NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

11.5.26

Meeting of the NITA Board Committee on Finance and Audit

Welcome! Meeting Starts at 2:30pm

Meeting Agenda
nita.Illinois.gov/about-us/board-meetings

NITA
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1. Call to Order

NITA



2. Roll Call



NITA

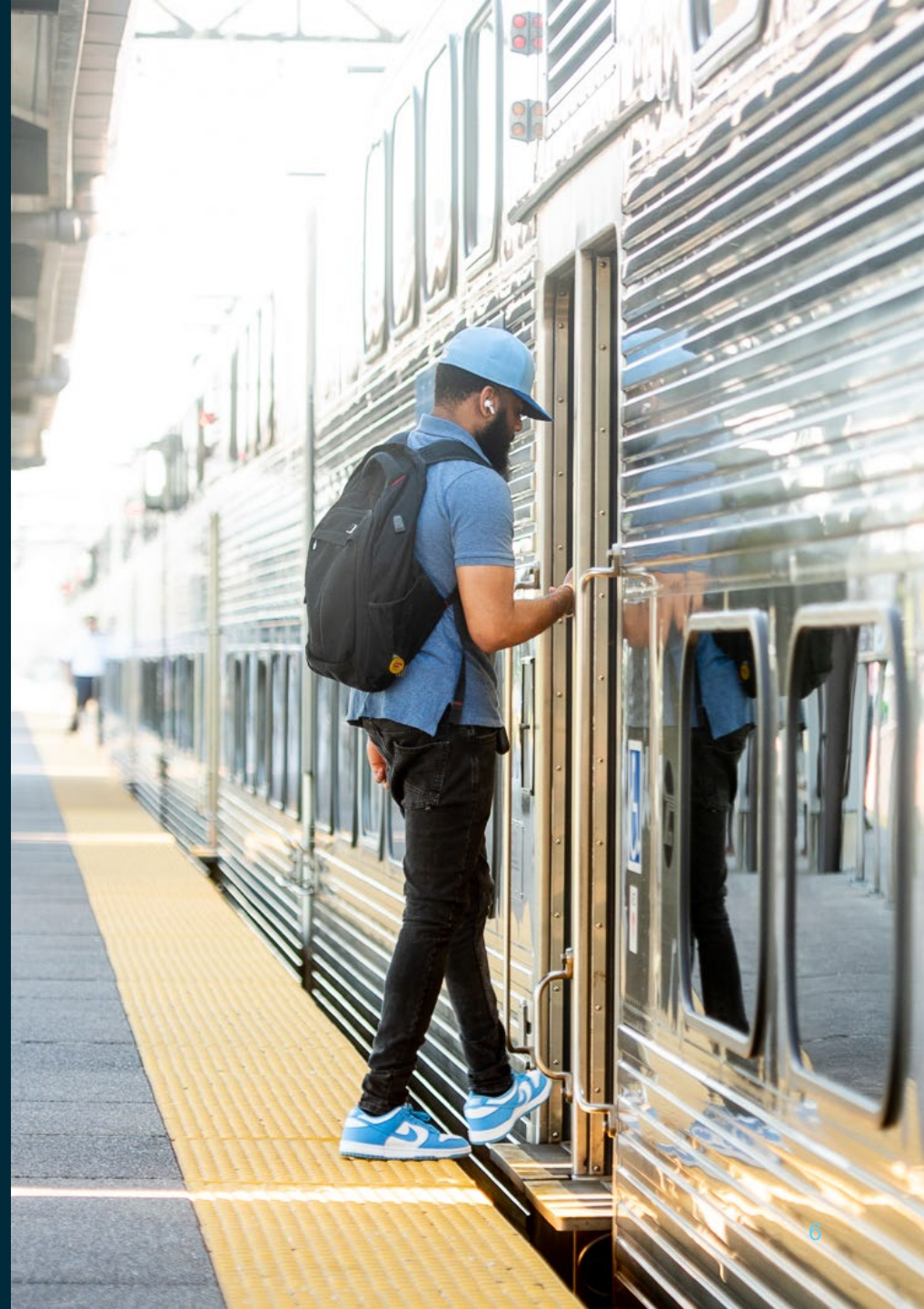
3. Selection of Committee Chair



NITA

4. Presentation and discussion of the proposed 2027 Regional Transit Operating Budget, Two-year Financial Plan, and 2027-2031 Capital Program

NITA



Agenda

- Regional Budgeting by NITA
- NITA Requirements and future deadlines
- Operating Budget
  - Statutory Operating Budget Allocation Process
  - Operating funding amounts by Service Boards
  - Proposed NITA Agency Budget
  - Highlights of Service Board proposals
  - Efficiencies
  - Recovery ratio calculation and benchmarking
- Capital budget
  - Allocation methods
  - Highlights of Service Board proposals
  - Regional Benefits
- Public Input Process
- 2027 Budget Timeline

Regional Budgeting by NITA

Regional Budgeting Based on the NITA Act

2027 Budgeting

- NITA develops regional:
  - 2027 operating budget
  - Two-year financial plan
  - 5-year capital program

