	16,279
2034	-	16,279	16,279
2035	-	16,279	16,279
2036	-	16,279	16,279
2037	-	16,279	16,279
2038	-	16,279	16,279
2039	-	16,279	16,279
2040	-	16,279	16,279
2041	17,590	16,279	33,869
2042	18,470	15,399	33,869
2043	19,395	14,476	33,871
2044	20,360	13,506	33,866
2045	21,380	12,488	33,868
2046	22,450	11,419	33,869
2047	23,345	10,521	33,866
2048	24,280	9,587	33,867
2049	25,250	8,616	33,866
2050	26,265	7,606	33,871
2051	27,315	6,556	33,871
2052	28,515	5,355	33,870
2053	29,765	4,103	33,868
2054	31,075	2,794	33,869
2055	32,440	1,427	33,867
Total	$ 367,895	$ 400,596	$ 768,491

NOTE 11. CTA BONDS PAYABLE (Continued)

2020B Taxable Series Sales Tax Receipts Revenue Refunding Bonds: On September 3, 2020, the CTA issued the Taxable Sales Tax Receipts Revenue Refunding Bonds, Series 2020B, in the amount of $534 million. The bonds were issued to refund the outstanding Sales Tax Receipts Revenue Bonds Series 2011 and to repay a portion of CTA's Second Lien Sales Tax Receipts Capital Improvement Notes.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay, after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2020B bonds bear interest ranging from 1.7% to 3.9%. Scheduled interest on the 2020B bonds was funded through June 1, 2021, with proceeds of the 2020B bonds and interest thereon. Interest on the 2020 bonds is payable semiannually on June 1 and December 1 and the bonds mature on December 1, 2022, through December 1, 2040.

Net proceeds of $513.6 million were deposited into an irrevocable trust with an escrow agent to provide for debt services payments on the Sales Tax Receipts Revenue (Series 2011) bonds. As a result, a portion of the Sales Tax Receipts Revenue (Series 2011) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the Series 2011 bonds using the proceeds from the 2020B Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of $47.6 and an economic gain (present value of the difference in debt service cash flow payments) of $47 million. The defeased debt had a zero balance as of December 31, 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Taxable Sales Tax Receipts Revenue Bonds, Refunding Series 2020B of $17.9 million was deferred and is being amortized over the next 20 years. The deferred amount ending balance for the year ended December 31, 2024 was $7.5 million. Amortization of the deferred amount on the refunding was $5.6 million for the year ended December 31, 2024.

Proceeds from the Sales Tax Receipts Revenue Refunding Bonds, Series 2024A bond were used to repurchase and cancel a portion of the maturities dated December 1, 2025, through 2040 of the 2020B bonds.

NOTE 11. CTA BONDS PAYABLE (Continued)

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	Principal	Interest	Total
2025	$14,410	$10,194	$ 24,604
2026	14,473	9,875	24,348
2027	9,850	9,516	19,366
2028	18,025	9,247	27,272
2029	11,495	8,715	20,210
2030	17,480	8,364	25,844
2031	21,465	7,822	29,287
2032	25,840	7,113	32,953
2033	22,350	6,234	28,584
2034	20,640	5,451	26,091
2035	17,010	4,718	21,728
2036	19,401	4,105	23,506
2037	20,165	3,346	23,511
2038	20,960	2,558	23,518
2039	21,781	1,738	23,519
2040	22,638	886	23,524
Total	$ 297,983	$ 99,882	$ 397,865

2021 Refunding Series Capital Grant Receipts Revenue Bonds: On June 10, 2021, the CTA issued Capital Grant Receipts Revenue Bonds backed by the pledge of Federal Transit Administration Section 5307 Urbanized Area Formula Funds and Section 5337 State of Good Repair Formula Funds, in the amount of $121 million along with a premium of $27.8 million. The bonds were issued to refund the Series 2010 5307 bonds maturing June 1, 2027 through 2028, the Series 2011 5307 bonds maturing June 1, 2022 through 2029, and the Series 2010 5309 bonds maturing June 1, 2027 through 2028.

The bonds contain a provision that in the event of default, the CTA upon demand of the Trustee shall pay all moneys, securities, and funds held by the CTA in a fund, account, or sub-account pursuant to the terms of the Indenture and all 5307 and 5337 Grant Receipts as promptly as practicable after receipt.

The Series 2021 bonds bear interest at 5.0%. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially June 1, 2022 through June 1, 2029.

Net proceeds of $147.7 million were deposited into an irrevocable trust with an escrow agent to provide for debt service payments on the 5307 (Series 2010 and 2011) and 5309 (Series 2010) bonds. As a result, a portion of the 5307 (Series 2010 and 2011) and 5309 (Series 2010) bonds then outstanding are defeased and the related liability has been removed from the Statements of Net Position (Deficit). The CTA refunded the various bonds using the proceeds from the 2021 Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of $34.1 million and an economic gain (present value of the difference in

NOTE 11. CTA BONDS PAYABLE (Continued)

debt service cash flows payments of $32.5 million. The defeased debt had a balance of zero as of December 31, 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Capital Grant Receipts Revenue Bonds, Refunding Series 2021 of $1.2 million was deferred and is being amortized over the next 8 years. The deferred amount ending balance for the years ended December 31, 2024, and 2023 was $555 thousand and $727 thousand, respectively. Amortization of the deferred amount on the refunding was $172 thousand and $185 thousand for the years ended December 31, 2024, and 2023, respectively.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	2021 (5307)		2021 (5337)		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	$ -	$ 3,749	$ 300	$ 1,041	$ 300	$ 4,790
2026	-	3,748	315	1,026	315	4,774
2027	22,295	3,748	6,465	1,010	28,760	4,758
2028	32,700	2,634	13,730	686	46,430	3,320
2029	19,975	999	-	-	19,975	999
Total	$ 74,970	$ 14,878	$ 20,810	$ 3,763	$ 95,780	$ 18,641

2022A Second Lien Sales Tax Receipts Revenue Bonds: On March 31, 2022, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2022A, in the amount of $350 million, along with a premium of $37.9 million. The bonds were issued to pay for projects included in the Capital Improvement Plan and repay a portion of CTA's Second Lien Sales Tax Receipts Capital Improvement Notes.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2022A bonds bear interest ranging from 4.0% to 5.0%. Scheduled interest on the 2022A bonds was funded through December 1, 2024, with proceeds of the 2022A bonds and interest thereon.

NOTE 11. CTA BONDS PAYABLE (Continued)

Interest is payable semiannually on June 1 and December 1 and the bonds mature on December 1, 2041 through December 1, 2057.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	Principal	Interest	Total
2025	$ -	$ 16,923	$ 16,923
2026	-	16,923	16,923
2027	-	16,923	16,923
2028	-	16,923	16,923
2029	-	16,923	16,923
2030	-	16,923	16,923
2031	-	16,923	16,923
2032	-	16,923	16,923
2033	-	16,923	16,923
2034	-	16,923	16,923
2035	-	16,923	16,923
2036	-	16,923	16,923
2037	-	16,923	16,923
2038	-	16,923	16,923
2039	-	16,923	16,923
2040	-	16,923	16,923
2041	13,790	16,923	30,713
2042	14,480	16,234	30,714
2043	15,205	15,510	30,715
2044	15,965	14,749	30,714
2045	16,760	13,951	30,711
2046	17,600	13,113	30,713
2047	18,480	12,233	30,713
2048	19,220	11,494	30,714
2049	19,990	10,725	30,715
2050	20,790	9,926	30,716
2051	21,825	8,886	30,711
2052	22,920	7,795	30,715
2053	24,065	6,649	30,714
2054	25,270	5,446	30,716
2055	26,530	4,182	30,712
2056	27,860	2,856	30,716
2057	29,250	1,462	30,712
2058	-	-	-
Total	$ 350,000	$ 442,902	$ 792,902

NOTE 11. CTA BONDS PAYABLE (Continued)

2024A Sales Tax Receipts Revenue Refunding Bonds: On December 19, 2024, the CTA issued Sales Tax Receipts Revenue Refunding Bonds, Series 2024A in the amount of $658.8 million, along with a premium of $61.4 million. The bonds were issued to refund the outstanding Sales Tax Receipts Revenue Bonds, Series 2014 and to fund the purchase price of certain outstanding Sales Tax Receipts Revenue Refunding Bonds, Series 2020B via the tender option in addition to paying the costs of issuance related to the issued bonds.

The bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Public Building Commission payable, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2024A bonds bear interest of 5.0%. Interest is paid semiannually on June 1 and December 1 and the bonds mature on December 1, 2025, through December 1, 2049.

Net proceeds of $717,007,000 were deposited into an irrevocable trust with an escrow agent to provide for debt services payments on the Sales Tax Receipts Revenue (Series 2014) bonds and the Sales Tax Receipts Revenue Refunding (Series 2020B) bonds. As a result, a portion of the Sales Tax Receipts Revenue (Series 2014) bonds and the Sales Tax Receipts Revenue Refunding (Series 2020B) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the Series 2014 bonds and a portion of the Series 2020B bonds using the proceeds from the 2024A Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of $118.5 million and an economic gain (present value of the difference in debt service cash flow payments) of $71.9 million. The defeased debt had a balance of $283.6 million as of December 31, 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Sales Tax Receipt Revenue Refunding Bonds, Series 2024A of $40.5 million was deferred and is amortized over the next 25 years. There was no amortization of the deferred amount on the refunding for the year ended December 31, 2024.