General Considerations

- 2027 budget has unique public outreach requirements, led by NITA
- Adopted budget sent to the Governor & General Assembly to fulfill NITA Act requirements
- Many existing budgeting practices sunset after the 2027 budget
- New service planning processes begin in 2027

Budget Process Background

- Statutory deadlines for 2027 budget include:
  - 9/15: Establish funding levels by Service Board
  - 11/15: Service Board proposals due
  - November: County board meeting presentations
  - 12/31: Regional budget approved by NITA
  - Budget Working Group comprised of NITA and Service Board finance staff began meeting in February and met 13 times to recommend 2026 budget amendment and prepare 2027 operating budget and 2027-2031 capital plan recommendations

Budget Process Background Continued

- May 21: Amended 2026 operating budget approved by RTA Board
- May 21: 2027 Budget Call approved and issued by RTA Board
- June 1: Sales Tax III approved by RTA Board
  - August 20: RTA Board approved Service Board and agency funding levels, following the three-step statutory allocation process
  - Project selection process established for first $270 million (2026-2027) of new state capital funding
- September/October: Public outreach in advance of budget release

Future Regional Budgeting Based on the NITA Act

- In 2027, the NITA Board will weigh in on NITA Act priorities that could change regional expense outlook
- Operating budget will have a service component, first regional service plan developed in 2028
- Recovery ratio requirement reduced to 20% in 2029, financial penalty removed
- Future capital programs will see incremental updates to the allocation methods based on consultant recommendations and board approval
- NITA will be responsible for advancing regionally significant projects
- NITA will explore bonding to support the capital program

Budget Overview

RIDERSHIP & CUSTOMER SATISFACTION

Consecutive Year Over Year Ridership Growth

65 Months

From April 2021 through August 2026

Rides Projected in 2027

417.2 M

On CTA, Metra, and Pace

Satisfaction in the June 2026 Rider Panel

80%

Up from 74% a year earlier

2027 AT A GLANCE

Regional Operating Budget

$5.04 B

Includes $1.3 B expected new funding from NITA Act

Five-Year Capital Program for 2027–2031

$9.73 B

Includes $990 M in new funding from NITA Act

Transit Employees

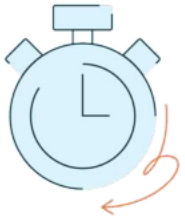
17,000

Keeping riders moving across NITA, CTA, Metra, and Pace



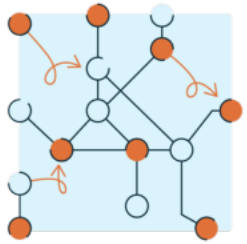
Safer Trips

- Includes funding for additional regional safety initiatives including Transit Ambassadors and NITA Ride Safe app
- Coordinated law-enforcement and social-service response
- NITA to establish Office of Transit Safety and Experience
- New fare gates pilot to mitigate fare evasion



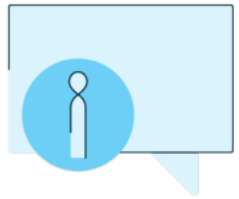
More Frequent, Reliable Service

- Expanding the CTA Frequent Bus Network
- CTA bus route extensions and improved spans
- New Sunday service on select Pace routes
- Expanded service on Rock Island Line
- Improving slow zones across the system



Affordable, Connected Travel

- No fare increase across the system, free CTA/Pace transfers
- Expanded Access Program, Regional Passes, and student fares
- 10,000+ current Access Program permit holders
- Preparing for fare integration and more fare programs



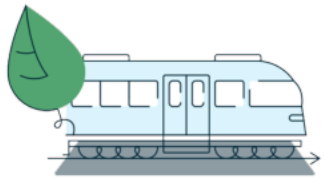
Accessible Trips, Clearer Information

- Accessible stations and replacement paratransit vehicles
- Real-time arrival and elevator status signs and clearer wayfinding
- Multilingual information
- Regional study on Dial-A-Ride



Transit-Oriented Development

- Joint Development Fund
- Transit Supportive Development Incentive Program



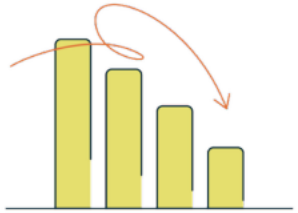
Sustainable Transit

- More than 200 electric/ hybrid-electric buses for CTA and Pace
- Nation's first battery-electric trainsets for Metra
- Garage electrification to support electric fleet



Better Places to Ride and Work

- Increased cleaning and maintenance
- Bus shelters, benches, and station improvements
- Operator restrooms, crew facilities and garage upgrades



All while achieving $60.1 Million in Efficiencies

- $13.2 million more than required by the NITA Act

2026-2028 NITA Agency Budget Legislative Requirements

Safety & Security Requirements:

- Incident reporting app (November 2026)
- Contracts for Outreach and Assistance to Unhoused Riders (November 2026)
- Medical Response Reimbursements (January 2027)
- Transit Ambassadors (July 2027)
- Regional Police Force (July 2027)

Fare Program Requirements:

- Regional Day Pass subsidy (Ongoing)
- Universal fare product (July 2027)
- New free and reduced fare programs and fare capping (July 2028)