NOTE 11. CTA BONDS PAYABLE (Continued)

The bond debt service to maturity are as follows (in thousands of dollars):

	Principal	Interest	Total
2025	$ 6,660	$ 31,295	$ 37,955
2026	6,880	32,609	39,489
2027	12,220	32,265	44,485
2028	4,925	31,654	36,579
2029	12,240	31,408	43,648
2030	7,220	30,796	38,016
2031	4,150	30,435	34,585
2032	695	30,227	30,922
2033	5,100	30,192	35,292
2034	7,855	29,937	37,792
2035	12,620	29,545	42,165
2036	11,475	28,914	40,389
2037	12,050	28,340	40,390
2038	12,655	27,737	40,392
2039	13,290	27,105	40,395
2040	13,960	26,440	40,400
2041	46,690	25,742	72,432
2042	49,025	23,408	72,433
2043	51,480	20,956	72,436
2044	54,050	18,382	72,432
2045	56,755	15,680	72,435
2046	59,590	12,842	72,432
2047	62,570	9,863	72,433
2048	65,700	6,734	72,434
2049	68,980	3,449	72,429
Total	$ 658,835	$ 615,955	$ 1,274,790

NOTE 11. CTA BONDS PAYABLE (Continued)

The total bond debt service requirements to maturity for all outstanding bonds are as follows (in thousands of dollars):

	Principal	Interest	Total
2025	$ 134,300	$ 228,456	$ 362,756
2026	141,438	222,569	364,007
2027	129,195	214,960	344,155
2028	153,035	207,353	360,388
2029	133,005	198,607	331,612
2030-2034	684,410	875,007	1,559,417
2035-2039	954,747	629,477	1,584,224
2040-2044	655,218	352,191	1,007,409
2045-2049	662,295	200,890	863,185
2050-2054	324,040	70,124	394,164
2055-2057	116,080	9,927	126,007
Total	$ 4,087,763	$ 3,209,561	$ 7,297,324

Future Revenue Pledges: The CTA has pledged the following future revenues to secure outstanding balances of bond issuances as of December 31, 2024 and 2023, in accordance with bond security requirements:

- Real Estate Transfer Tax (RETT) Receipts received from the City of Chicago are pledged to secure the Series 2008A and 2008B Sales and Transfer Tax Receipts Revenue Bonds; Sales Tax Receipts received from the Regional Transportation Authority (RTA) are pledged to secure remaining debt service unpaid by RETT receipts. Debt service for the bonds outstanding was $2,505 million as of December 31, 2024. Total real estate transfer tax funds were approximately $58.7 million as of December 31, 2024. The following principal and interest bond payment was made during December 31, 2024 (in thousands of dollars):

	Principal	Interest
2024	$ 50,370	$ 106,205

NOTE 11. CTA BONDS PAYABLE (Continued)

- Sales Tax Receipts are also pledged to secure the First Lien Series 2010B, 2014, and 2020B as well as Second Lien Series 2017, 2020A, and 2022A Sales Tax Receipts Revenue Bonds and 2017 Tax-Exempt Note Purchase Agreement (NPA). Sales Tax Receipts secure balances due on the Second Lien Series 2017, 2020A, and 2022A Sales Tax Receipts Revenue Bonds and the 2017 Tax-Exempt Note NPA after satisfying balances due on First Lien Obligations. Debt service for the bonds outstanding were $4,581.1 million as of December 31, 2024. Total sales tax receipts funds were approximately $1,054.8 million as of December 31, 2024. The following principal and interest bond payments were made during December 31, 2024 (in thousands of dollars):

	2010B		2014	
	Principal	Interest	Principal	Interest
2024	$ 14,135	$ 28,167	$ 555,000	$ 28,597

	2017		2020A	
	Principal	Interest	Principal	Interest
2024	$ -	$ 14,711	$ -	$ 16,279

	2020B		2022A	
	Principal	Interest	Principal	Interest
2024	$ 192,057	$ 16,435	$ -	$ 16,923

- Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds received from the FTA are pledged to secure the Series 2010, 2011, 2015, 2017, and 2021 FTA Section 5307Urbanized Area Formula Funds Capital Grant Receipts Revenue Bonds. Debt service for the bonds outstanding were $131.7 million as of December 31, 2024. Total Federal Transit Administration Section 5307 Urbanized Area Formula funds were approximately $1,239.6 million as of December 31, 2024. The following principal and interest bond payments were made December 31, 2024 (in thousands of dollars):

	Principal	Interest	Principal	Interest
2024	$ 18,065	$ 2,848	$ 8,475	$ 4,172

NOTE 11. CTA BONDS PAYABLE (Continued)

- As such, FTA Section 5337 State of Good Repair Federal Funds also received from the FTA are pledged to secure the Series 2010 FTA Section 5309 Fixed Guideway Modernization Capital Grant Receipts Revenue Bonds as well as the Series 2015, 2017, and 2021 FTA Section 5337 State of Good Repair Formula Funds Capital Grant Receipts Revenue Bonds. Debt service for the bonds outstanding were $79.4 million as of December 31, 2024. Total Federal Transit Administration Section 5337 State of Good Repair Formula funds were approximately $202.2 million as of December 31, 2024. The following principal and interest bond payments were made during December 31, 2024 (in thousands of dollars):

	2015 (5337)		2017 (5337)	
	Principal	Interest	Principal	Interest
2024	$ 13,855	$ 1,838	$ 10,130	$ 1,597

	2021 (5337)	
	Principal	Interest
2024	$ 285	$ 1,055

NOTE 12. OTHER LONG-TERM DEBT OBLIGATIONS

CTA

In 2011, CTA entered into a purchase agreement to finance a fare collection system with a value of $102.9 million. Under the purchase agreement, the CTA will make monthly payments of approximately $1.1 million over the ten-year term to finance the design, acquisition and installation of the open standards fare system.

As of December 31, 2024, there were no future payments to be made by the CTA under the 2011 purchase agreement.

As of September 2019, CTA entered into a fourth supplement to the 2011 purchase agreement to replace a majority of the fare collection system equipment and software. CTA will make monthly base and variable fee payments for operation and maintenance of the system beginning in January 2025. Amounts are due based on contractual terms and successful delivery and operation of the new system. The payment for such a replacement will be separate capital costs to be paid in addition to the day-to-day operation and maintenance.

TIFIA Loan Agreement

2014 TIFIA Loan - On April 24, 2014, CTA entered into a definitive loan agreement with the United States Department of Transportation (USDOT), an agency of the United States of America, acting by and through the Federal Highway Administrator under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to finance certain projects that are a part of the Authority's 95th Street Terminal Improvement Project.

NOTE 12. OTHER LONG-TERM DEBT OBLIGATIONS (Continued)

The principal amount of the TIFIA Loan shall not exceed $79.2 million; provided, the maximum principal amount of the TIFIA loan disbursed by the USDOT, together with the amount (excluding any interest that is capitalized) of any other credit assistance provided under TIFIA, cannot exceed thirty-three percent (33%) of reasonably anticipated eligible project costs. Further, total federal funding, inclusive of the TIFIA loans and all federal direct or indirect grants, cannot exceed eighty percent (80%) of reasonably anticipated eligible project costs.

As evidence of CTA's obligation to repay the TIFIA Loan, CTA has issued to the lender a registered fare box receipts revenue bonds in the amount of $79.2 million dated April 24, 2014 with a maturity date of December 1, 2050, bearing an interest rate of 3.5%, with a loan amortization schedule.

CTA borrowed $79.2 million in 2018 and is capitalizing interest through 2020. Total capitalized interest of $5.3 million will be added to the principal repayments over the life of the loan.

The TIFIA loan debt service requirements to maturity are as follows (in thousands of dollars):

Year Ending December 31	Principal	Interest	Total
2025	$ 1,844	$ 2,666	$ 4,510
2026	1,908	2,601	4,509
2027	1,975	2,535	4,510
2028	2,044	2,466	4,510
2029	2,116	2,394	4,510
2030-2034	11,743	10,806	22,549
2035-2039	13,947	8,601	22,548
2040-2044	16,565	5,985	22,550
2045-2049	19,674	2,876	22,550
2050	4,357	153	4,510
Total	$ 76,173	$ 41,083	$ 117,256

2015 TIFIA Loan - On February 3, 2015, CTA entered into a definitive loan agreement with the United States Department of Transportation (USDOT), an agency of the United States of America, acting by and through the Federal Highway Administrator under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to finance certain projects that are a part of the Authority's "Your New Blue" capital improvement program.

The principal amount of the TIFIA Loan shall not exceed $120 million; provided the maximum principal amount of the TIFIA loan disbursed by the USDOT, together with the amount (excluding any interest that is capitalized) of any other credit assistance provided under TIFIA, cannot exceed thirty-three percent (33%) of reasonably anticipated eligible project costs. Further, total federal funding, inclusive of the TIFIA loans and all federal direct or indirect grants, cannot exceed eighty percent (80%) of reasonably anticipated eligible project costs.

NOTE 12. OTHER LONG-TERM DEBT OBLIGATIONS (Continued)

As evidence of CTA's obligation to repay the TIFIA Loan, CTA has issued to the lender two fare box receipts revenue bonds in the amounts of $42.6 million with a maturity date of December 1, 2029, bearing an interest rate of 2.02%, and $77.4 million with a maturity date of December 1, 2052, bearing an interest rate of 2.31%.

As of December 31, 2024, CTA had drawn down $119.5 million on the 2105 TIFIA loan. Total capitalized interest of $117 thousand will be added to the principal repayments over the life of the loan. The payment schedule below assumes that the entire balance will be down and will require payment. As a result, the payment schedule includes amounts that have not yet been drawn down and that the CTA is not yet obligated to pay.

Year Ending December 31	Principal	Interest	Total
2025	$ 6,908	$ 2,503	$ 9,411
2026	7,048	2,363	9,411
2027	7,190	2,221	9,411
2028	7,336	2,075	9,411
2029	7,484	1,927	9,411
2030 - 2034	-	8,881	8,881
2035 - 2039	-	8,881	8,881
2040 - 2044	23,327	8,088	31,415
2045 - 2049	32,321	4,727	37,048
2050 - 2052	21,240	989	22,229
Total	$ 112,854	$ 42,655	$ 155,509

2016 TIFIA Loan - On March 30, 2016, CTA entered into a third definitive loan agreement with the United States Department of Transportation (USDOT), an agency of the United States of America, acting by and through the Federal Highway Administration under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to finance certain projects that are part of the Authority's Rail Car Purchase Program.

The aggregate principal amount of the loan shall not exceed $254.9 million, (excluding any interest that is capitalized in accordance with the terms of the loan); provided, however, in no event shall the maximum principal amount of the TIFIA loan disbursed by the USDOT, together with the amount (excluding any interest that is capitalized) of any other credit assistance provided under TIFIA Act, cannot exceed thirty-three percent (33%) of reasonable anticipated eligible project costs. Further, total federal funding, inclusive of the TIFIA loan and all federal direct or indirect grants, shall not exceed eighty percent (80%) of reasonably eligible project costs.

NOTE 12. OTHER LONG-TERM DEBT OBLIGATIONS (Continued)

As evidence of CTA's obligation to repay the TIFIA Loan, CTA has issued to the lender registered receipts revenue bonds in the aggregate principal amount not to exceed $254.9 million, comprising two (2) tranches in the principal amounts of $147 million (Tranche A-1) and $107.9 million (Tranche A-2) and bearing an interest rate of 2.64%, with corresponding loan amortization schedules for each tranche. The final maturity date for the Tranche A-1 is December 1, 2049 and the earlier of (a) the last semi-annual payment date occurring no later than thirty-four (34) years from the substantial completion date and (b) December 1, 2056.

As of December 31, 2024, no drawdowns occurred on the 2016 TIFIA loan. No balance is presented on the Statement of Net Position (Deficit) as of December 31, 2024.

NOTE 13. PENSION PLANS

CTA
General Information about the Retirement Plan for Chicago Transit Authority Employees

Plan Description - The CTA participates in a single employer defined benefit pension plan covering substantially all full-time permanent union and non-union employees. The Retirement Plan for Chicago Transit Authority Employees (the Employees' Plan) is governed by Illinois state statute (40 ILCS 5/22-101). Substantially all non-temporary, full-time employees who have completed one year of continuous service (Service) participate in the Employees' Plan. The Employees' Plan issues a separate stand-alone financial report which is available at http://www.ctaretirement.org/index.asp.

Contributions - Prior to 2008, contribution requirements of the Employees' Plan were governed by collective bargaining agreements. After 2008, contribution requirements are governed by Illinois state statute (40 ILCS 5/22-101).

Actual contributions made to the Employees' Plan during the year ended December 31, 2024 is as follows (in thousands of dollars):

	2024
Employer contributions	$ 165,254
Employee contributions	105,502
Total	$ 270,756
Employer contribution rate	21.590%
Employee contribution rate	13.795%

NOTE 13. PENSION PLANS (Continued)

Benefit terms. Substantially all non-temporary, full-time employees who have completed one year of continuous service (Service) participate in the Employee Plan. Employees are entitled to annual pension benefits upon normal retirement at age 65, in an amount generally based on a percentage, not to exceed 70%, of their average annual compensation in the highest four of the 10 preceding years. For employees retiring on or after January 1, 2001, the percentage is 2.15% multiplied by the employee's number of continuous years of participating service. The Employee Plan permits early retirement at age 55 with three years of service, generally with reduced benefits. However, in the event of early retirement by an employee who has 25 years or more of continuous service, regardless of their age, benefits will not be reduced. In accordance with Public Act 095-0708, for all employees hired on or after January 18, 2008, eligibility for an unreduced pension benefit has changed to age 64 with 25 years of service and early retirement is age 55 with 10 years of service. Benefits are paid monthly equal to one-twelfth of the annual benefit for the retiree's lifetime. Married employees can elect to receive their pension benefits in the form of a joint and survivor option. In addition to retirement benefits, the Employee Plan also provides disability and death benefits.

Employees covered by the benefit terms. The following participants were covered by the benefit terms as of January 1, 2023:

	Employees' Plan
Participants as of January 1, 2023	
Retirees and beneficiaries currently receiving benefits	10,741
Terminated employees entitled to but not yet receiving benefits	150
Active plan members	7,409
Total	18,300

Net Pension Liability

The CTA's 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.

NOTE 13. PENSION PLANS (Continued)

Actuarial assumptions and calculations. The total pension liability was determined using the following actuarial assumptions, applied to the periods included in the measurement:

	Employee Plan
January 2, 2024 Actuarial Valuation	
Actuarial valuation date	January 1, 2023
Measurement date	December 31, 2023. Census data was collected as of January 1, 2023. Liabilities measured as of the census date were projected to December 31, 2023, assuming no demographic gains or losses.
Investment return	8.25% per annum, compounded annually, including inflation, net of expenses
Inflation	3.10% per annum
Salary increases	Service graded table starting at 25% with 3.75% ultimate rate after 5 years of service
Future ad hoc benefit increases	None assumed
Mortality	SOA Pub-2010 Below Median Amount Weighted Mortality Table with Improvement Scale MP-2021
Early retirement age	Employees hired before January 17, 2008, can retire at age 55 with reduced benefits. However, if the employee has 25 years or more of continuous service, regardless of age, the employee can retire with full benefits. Employees hired after January 17, 2008, are eligible for an unreduced pension benefit at age 64 with 25 years of service
Normal retirement age	65
Actuarial cost method	Entry age normal - level percentage of pay
Asset valuation method	5-year smoothed actuarial value of assets
Experience study	The actuarial assumptions used were based on the results of an actuarial experience study for the period January 1, 2018, through December 31, 2022.

From 2023 to 2024, there were no changes in the actuarial assumptions.

NOTE 13. PENSION PLANS (Continued)

Best estimates of arithmetic real rates of return for each major asset class included in the Employees' Plan target asset allocation as of January 1, 2024 are summarized in the following table (note that the rates shown below include the inflation components):

	December 31, 2023	
	Target Allocation	Estimate of Expected Long-Term Rate of Return
Fixed income	15%	4.45%
Domestic equities	30%	6.42%
International equities	26%	7.07%
Venture capital and partnerships	10%	7.96%
Real estate	12%	5.85%
Infrastructure	7%	7.71%

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

Discount rate. The discount rate used to measure the total pension liability was 8.25% for both 2024 and 2023. The projection of cash flows used to determine the discount rate assumed that Employees' Plan members and employer contributions will continue to follow the current funding policy. Based on those assumptions, the Employees' Plan 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.

SUPPLEMENTAL PLANS PENSION DISCLOSURES

GASB Statements No. 68, *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27* and No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68.*

NOTE 13. PENSION PLANS (Continued)

General Information about the Supplemental Plans

Plan Description. The CTA also maintains separate single employer, defined benefit pension plans for selected individuals. The supplemental retirement plans provide benefits to employees of the CTA in certain employment classifications. The supplemental retirement plans consist of the: (1) closed board member plan (Board), (2) closed (Non-Qualified) supplemental plan for members that retired or terminated employment before March 2005, including early retirement incentive, and (3) closed (Qualified) supplemental plan for active employees and members retiring after March 2005. All plans are closed to new entrants. CTA received qualification under Section 401(a) of the Internal Revenue Code for the supplemental plan and established a qualified trust during 2005 for members retiring after March 2005 (Qualified Supplemental Retirement Plan). The Qualified Supplemental Retirement Plan is reported in a fiduciary fund, whereas the activities for the Non-Qualified and Board plans are included in the financial statements of the CTA's business-type activities. There are no separate stand-alone financial reports issued for any of the Supplemental Plans.

Each of the Supplemental plans are administered by the Employee Retirement Review Committee (EERC) of the CTA, whose members are appointed by the Board of Directors of the CTA, which retains oversight of the plan administration. The plans are each established by CTA ordinances, which grant the EERC operational authority and can be modified by the CTA Board.

Contributions. The Board and Non-Qualified plans are administered on a pay as you go basis. The CTA contributes to the Qualified plan based on an actuarially determined rate recommended by an independent actuary. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by plan members during the year, with an additional amount to finance any unfunded accrued liability.

GASB Statements No. 67, *Financial Reporting for Pensions Plans—an amendment of GASB Statement No. 25*.

Investments. The Board and Non-Qualified plans are administered on a pay as you go basis. The Non-Qualified plan does not have any associated assets. The Board plan has a limited reserve held in cash or cash equivalents, which is not actively managed or associated with an investment policy. The Qualified plan's investment policy is established and may be amended by the CTA's Employment Retirement Review Committee. The primary objective of the policy is to provide a documented structure for the implementation of investment strategies which suggests the highest probability of maximizing the level of investment return within acceptable parameters for the total Fund's volatility and risk.

RTA, Metra and Pace

Plan Description—Effective July 1, 1976, the RTA participates, along with Metra and Pace, in a cost-sharing multi-employer 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).

NOTE 13. PENSION PLANS (Continued)

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.

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.

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 $41 million for the year ended December 31, 2024.

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, 2024, the Authority reported a liability of $8.510 million for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. 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 8.40%, which was a decrease 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, 2024, is $77 million, of which the RTA's estimated proportionate share will be approximately $7 million. This amount will be reflected as a liability in the Authority's financial statements next year.

NOTE 13. PENSION PLANS (Continued)

For the year ended December 31, 2024, the Authority recognized pension expense of $4,060 thousand. At December 31, 2024, 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 earnings	$ 10,654	$ -
Difference between expected and actual experience	15,268	3,115
Changes of assumptions	13,553	3,107
Changes in Employer Proportion and Differences Between Contributions and Proportionate Share of Contributions	1,714	1,714
Balance as of 12/31/2024	$ 41,189	$ 7,936

The $7,041 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 ending December 31, 2024.