Service Requirements

- Regional Dial-a-Ride study (In development)
- Additional service planning (December 2027)

New NITA departments and staffing needs:

- Office of Transit Safety and Experience
  - Coordinated Safety Response Council
- Office of Auditor
- Office of Disability Policy and Planning
- Transit Supportive Development
- Transition Working Group

Additional Rider Communications Resources:

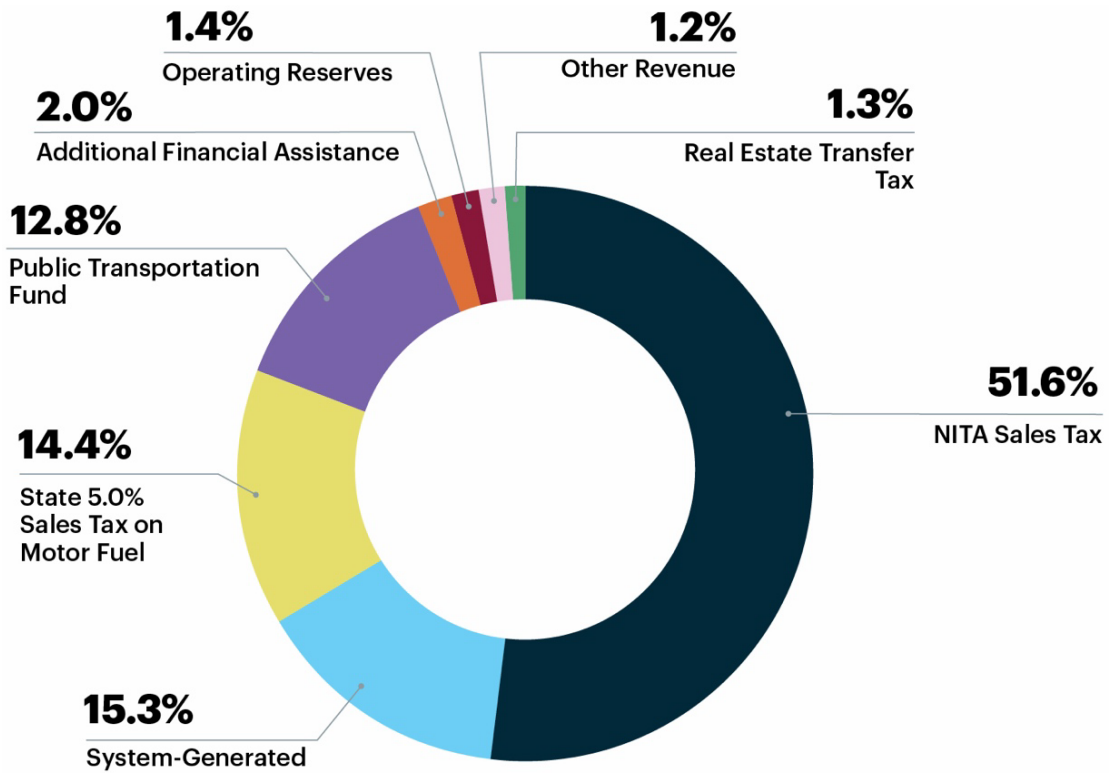
- Language assistance programs (Jan 2027)
- Web-based trip planning and real-time vehicle arrival information (July 2028)