Other 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
2024	$ 19,250
2025	7,370
2026	11,033
2027	(4,397)
Total	$ 33,256

The net pension liability reflected in the individual fund statements of the RTA, Metra and Pace as of December 31, 2024, is measured as of December 31, 2023, and is $101.3 million, of which the estimated proportions include $8.5 million for RTA, $59 million for Metra and $33.8 million for Pace. These amounts are reflected as a liability along with the additional pension amounts, such as deferred outflows (inflows) of resources and pension expense as applicable.

NOTE 13. PENSION PLANS (Continued)

Actuarial assumptions. The total pension liability was determined using an actuarial valuation as of January 1, 2023 and rolled forward to December 31, 2023 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-2018.

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, 2019 were updated according to an actuarial experience study for the period January 1, 2013 through January 1, 2018. A summary of changes from the prior valuation lowering future salary increases from a range of 2.85% to 8.6% to 2.85% to 7.5% and updating the mortality tables utilized from MP-2018 to Pub 2010.

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 weighing 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%	8.7%
Developed Foreign Equity	16%	9.8%
Emerging Markets Equity	15%	10.0%
Private Equity	4%	11.0%
Investment Grade Bonds	11%	4.7%
Long-Term Government Bonds	3%	5.0%
TIPS	3%	4.5%
High-Yield Bonds	3%	7.3%
Emerging Markets Bonds (local)	2%	6.0%
Emerging Markets Bonds (major)	2%	6.4%
Real Estate	8%	8.0%
Real Assets	5%	7.8%

NOTE 13. PENSION PLANS (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 expected future 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%)
Collective Net Pension Liability	$ 163,001	$ 101,307	$ 49,136

Pension plan fiduciary net position. The complete 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 14. RISK MANAGEMENT

RTA

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 million, 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.

NOTE 14. RISK MANAGEMENT (Continued)

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 for repaying 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

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 $100,000,000 for each Wrongful Act. If a loss is covered under both types of liability, then the retained limit for general liability will apply.

CTA
The CTA is exposed to various types of risk of loss, including torts; theft of, damage to, or destruction of assets; errors or omissions; job-related illnesses or injuries to employees; natural disasters; and environmental occurrences. Also included are risks of loss associated with providing health, dental, and life insurance benefits to employees.

NOTE 14. RISK MANAGEMENT (Continued)

The CTA provides health insurance benefits to employees through a self-insured comprehensive PPO plan. The CTA provides dental insurance benefits through an insured dental maintenance organization and a self-insured dental indemnity plan. The CTA does not purchase stop-loss insurance for its self-insured comprehensive PPO plan. The CTA provides life insurance benefits for active employees through an insured life insurance program.

CTA purchases property insurance for damage to CTA property including rolling stock. This insurance program is effective July 29, 2024, to July 29, 2025. Property limit of liability is $180 million per occurrence and is purchased in three layers. The first/primary layer provides a $25 million limit. The first excess layer provides a $105 million limit excess and above the primary. The second excess layer provides the final $50 million limit excess. The basic policy deductible is $1 million per each occurrence, with a $5 million deductible for each rail car collision or derailment claim.

For its 45 underground storage tanks ("UST"), CTA purchases UST insurance to provide coverage in the event of soil or groundwater contamination from a UST leak. This insurance policy is effective January 28, 2024, to January 28, 2025, and provides a limit of $1,000,000 per UST incident and $2,000,000 total policy aggregate, with a tiered deductible based on the age of the UST and whether the UST was at rest or during removal, ranging from $10,000 to $500,000.

The CTA is also self-insured for general liability, workers' compensation, employee accidents, non-UST-related environmental liability, automotive liability losses, employment related suits, including discrimination and sexual harassment, and management liability of board members, directors, and officers of the CTA.

The RTA provides excess liability insurance to protect the self-insurance programs for general liability and terrorism currently maintained by the CTA. There are five insurance policies in effect from June 15, 2024, to June 15, 2025. The first policy provides $10 million in excess of the $15 million self-insured retention and $20 million in the aggregate. The second policy provides $5 million in excess of the $25 million and $10 million in the aggregate. The third policy provides $10 million in excess of $30 million and $20 million in the aggregate. The fourth policy provides $10 million in excess of $40 million and $20 million in the aggregate. The fifth policy provides $50 million in excess of $50 million and $100 million in the aggregate.

The CTA participates in a Joint Self-Insurance Fund (the Fund) with the RTA that permits the CTA to receive monies necessary to pay injury and damage claims in excess of $2.5 million per occurrence up to the total balance in the Fund or a maximum of $47.5 million. The CTA is obligated to reimburse the Fund for the principal amount borrowed plus a floating interest rate. However, the CTA is not obligated to make reimbursement payments, including interest, in excess of $3.5 million in any one year. No borrowings were made from the Fund in fiscal years 2024 or 2023.

Settlements did not exceed coverage for any of the past four years, and there has been no significant reduction in coverage during that period.

NOTE 14. RISK MANAGEMENT (Continued)

Self-insured liabilities are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. Because actual claims liabilities depend on such complex factors as inflation, changes in legal doctrines, and damage awards, the process used in computing claims liability does not necessarily result in an exact amount. Claims liabilities are reevaluated periodically to take into consideration recently settled claims, the frequency of claims, and other economic and social factors. The estimate for injury and damage claims is adjusted for a current trend rate and discount factor of 3.54% and 4.0%, respectively. The estimate for workers' compensation claims is adjusted for a current trend rate and discount factor of 0.0% and 4.0%, respectively. Changes in the balance of claims liabilities during the past two years are as follows (in thousands of dollars):

	Injury and Damage	Group Health and Dental	Workers' Compensation	Total
Balance at January 1, 2023	$ 102,195	$ 11,242	$ 169,556	$ 282,993
Funded*	20,200	165,846	58,651	244,697
Funding (excess)/deficiency per actuarial requirement	25,898	-	11,244	37,142
Payments*	(35,730)	(163,634)	(58,651)	(258,015)
Balance at December 31, 2023	112,563	13,454	180,800	306,817
Funded*	29,850	182,665	74,955	287,470
Funding (excess)/deficiency per actuarial requirement	31,472	-	39,534	71,006
Payments*	(31,863)	(186,027)	(74,955)	(292,845)
Balance at December 31, 2024	$ 142,022	$ 10,092	$ 220,334	$ 372,448

Chapter 70, Paragraph 3605/39 of the Illinois Compiled Statutes requires the CTA to establish an injury and damage reserve in order to provide for the adjustment, defense, and satisfaction of all suits, claims, and causes of action, and the payment and satisfaction of all judgments entered against the CTA for damages caused by injury to or death of any person and for damages to property resulting from the construction, maintenance, and operation of the transportation system. The statute also requires the CTA to separately fund the current year's budgeted provision for the injury and damage reserve.

Metra

A liability for each retained risk is provided based upon the estimated cost of settling claims using a case-by-case review and historical perspective. Changes in the retained risk portion of injury and damage, and Federal Employers Liability Act (FELA) accounts were as follows (amounts in thousands):

Balance, December 31, 2023	$ 74,148
2024 provision	31,899
2024 payments	27,981
Balance, December 31, 2024	$ 78,066

NOTE 14. RISK MANAGEMENT (Continued)

PACE

Pace's basic risk financing policy is to retain a portion of the financial risk of loss for its General Liability, Automobile Liability, and Workers' Compensation exposures. Pace does purchase aggregate insurance coverage in excess of specific self-insured retentions for each of the liability exposures highlighted below. Pace also purchases conventional insurance for its property, environmental, crime, employment practice, directors & officers and cyber liability exposures. The basic premise of Pace's Risk Management program is to make risk control and risk financing decisions that minimize the adverse effects that accidental losses have on our organization. The employee health plan and workers' compensation programs are administered primarily by third-party administrators that provide claims management services in exchange for a service fee.

There were no settlements in the past three years that exceeded the allotted coverage. There were also no significant reductions in coverage in 2024. Pace's specific self-insured retentions as of December 31, 2024 are structured as follows:

General Liability	$2,500,000 Each Occurrence
Pollution Legal Liability	$25,000 Each Occurrence
Underground Storage Tank Liability	$50,000 Each Occurrence Tanks Under 30 Years Old $250,000 Each Occurrence Tanks Over 30 Years Old
Automobile Liability	$5,000,000 Each Occurrence
Excess Workers Compensation	$1,000,000 Each Occurrence
Property	$25,000 Per Occurrence Deductible - All Other Risks Various Deductibles for Catastrophic Risks (Earthquake, Flood, and Wind/Hail)
Employment Practice Liability	$100,000 Each Occurrence
Cyber Liability	$100,000 Each Occurrence

Pace also has assumed the financial risk for its employee health and welfare coverage. The stop loss coverage at December 31, 2024 is as follows (amounts in thousands):

	Specific Stop Loss	Aggregate Stop Loss
Corporate and all Divisions	$150,000.00	$5,403,981

Claim reserves (liabilities) for general liability, automobile liability, and workers' compensation are established based on estimates of the ultimate cost of claims (including future claim adjustment expenses) that have been reported but not settled, and for claims that have been incurred but not reported (IBNR). For general and automobile liability, case reserves are established by the claim adjuster at the time the claim file is established and are modified throughout the life cycle of the claim

The reserves on larger cases, particularly those in litigation, are reviewed with legal staff. Reserves are reviewed regularly by the Pace General Counsel and adjusted on an as needed basis.

NOTE 14. RISK MANAGEMENT (Continued)

General liability, automobile liability, and workers' compensation claim reserves reflect the ultimate settlement value of the claim. For workers' compensation claims, reserves for temporary total disability (TTD), permanent partial disability, permanent total disability and medical expenses are established in accordance with the benefit structure outlined in the Illinois Workers' Compensation Act. If permanency is involved on the case, the reserves will be increased to reflect the appropriate amount as determined by previous cases settled at the Illinois Workers' Compensation Commission. Reserves are updated as necessary and reflect the ultimate settlement value of the claim.

General liability, automobile liability, and workers' compensation claim liabilities for incurred losses to be settled by a lump-sum payment or other agreement, represent their present value using an expected future investment yield of 3% per year. Reserves for employee health and welfare coverage are established based on historical claim experience. The ultimate liability for general liability, automobile liability, workers' compensation, and the employee health and welfare plan is approximately $25 million as of December 31, 2024. Cash is intended to pay for general liability, automobile liability, and workers' compensation at a present value of $23 million and $32 million for this liability at December 31, 2024, and 2023, respectively.

Changes in the balances of claims liabilities were as follows (amounts in thousands):

Balance at beginning of year	$	31,648
Current year claims and changes in estimates		(1,234)
Claim payments		5,101
Balance at end of year	$	25,313

Current portion of insurance reserves	$	8,034
Non-current portion of insurance reserves		17,279
Total insurance reserves	$	25,313

NOTE 15. REGION-WIDE FINANCIAL INFORMATION

The RTA management has elected to present certain region-wide financial information. The purpose of this information is to provide a total overview of transportation-related operations in the Northeastern Illinois region. This information includes the transportation-related results of the Service Boards' affiliated carriers. Accordingly, this region-wide information is presented in the combining region-wide schedules of revenues and expenses and the combining region-wide statement of revenues and expenses—budget and actual.

The basic financial statements of the RTA and the Service Boards used to prepare the combining statement of revenues and expenses do not include the aggregate of system-generated revenues and costs. The combining region-wide schedules of revenues and expenses include the aggregate of all system generated revenues and costs.

NOTE 15. REGION-WIDE FINANCIAL INFORMATION (Continued)

For purposes of the system-generated revenues recovery ratio calculation, the Act requires that the costs used in the calculation include all operating costs consistent with accounting principles generally accepted in the United States of America, with certain allowable adjustments as enumerated in the Act. Costs funded by Federal capital grants are recorded as capital assets and are excluded from the recovery ratio calculation as required by the Act.

The Act requires that the aggregate of all system-generated revenues equal at least 50% of the aggregated costs of providing such public transportation.

For 2024, the region-wide system-generated revenue recovery ratio is calculated from the combining region-wide schedules of revenues and expenses (budget and actual budget basis) as follows:

System-generated Revenue Recovery Ratio (in thousands)	Revenues	Expenses
CTA[(a)]	$ 847,073	$ 1,694,850
Metra[(b)]	407,421	918,079
Pace[(c)]	63,858	247,039
RTA	37,415	39,270
Total	$ 1,355,767	$ 2,899,238

The region-wide system-generated revenue recovery ratio for 2024 equals 46.76%. While the Region did not meet the system-wide 50% recovery ratio required by the Act, there is no financial penalty for 2024 due to the waiver granted by PA 103-0281 for the RTA fiscal years 2021 through 2025, amending section 4.09(g) of the RTA Act.

a) CTA's system-generated revenue recovery ratio includes Senior/Circuit Breaker Free Rides of $15.1 million, and in-kind service of $22 million both as revenues and expenses. The recovery ratio excluded CTA expenses for security costs, and security camera contracts were for $101.6 million, CSA labor and security department costs were an additional $67.3 million, the FTA provided operating assistance to CTA of $384 million, the Pension obligation bond debt service cost of $96.8 million.

b) Metra's system-generated revenue recovery ratio included Senior/Circuit Breaker Free Rides of $1.4 million as revenues and expenses. The recovery ratio expenses excluded $44.7 million of security costs, $17.7 million for lease of transportation facilities, and $4.7 million for depreciation expense to carriers.

c) Pace's system-generated revenue recovery ratio included Senior/Circuit Breaker Free Rides revenue of $1.2 million and in-kind revenue of $9.3 million both as revenues and expenses. The recovery ratio excluded expenses for SSJA exclusion $7.5 million, bond interest $233 thousand and Pace Express Bus Service expense was $23.8 million.

NOTE 15. REGION-WIDE FINANCIAL INFORMATION (Continued)

These are allowable adjustments for the revenue recovery ratio computation per the Act. These adjustments are also reflected in the region-wide information, with the exception of the Senior/Circuit Breaker free ride credit, which is disallowed at the regional level.

Also, RTA Act section 4.01(b) requires the RTA Board to determine that the level of fares charged for ADA paratransit services is sufficient to cause the aggregate of all projected revenues from such fares charged and received in each fiscal year to equal at least 10% of the aggregate costs of providing such ADA paratransit services in fiscal year 2024. Pace ended the year with a 10.95% recovery ratio for Regional ADA Paratransit Services. The 2024 budget for ADA paratransit service adopted by the RTA meets the 10% recovery ratio requirement.

NOTE 16. RECONCILIATION OF GOVERNMENT-WIDE TO REGION-WIDE REVENUES AND EXPENSES

RTA's government-wide financial statements do not include fiduciary fund financial statement information which is added in the region-wide presentation. As also stated in Note 15, in-kind services are added in the system-generated revenues and expenses.

The following data (in thousands) reconciles the combining government-wide to region-wide schedules of revenues and expenses:

	RTA	CTA	Metra	Pace
Government-wide revenues (page 75)	$ 1,182,328	$ 3,551,646	$ 1,778,659	$ 603,168
Sales tax custodial fund	1,739,112	-	-	-
Pension trust fund	69,401	-	-	-
Senior free rides	-	-	-	-
FTA & RTA Operating Assistance	-	-	(1,075,926)	-
Designated Operating Reserve	-	(643,729)	-	-
Capital Grants	-	(947,950)	(479,743)	(26,597)
Interest Revenue on bond transaction	-	(21,426)	-	-
Differential between loss in system-generated Revenue and CARES funding	-	-	-	-
In-kind services	-	-	-	-
Region-wide revenues (page 76)	2,990,841	1,938,541	222,990	576,571
Government-wide expenses (page 75)	1,043,658	2,776,571	1,308,250	610,362
Sales tax custodial fund	1,739,112	-	-	-
Pension trust fund	23,520	-	-	-
In-kind services	-	-	-	-
Indirect overhead	-	-	-	-
Security costs	-	-	-	-
Lease of transportation facilities	-	-	-	-
ICE	-	-	-	-
Pension and other employee benefits	-	(32,950)	-	-
Capital (depreciation, disposals/additions)	-	(668,941)	(323,027)	(58,116)
Regional and Agency Capital	-	-	-	-
Operating	-	6,251	-	-
Interest expense	-	(142,390)	-	-
SSJA Exclusion	-	-	-	-
Region-wide expenses (page 76)	2,806,290	1,938,541	985,223	552,246
Net revenues	$ 184,551	$ -	$ (762,233)	$ 24,325

NOTE 17. OTHER REPORTABLE EVENTS / SUBSEQUENT EVENTS

RTA

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. Through 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 until early 2026. With respect to COVID-19 impacts, 2024 was a year of further recovery. The unemployment rate in the RTA region increased to 5.4%, ending 2024 almost 1 percentage point higher than where it began the year. As more businesses implemented return-to-office plans, RTA system ridership improved from about 63% of pre-COVID levels at the beginning of the year to around 67% by December. Ridership recovery has continued in early 2025, passing 67% of pre-COVID levels in January. After growing by 6.9% in 2022 and 3.9% in 2023, sales tax receipts grew by 4.8% in 2024 to $1.709 billion, about $454 million or 36% above the pre-COVID result for 2019. With the RTA funding outlook improved, the focus will be on judicious use of the remaining $1.1 billion of federal relief funding held in reserve at the Service Boards as the RTA system continues to recover from the COVID-19 pandemic.

Bond Issuance

On May 14, 2025, the RTA issued the 2025A General Obligation Bond for $130 million to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities constituting the RTA's Capital Program, as amended from time to time, authorized under the Regional Transportation Authority Act and to pay Costs of Issuance of the Series 2025A Bonds.

CTA

Federal Funding

In January 2025, the CTA and the FTA signed a $1.9 billion Full Funding Grant Agreement related to the planned 5.5-mile extension of the Red Line to 130th Street from 95th Street, including four new stations.

Metra

Metra has evaluated subsequent events through April 17, 2026, the date the financial statements are available for issuance.

Federal COVID-19 relief funding for public transit has officially ended, creating financial uncertainty for the region's transportation network. The Regional Transportation Authority (RTA) had previously warned that, without additional state assistance, transit agencies across the Chicago metropolitan area would face a substantial budget gap that could impact service levels and long-term sustainability. The Illinois General Assembly acted during its recent veto session to approve supplemental funding aimed at bridging this shortfall and maintaining critical transit operations. The legislation was signed by the Governor on December 17, 2025, ensuring that the region's transit system can continue to provide reliable service while longer-term funding solutions are explored.

NOTE 17. OTHER REPORTABLE EVENTS / SUBSEQUENT EVENTS (Continued)

Metra filed in the Circuit Court of Cook County seeking reimbursement from UP for its failure to collect fares during COVID. In October 2025, a jury awarded Metra approximately $19.2 million in damages, not including prejudgment interest. The parties are filing post-trial motions and UP is expected to appeal the verdict.

Pace
There are no significant subsequent events.

NOTE 18. COVID-19 PANDEMIC

The United States and the State of Illinois declared a state of emergency in March 2020 due to the COVID-19 global pandemic. Below is a summary of the federal funding that has supplemented the lower fare and public funding revenues due to the pandemic.

Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES)
On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law. The regional share of CARES Act funding the RTA and Service Boards was $1.438 billion. CTA has been allocated approximately $817.5 million in CARES Act funding.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)
On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law. The regional share of CRRSAA funding to the RTA and Service Boards was $486 million. CTA has been allocated approximately $361.3 million in CRRSAA funding.