Operating Budget

Approach to 2027 Budget Proposal

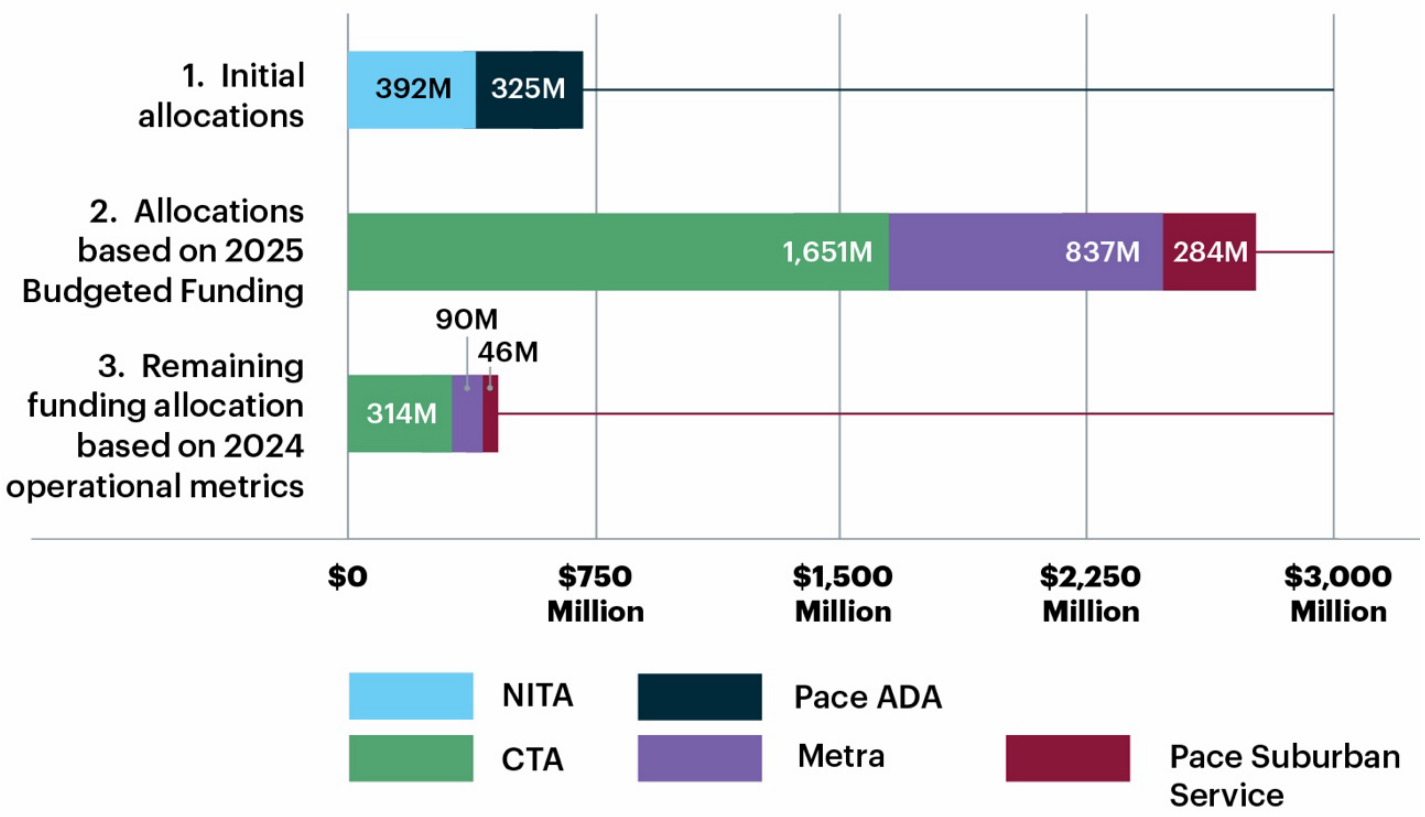
- Fund the initiatives included in the 2026 Budget Amendment at an annual level
  - Budget amendment totaled $132.2 million: $37.6 million for NITA, remainder for Service Boards
  - $187 million remains unallocated, reserved for NITA or future allocation
- Define additional costs from new NITA requirements
- Retain flexibility for NITA Board in 2027 to allocate additional resources

Overview of Transit Operating Revenue: $5.08 Billion



- **Transit operations** in the NITA region are funded by regional and system-generated revenues, as well as state and public funding:
  - **The NITA Sales Tax** is a source of regional revenue levied at different rates in the 6-county region
  - **System-generated revenue** includes rider fares and other transit revenues, such as station leases
  - **State revenue** includes a portion of the State Sales Tax on Motor Fuel, State match of the NITA Sales Tax, reimbursements for mandatory fare programs and debt service

FY 2027 Public Operations Funding Allocated in 3 Steps



Operating Metrics and Service Board Funding Shares

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

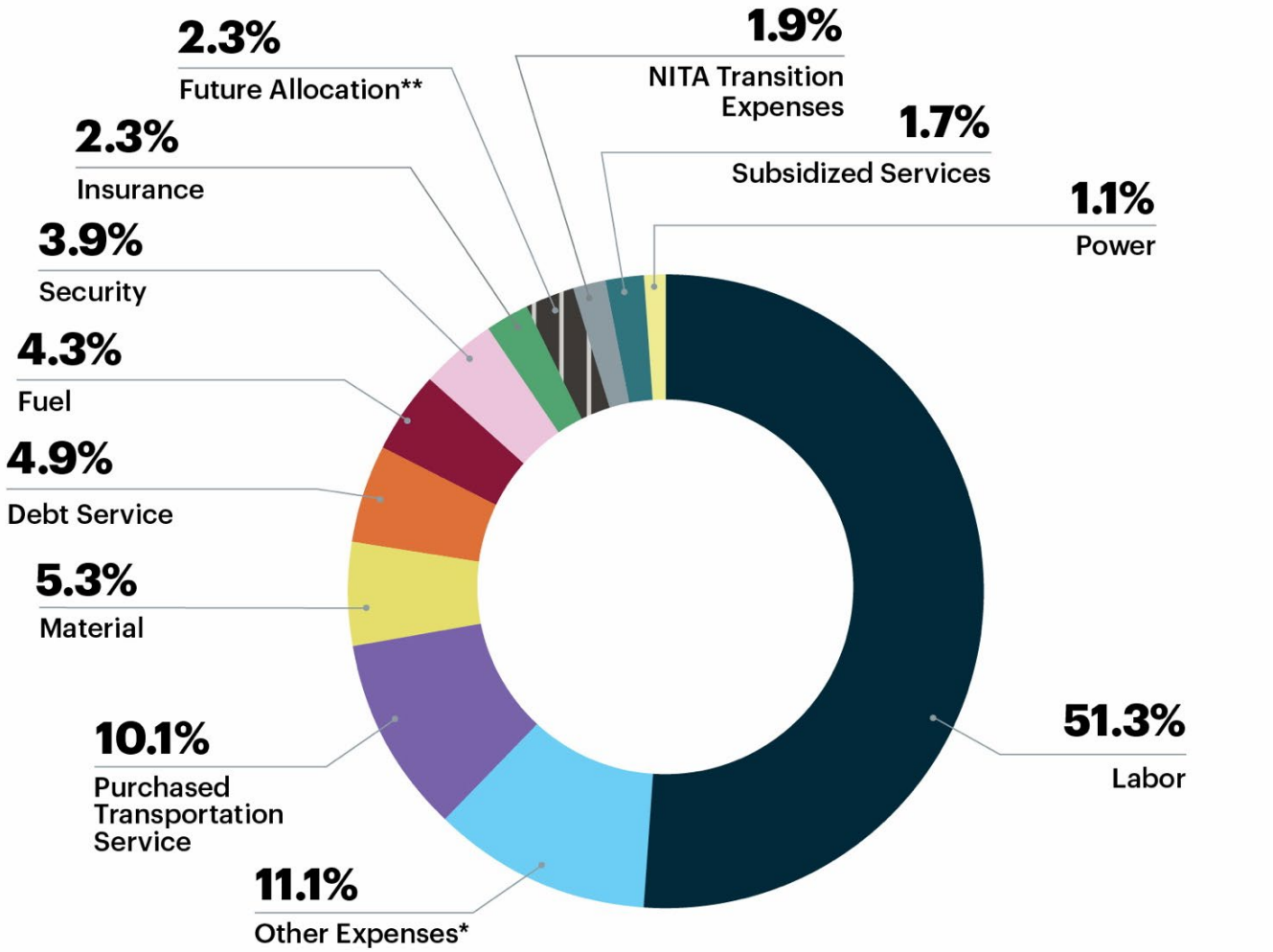
NITA Act Section 4.03.3 (d-5) three-step funding process for Fiscal Years 2027-2029.
Funding allocation approved on August 20.