American Rescue Plan Act of 2021 (ARP)
On March 11, 2021, the American Rescue Plan Act of 2021 was signed into law. The regional share of ARP Act funding to the urbanized area, including RTA and Service Boards was $1.496 billion. CTA has been allocated approximately $912.1 million in ARP funding and $118.4 million in ARP discretionary funding.

The funding provided through the CARES Act; CRRSAA; and ARP allowed for changes in how recipients use FTA funds. The most significant of these changes has been allowing recipients to charge operating expenses to FTA grants with no matching requirements.

As of December 31, 2024, CTA has drawn down all of the funding and there is no remaining funding available related to CARES, CRRSAA and ARP.

The RTA approved a provision to allow the federal operating assistance, which was provided to replace fare revenue lost due to the COVID-19 pandemic, to be included as operating revenue for purposes of the recovery ratio calculation.

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING GOVERNMENT-WIDE SCHEDULES OF REVENUES AND EXPENSES
YEAR ENDED DECEMBER 31, 2024
(In Thousands)

	RTA Government-Wide	Service Boards Business Type Activities: Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Combining Adjustments: Debit	Combining Adjustments: Credit	Total Combined
REVENUES:							
Service Boards operating revenues	$ -	$ 393,766	$ 222,990	$ 53,974		$ -	$ 670,730
RTA financial assistance	-	1,130,108	580,956	497,098	2,134,014	-	74,148
Other public funding	-	1,045,574	494,970	9,058	-	-	1,549,602
Capital grants	-	947,950	479,743	26,596	533,626	-	920,663
Sales taxes	189,652	-	-	-	-	1,500,292	1,689,944
Interest on sales taxes	3,599	-	-	-	-	5,182	8,781
Public Transportation Fund	317,694	-	-	-	-	213,621	531,315
Operating assistance	489,540	-	-	-	-	-	489,540
State assistance	108,925	-	-	-	-	-	108,925
Investment income	30,654	34,248	-	16,442	-	-	81,344
Program revenues and other	42,264	-	-	-	-	20,017	62,281
Total revenues	1,182,328	3,551,646	1,778,659	603,168	2,667,640	1,739,112	6,187,273
EXPENSES:							
Operating	-	1,926,725	985,223	499,994			3,411,942
Depreciation	-	668,941	323,027	58,116	-		1,050,084
Financial assistance to Service Boards	377,838	-	-	-	-	377,838	-
Capital grants—bonds	517,672	-	-	-	-	512,674	4,998
IDOT Capital Grant - PACE (ADA)	9,564	-	-	-	-	9,564	-
Operating assistance - service boards	24,890	-	-	-	-	24,890	-
Insurance (JSIF)	9,475	-	-	-	-	-	9,475
Administrative and other expenses	21,093	-	-	52,252	-	-	73,345
Regional and technology expenses	30,992	-	-	-	-	3,562	27,430
Interest expenses	52,134	180,905	-	-	-	-	233,039
Total expenses	1,043,658	2,776,571	1,308,250	610,362	-	928,528	4,810,313
NET REVENUES (EXPENSES)	$ 138,670	$ 775,075	$ 470,409	$ (7,194)	$ 2,667,640	$ 2,667,640	$ 1,376,960

Note 1—Changes in net position shown on page 4 and net revenues and expenses shown on this page are similar.
Note 2—Government-wide to region-wide revenues and expenses shown on this page are reconciled in Note 15.

REGIONAL TRANSPORTATION AUTHORITY AND SERVICE BOARDS

SPECIAL-PURPOSE COMBINING REGION-WIDE SCHEDULES OF REVENUES AND EXPENSES—BUDGET AND ACTUAL (BUDGETARY BASIS)
YEAR ENDED DECEMBER 31, 2024
(In Thousands)

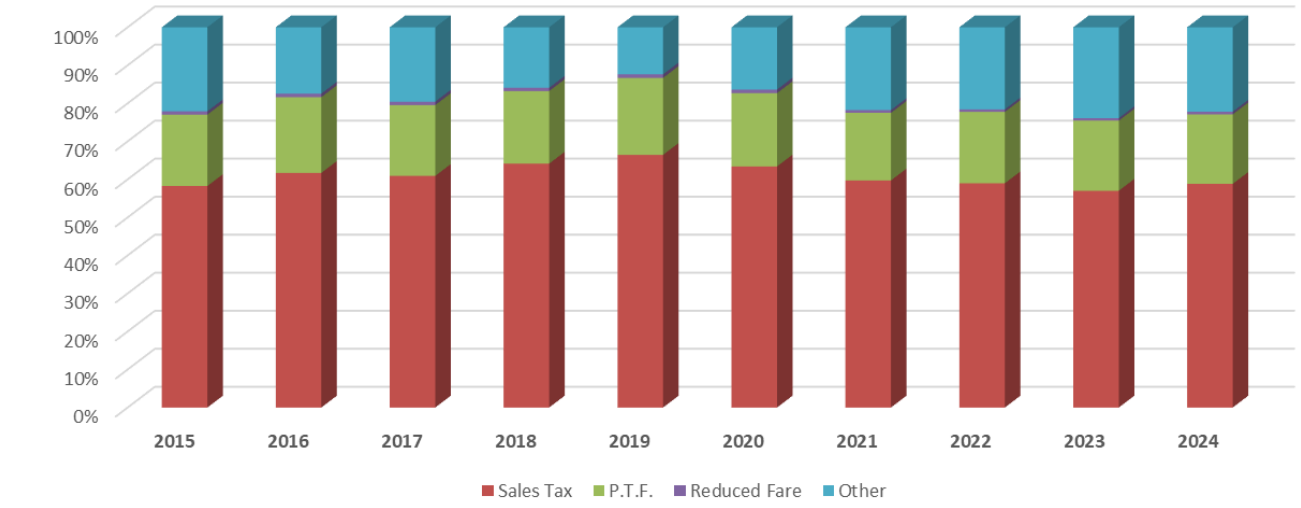
	RTA Government Activities and Fiduciary Funds (1)	Service Boards Business-Type Activities			Combining Adjustments		Total Actual Combined	Total Region-Wide Budget
		Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Debit	Credit		
REVENUES:								
RTA financial assistance	$ -	$ 1,113,468	$ -	$ 497,097	$ 1,895,194	$ -	$ (284,629)	$ -
Other public funding	-	-	-	-	-	-	-	5,000
Capital grants	-	-	-	-	533,626	-	(533,626)	-
Sales taxes	1,689,943	-	-	-	-	-	1,689,943	1,636,098
Public Transportation Fund (RTA)	531,316	-	-	-	213,621	-	317,695	520,273
General State revenue	489,540	-	-	-	-	-	489,540	-
Operating assistance	28,283	-	-	9,057	-	-	37,340	31,484
State Assistance (AFA & ASA)	108,925	-	-	-	-	-	108,925	117,615
State reduced fare reimbursement	20,017	-	-	-	20,017	-	-	
Pension contribution	41,377	-	-	-	-	-	41,377	-
Pension investment income (loss)	28,024	-	-	-	-	-	28,024	-
Other intergovernmental revenues	-	-	-	-	-	-	-	-
Other revenues	13,981	-	-	-	-	-	13,981	115,491
Interest on sales taxes to Service Boards	5,182	-	-	-	5,182	-	-	-
Subtotal	2,956,588	1,113,468	-	506,154	2,667,640	-	1,908,570	2,425,961
Investment income	30,654	12,822	-	16,443	-	-	59,919	3,000
Interest on sales taxes	3,599		-		-	-	3,599	2,500
Service Boards revenues	-	390,714	222,990	53,974	-	-	667,678	745,313
Add (Subtract):								-
FTA Operating Assistance (Cares and CRRSA)	-	384,412	-	-	-	-	384,412	472,516
Differential between loss in system-generated Revenue and CARES funding	-		-	-	-	-	-	-
Senior Free Ride	-	15,125	-	-	-	-	15,125	-
In-kind services	-	22,000	-	-	-	-	22,000	-
Subtotal	34,253	825,073	222,990	70,417	-	-	1,152,733	1,223,329
Total revenues	2,990,841	1,938,541	222,990	576,571	2,667,640	-	3,061,303	3,649,290
EXPENSES:								-
Depreciation	-	-	-	-	-	-	-	-
Interest expenses	52,134	-	-	-	-	-	52,134	-
Financial assistance to Service Boards	2,131,387	-	-	-	-	2,108,815	22,572	
Capital grants—bonds	517,672	-	-	-	-	533,626	(15,954)	25,931
State reduced fare reimbursement	20,017	-	-	-	-	20,017	-	-
Pension and other employee benefits	23,520	-	-	-	-	-	23,520	-
Interest on sales taxes to Service Boards	-	-	-	-	-	5,182	(5,182)	-
MISC							-	
Subtotal	2,744,730	-	-		-	2,667,640	77,090	25,931
Operating expenses	9,475	1,694,850	985,223	496,726	-	-	3,186,274	3,671,222
Administrative expenses	21,093	-	-	75,697	-	-	96,790	28,840
Regional and Technology expenses	30,992	-	-	-	-	-	30,992	34,432
Add (Subtract):							-	-
In-kind services	-	(22,000)	-	9,263	-	-	(12,737)	-
Indirect Overhead	-		-	-	-	-	-	-
Security costs	-	104,875		-	-	-	104,875	-
CSA/CSR Labor		64,030		(23,841)			40,189	-
Express Bus Service Expense	-		-	(5,600)	-	-	(5,600)	-
Pension Obligation Bond Debt Service	-	96,786	-	-	-	-	96,786	-
Lease of transportation facilities	-			-	-	-	-	-
Capital (depreciation, disposals/additions)		-			-	-	-	-
Subtotal	61,560	1,938,541	985,223	552,245	-	-	3,537,569	3,734,494
Total expenses	2,806,290	1,938,541	985,223	552,245	-	2,667,640	3,614,659	3,760,425
NET REVENUES (EXPENSES)	$ 184,551	$ -	$ (762,233)	24,326	$ 2,667,640	$ (2,667,640)	$ (553,356)	$ (111,135)

(1) RTA amounts represent government-wide revenues and expenses and fiduciary fund increases (revenues) and decreases (expenses).