Impacts of $1.3 Billion in Additional Public Funding

- 2027 represents the first year that a full year of additional public funding is included in the budget
- 2026 included partial year new funding for revenues implemented during 2026

Public funding	2026 amended	2027 budget	$ change	% change
CTA	$1,583.0	$2,051.6	$468.6	29.6%
Metra	$685.8	$943.5	$257.7	37.6%
Pace Suburban Service	$279.0	$334.5	$55.5	19.9%
Pace ADA	$336.8	$336.8	$0.0	0.0%
RTA/NITA	$265.0	$391.6	$126.6	47.8%
Debt service/JSIF	$59.2	$62.4	$3.2	5.4%
Total	**$3,208.8**	**$4,120.4**	**$911.6**	**28.4%**

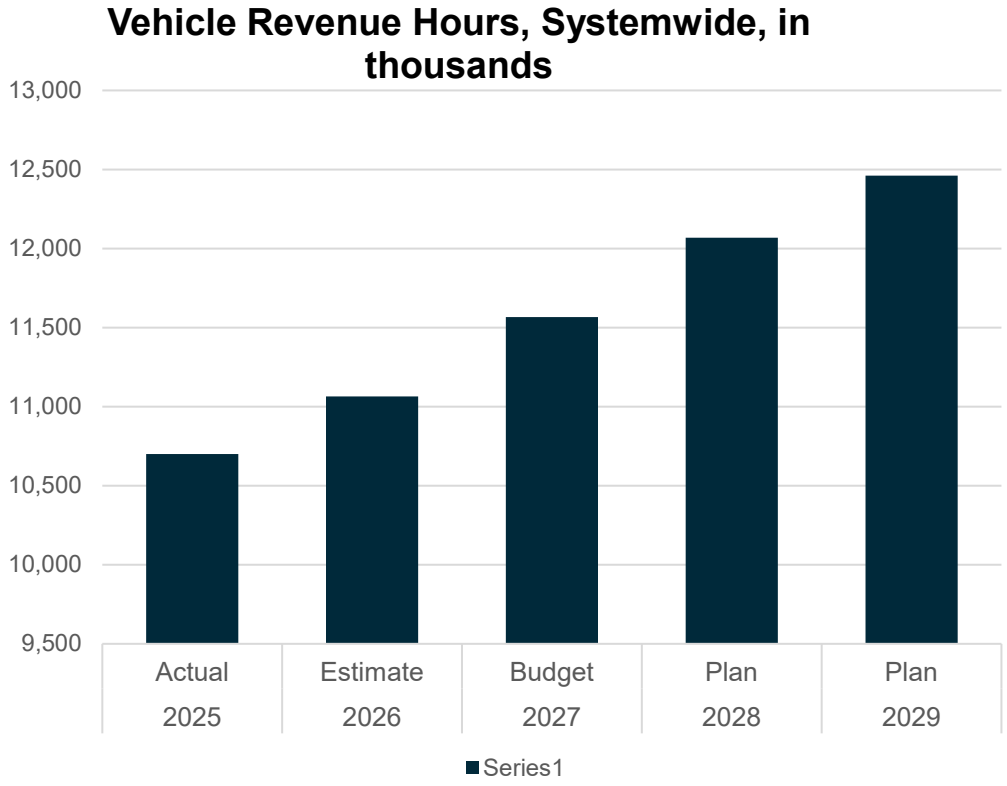
Regionwide Expenses: $5.04 billion



- Operating budget drivers
  - Expansion and growth of service hours
  - NITA Act requirements
  - New initiatives
  - Fuel costs
  - Inflationary increases

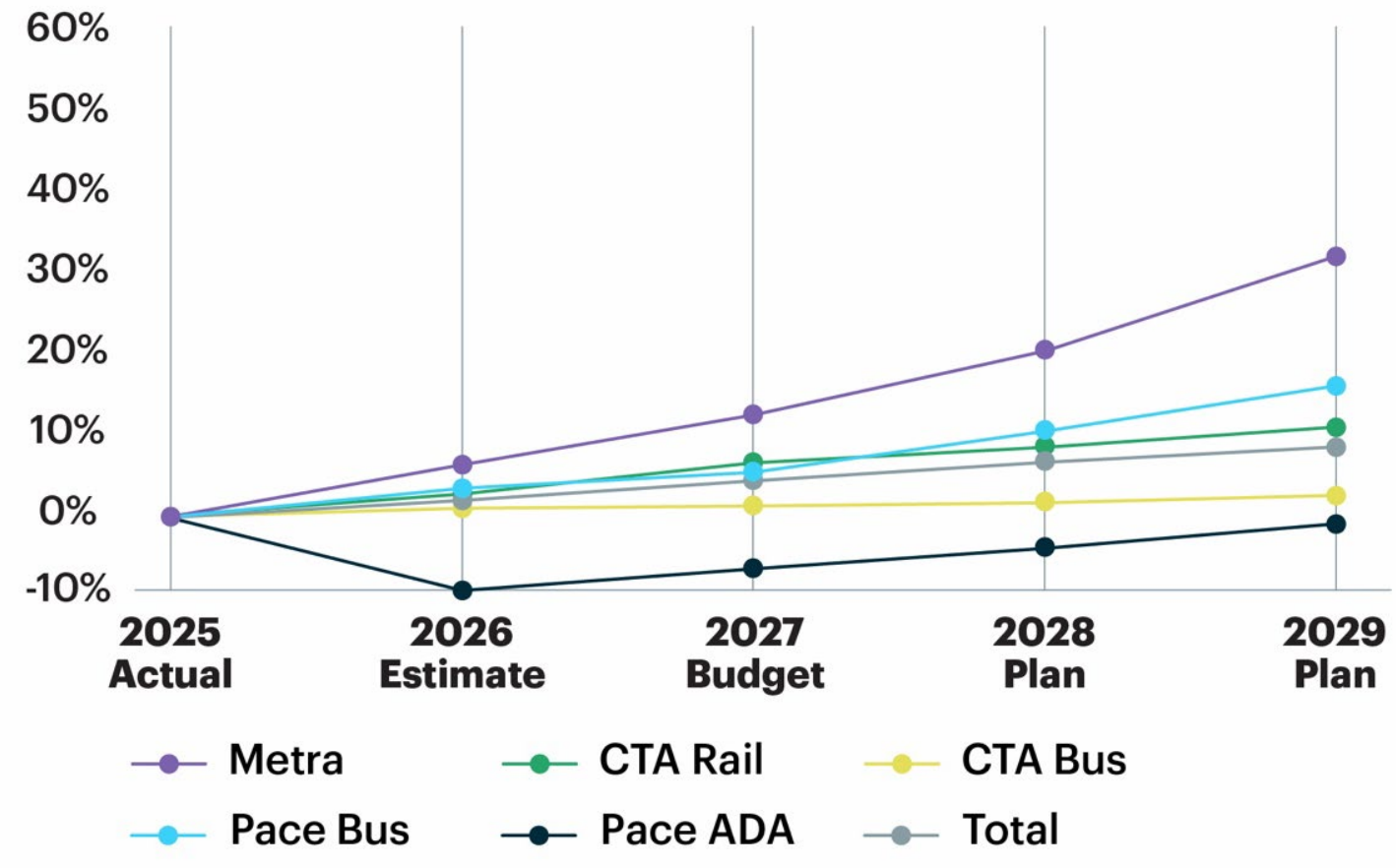
Expansion and Growth of Service Hours

- The budget invests expansion of transit service, including growth in budgeted vehicle revenue hours:
- CTA plans to increase bus service hours by 8.7% from 2025 levels. Rail service moderate increase in number of trains, shorter off-peak train sets.
- Metra's vehicle revenue hours are budgeted at 1.6 million, a 3.6% increase from 2025 actual hours
- Pace plans to expand suburban service vehicle revenue hours to 1.8 million in 2027, a 13.8% increase as compared to 2025