Table 5

RTA REVENUE BY SOURCE

2015-2024



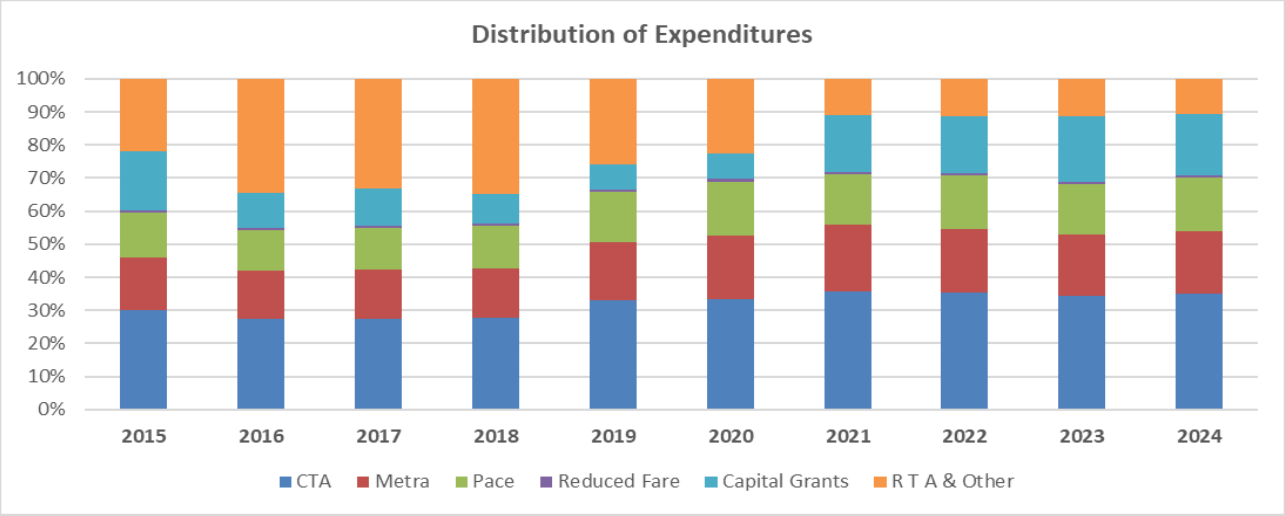
Last Ten Years *(In Thousands)*

	Sales Tax	Public Transportation Fund	Reduced Fare	Other	Total
12 Months Ended 12/31/15	$ 1,169,268	$ 376,897	$ 17,570	$ 443,582	$ 2,007,317
Percentage of Total	58.25%	18.78%	0.88%	22.10%	100%
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	1,185,986	362,647	17,570	380,963	1,947,166
Percentage of Total	60.91%	18.62%	0.90%	19.56%	100%
12 Months Ended 12/31/18	1,237,339	368,367	16,692	306,944	1,929,342
Percentage of Total	64.13%	19.09%	0.87%	15.91%	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	1,178,795	358,393	17,570	304,647	1,859,405
Percentage of Total	63.40%	19.27%	0.94%	16.38%	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	1,569,567	499,587	17,570	574,558	2,661,282
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	1,708,658	531,316	20,017	644,996	2,904,987
Percentage of Total	58.82%	18.29%	0.69%	22.20%	100%

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

Table 6

2015-2024



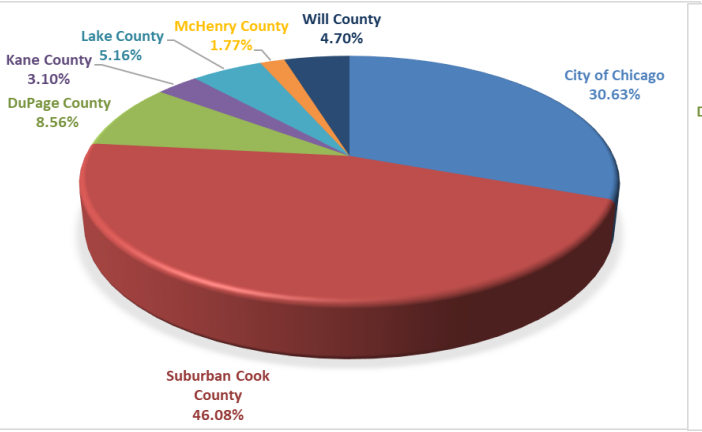
Last Ten Years *(In Thousands)*

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

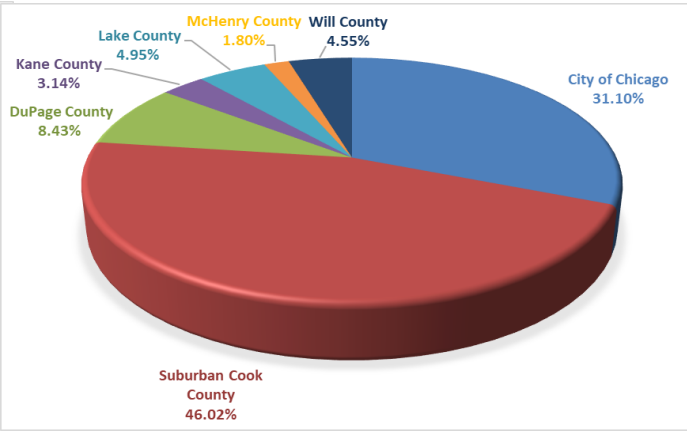
Table 3

SALES TAX REVENUE SOURCE BY COUNTY/CITY OF CHICAGO

2023



2024



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 12/31/15	$ 363,131	$ 541,214	$ 100,795	$ 34,482	$ 62,705	$ 20,385	$ 46,555	$ 1,169,267
Percentage of Total	31.06%	46.29%	8.62%	2.95%	5.36%	1.74%	3.98%	100.00%
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	31.82%	47.88%	8.90%	3.22%	5.37%	1.84%	4.89%	104%
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%

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

Table 4

LEGAL DEBT CAPACITY

(In Thousands)

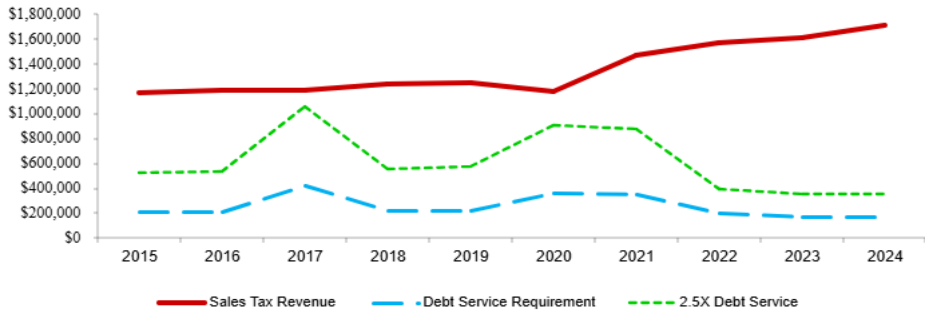
2024

Legal Debt Margin:	Balance Outstanding at December 31, 2024	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	$ 72,075			
2005B General Obligation Refunding Bonds	10,105			
2010B General Obligation Bonds	98,900			
2016A General Obligation Bonds	81,610			
2018B General Obligation Bonds	124,860			
2021A General Obligation Refunding Bonds	80,660			
Total RTA Bonds Applicable to Limitation	468,210			(468,210)
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		
1999 General Obligation Refunding Bonds	4,220	-		
2000 General Obligation Bonds	94,990	260,000		
2001A General Obligation Bonds	39,450	100,000		
2002A General Obligation Bonds	70,785	160,000		
2003A General Obligation Bonds	124,855	260,000		
2004A General Obligation Bonds	134,940	260,000		
2017A General Obligation Bonds	131,010	250,030		
Total SCIP Bonds Applicable to Limitation		$ 1,790,030		
Total SCIP Bonds Outstanding	600,250			
Total Bonds Outstanding	$ 1,068,460			
Debt Margin for General Obligations				331,790
Debt Limitation per Act for Working Cash Notes			$ 100,000	
Total RTA Working Cash Notes Applicable to Limitation				
Debt Margin for Working Cash Notes				100,000
Total Legal Debt Margin				$ 431,790

Table 5

COMPARISON OF SALES TAX REVENUE
TO DEBT SERVICE REQUIREMENT

2015 - 2024
(In Thousand



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	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Sales Tax Revenue	$ 1,169,267	$ 1,185,182	$ 1,185,986	$ 1,237,339	$ 1,254,161	$ 1,178,795	$ 1,468,807	$ 1,569,567	$ 1,611,296	$ 1,707,333
Debt Service Requirement	211,041	214,984	421,835	223,893	228,939	362,935	350,304	199,707	178,063	176,908
2.5 Times Debt Service Requirement	527,603	537,460	1,054,588	559,733	572,348	907,338	875,760	399,414	356,126	353,816

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 6

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
2015	$100,610	$ 110,431	$ 211,041	$ 2,109,256	10.01%
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	2,602,311	6.84%
2024	115,945	60,963	176,908	2,690,541	6.58%

Table 7

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) *(In Millions)*

Federal Fiscal Year	Total Awarded	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Regional Transportation Authority
2015*	$ 1,034.69	$ 826.16	$ 161.32	$ 47.21	$ -
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	-
Total	$ 6,532.39	$ 3,997.96	$ 2,035.20	$ 499.23	$ -