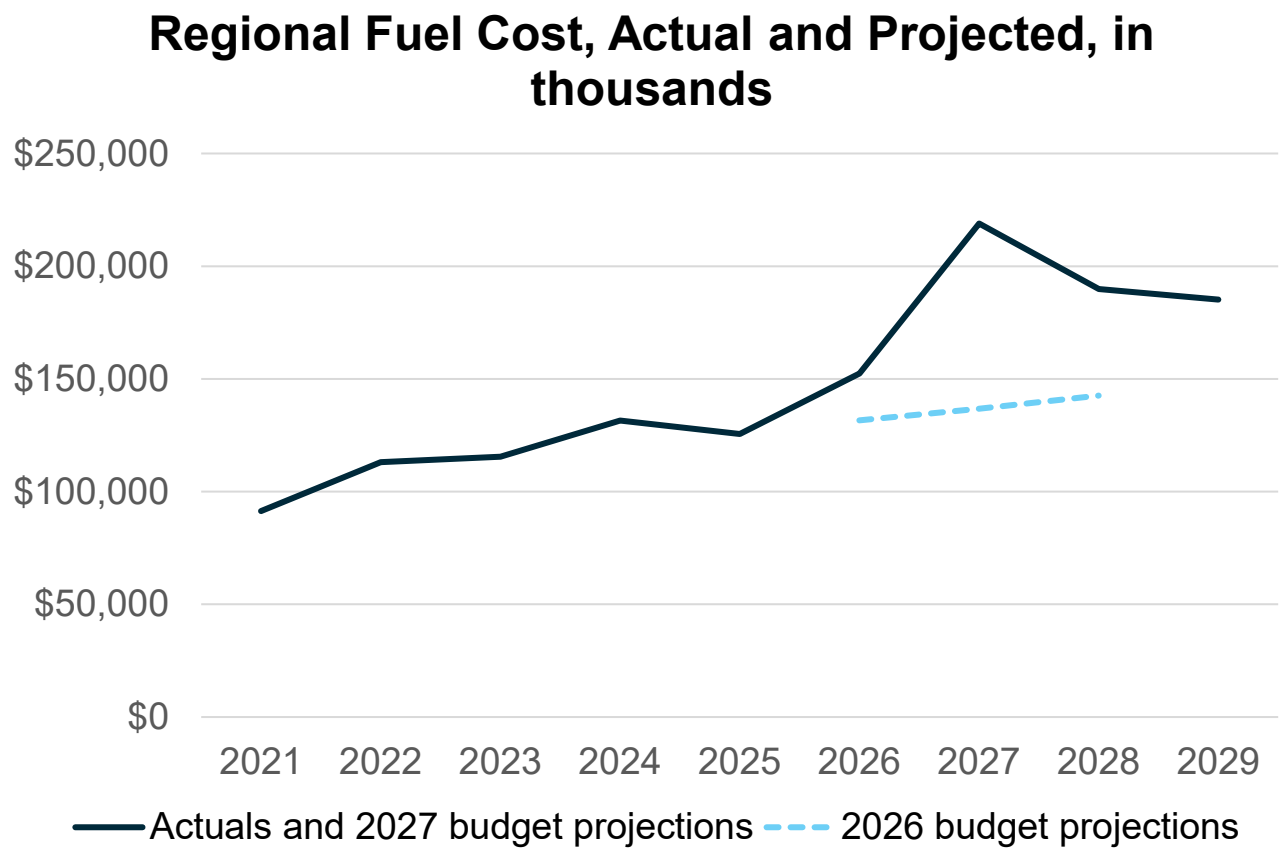
Investments will Support Continued Strong Ridership Growth

- Metra leads regional ridership growth – 6.1% in the first half of 2026
- Lines with expanded service seeing increases more than 20%
- Pace Routes with expanded night and weekend service seeing ridership increases of 28%