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*

Table 8

RTA & SERVICE BOARDS OPERATING CHARACTERISTICS

2024

Chicago Transit Authority

Rapid Transit

- *8* rail lines
- *146* stations served
- *1,480* rapid transit cars
- *127.5* million riders per year
- *1,729* STO* positions

Motor Bus

- *127* bus routes
- *1,859* buses
- *181.7* million riders per year
- *3,705* STO* positions

CTA Totals

- *745.3* million rail passenger miles per year
- *453.9* million bus passenger miles per year
- *119.2* million vehicle revenue miles per year
- *5,154* 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
- *242* stations
- *186* locomotives
- *861* diesel passenger cars
- *187* electric passenger cars
- *665* weekday trains operated
- *34.9* million riders per year
- *4,451* full-time employees
- *740.3* million passenger miles per year
- *44.2* million vehicle revenue miles per year

**All data excludes NICTD South Shore*

Pace Suburban Bus Division

Fixed Route Bus

- *134* regular routes
- *0* feeder routes
- *0* shuttle routes
- *515* vehicles in use during peak periods
- *16.9* million riders per year
- *733* Pace-owned buses
- *1,838* full-time employees

ADA Paratransit

- *415* Pace-owned lift-equipped vehicles in service
- *4.9* million riders per year
- *49* full-time employees

Demand-Response

- *44* local services
- *135* Pace-owned lift-equipped vehicles in service
- *130* communities served
-

Vanpool

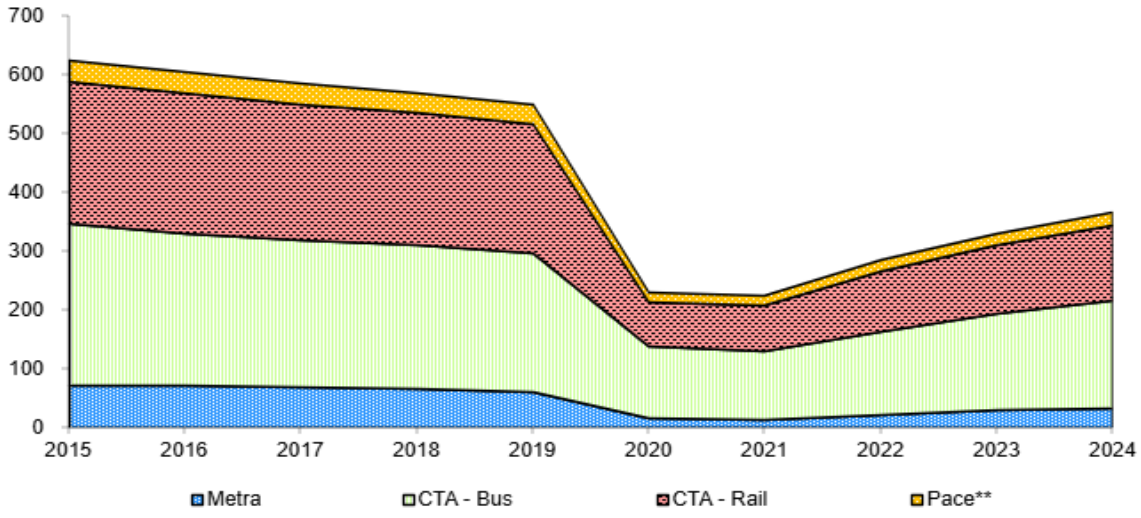
- *312* vanpool vehicles in operation
- *0.5* million riders per year

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

Table 9

System Ridership and Unlinked Passenger Trips

2015-2024
(In Millions)



Last Ten Years *(In Millions)*

Service Consumed:	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
CTA - Bus	274.3	259.1	249.2	242.2	237.3	121.4	117.4	140.0	161.7	181.7
CTA - Rail	241.7	238.6	230.2	225.9	218.5	76.0	78.6	103.5	117.4	127.5
Total CTA*	516.0	497.7	479.4	468.1	455.8	197.4	196.0	243.5	279.1	309.2
Metra	81.6	80.1	78.6	76.2	74.0	18.6	13.9	23.8	31.9	34.9
Pace**	37.3	35.4	35.5	34.5	32.7	16.7	15.5	17.2	19.0	22.2
System Total	634.9	613.2	593.5	578.8	562.5	232.7	225.4	284.5	330.0	366.3
Percent Change	-4.7%	-3.4%	-3.2%	-2.5%	-2.8%	-58.6%	-3.1%	26.2%	16.0%	11.0%

CTA ridership includes rail-to-rail transfers.
****PACE ridership includes ADA Paratransit rides beginning in 2007.***

Source of data: National Transit Database and Service Board reported data.

FINANCIAL RESULTS OF PURCHASED SERVICES AGENCIES

The following is a summary of the financial results, as reported to the Service Boards, of each transportation agency, which had a purchase of service agreement with a Service Board or received financial grants or financial assistance from a Service Board during 2024.

(In Thousands)

	Operating Revenues	Operating Expenses	Operating Deficit	Service Board Funding	Other Public Funding
Pace					
Summary of Services					
Fixed Route - Direct Expense	$ 3,488	$ 205	$ 3,693	$ 1,218	$ 2,475
Fixed Route - Operating Expense	3,899	974	2,925	-	
Total Fixed Route Service	7,387	1,179	6,618	1,218	2,475
Private Contract Carriers					
DAR Services	1,273	19,987	18,714	9,682	9,029
DAR and Stable Services	12,277	251,297	239,020	239,020	-
Total Private Contract Carriers	13,550	271,284	257,734	9,682	9,029
Paratransit - Municipal Carriers	167	3,629	3,462	427	3,035
Total Pace	$ 21,104	$ 276,092	$ 267,814	$ 11,327	$ 14,539

Pace **Detail of Services**	Direct Expense	Centralized Expense	Total Expenses	Net Passenger Revenue	Public Funding
Fixed Route - Public Funded Carriers					
City of Highland Park	$ 1,501	$ 57	$ 1,558	$ 349	$ 1,209
Village of Niles	1,438	106	1,544	516	1,029
Village of Schaumburg	549	42	591	353	237
Total	$ 3,488	$ 205	$ 3,693	$ 1,218	$ 2,475
Private Contract Carriers - Fixed Route					
First Transit	$ 758	$ 11	$ 747	$ -	$ 747
M V Transportation	1,789	134	1,655		1,655
Cook DuPage Transportation	659	575	84		84
River North	693	254	439	-	439
Total	$ 3,899	$ 974	$ 2,925	$ -	$ 2,925

FINANCIAL RESULTS OF PURCHASED SERVICES AGENCIES

(In Thousands)

	Passenger Revenue	Contract Expense	Operating Deficit	Service Board Funding	Other Public Funding
Private Contract Carriers - Dial-a-Ride Services					
Bloomingdale Township	$ 10	$ 316	$ 306	$ 217	$ 88
Call Centers	-	2,275	2,275	2,275	-
Call in Rides	39	2,713	2,674	2,632	42
Central Lake	-	-	-	-	-
Central Will	36	860	824	514	311
Community Service Transit	113	38	(75)	(75)	
Downers Grove	7	130	123	87	36
Dupage County	-	3	3	3	
Dupage Township	2	78	76	54	22
Elk Grove	9	324	315	208	107
Leyden Township	9	165	156	113	42
McHenry County	4	151	147	125	22
RAP	84	314	230	230	
Northeast Lake	-	2	2	2	
Northwest Kane-Hampshire	1	20	19	15	5
North Suburban Cook-Non-ADA	20	295	275	275	
Ride DuPage	292	2,877	2,585	533	2,051
Ride In Kane	271	3,623	3,352	270	3,081
Ride Lake	124	1,781	1,657	714	942
Ride McHenry	214	3,301	3,087	1,318	1,769
South Cook	-	34	34	34	
Southwest Lake-Wauconda	-	5	5	5	
Southwest Will	-	10	10	7	3
Wayne Township	1	40	39	28	11
Will County	37	632	595	98	497
Total	$ 1,273	$ 19,987	$ 18,714	$ 9,682	$ 9,029

FINANCIAL RESULTS OF PURCHASED SERVICES AGENCIES

Pace

Detail of Services, continued

(In Thousands)

	Passenger Revenue	Contract Expense	Net Contract Cost	Service Board Funding	Other Public Funding
Private Contract Carriers - Dial-a-Ride and Stable Services (ADA Services)					
South Cook	$ 824	$ 15,837	$ 15,013	$ 15,013	$ -
North Suburban Cook	541	10,962	10,421	10,421	-
West Cook (Suburban)	242	3,173	2,931	2,931	-
North Lake	91	1,455	1,364	1,364	-
Kane County	45	961	916	916	-
DuPage County	148	3,141	2,993	2,993	-
Will County	59	1,222	1,163	1,163	
RAP	329	3,394	3,065	3,065	
TNC Customer Directed Ride DuPage	918	10,296	9,378	9,378	
Chicago ADA	9,080	200,856	191,776	191,776	-
Total	$ 12,277	$ 251,297	$ 239,020	$ 239,020	$ -

	Operating Revenues	Operating Expenses	Operating Deficit	Service Board Funding	Other Public Funding
Paratransit - Municipal Carriers					
Bloom	$ 19	$ 363	$ 344	$ 58	$ 285
Crestwood	4	106	102	14	89
Forest Park	17	264	247	70	176
Lemont	3	75	72	12	60
Norridge	2	45	43	6	38
Palatine	9	261	252	23	229
Palos Hills	4	73	69	10	59
Park Forest	9	82	73	22	51
Rich Township	32	509	477	52	425
Schaumburg	68	1,851	1,783	160	1,623
Total	$ 167	$ 3,629	$ 3,462	$ 427	$ 3,035

Regional Transportation Authority

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

Chicago Transit Authority
567 W. Lake St.
Chicago, IL 60661
888-968-7282
transitchicago.com

Metra
547 W. Jackson Blvd.
Chicago, IL 60661
312-322-6777
metra.com

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