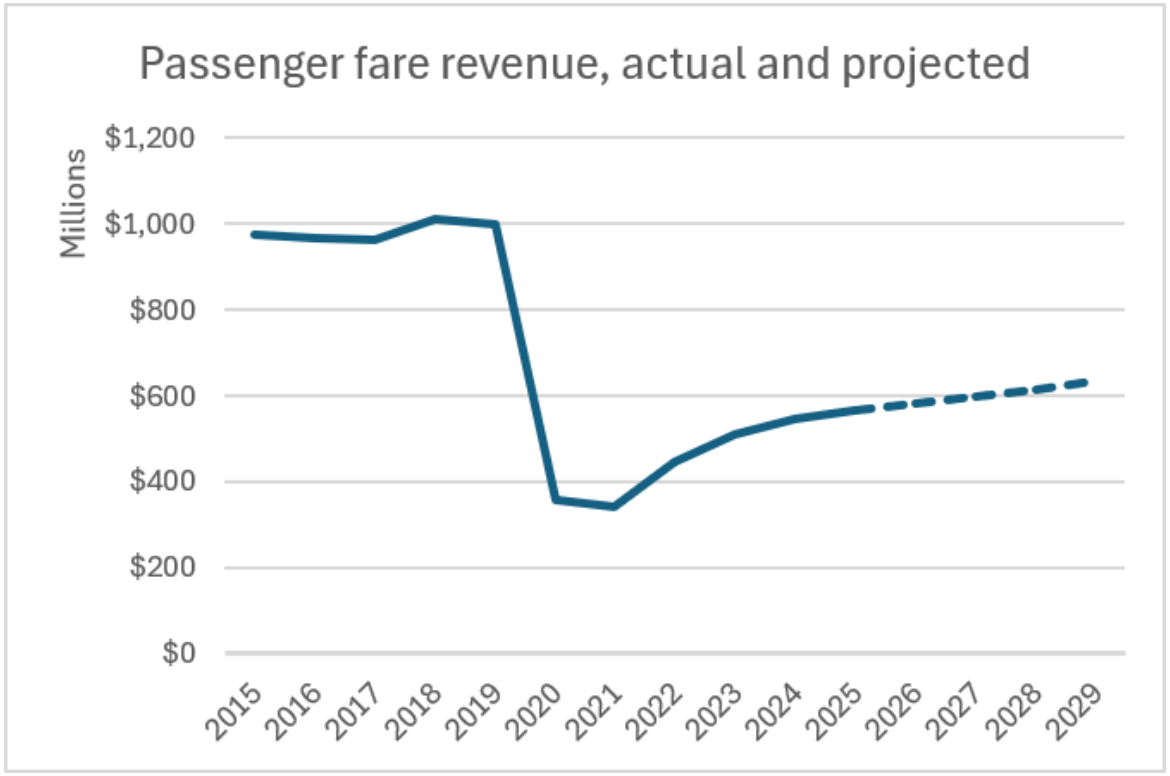
Cost of Fuel

- Total fuel costs in the 2027 Budget are $218.9 million, $82.2 million higher than the previous estimate for 2027 developed last year, largely reflecting updated fuel price assumptions
- The regional average fuel cost per gallon increases to $3.30 in 2027, before the projection declines in 2028 and 2029
- The 2026 budget planning assumptions projected fuel costs in 2027 and 2028 at lower levels than the fuel prices reflected in the proposed 2027 Budget



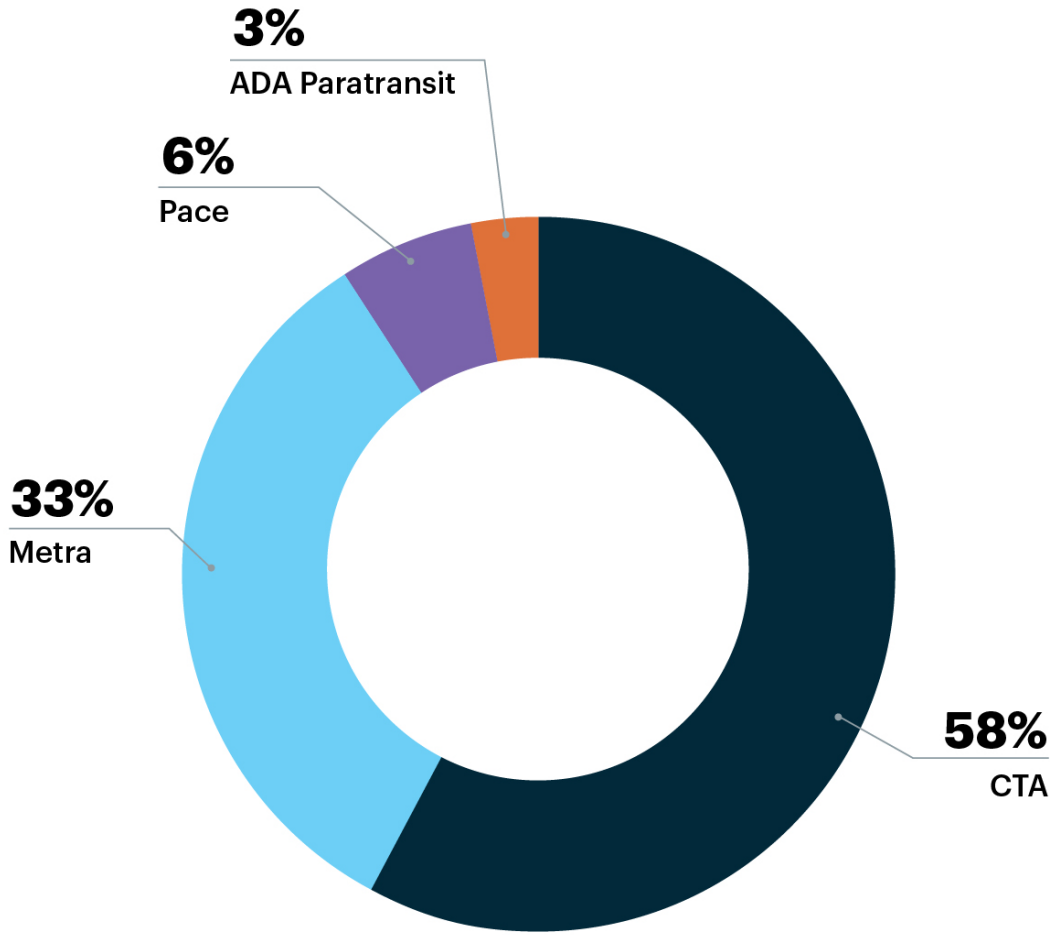
Passenger Fare Revenue

- Similar to other systems, passenger fare revenue is lower than it was before 2020
- Fares were decreased at the end of 2021 to encourage ridership recovery
- Fare revenue is anticipated to increase by an average of 2.8% annually over the next 3 years, driven by ridership growth



2027 Budgeted System-Generated Revenue

- Total system-generated revenue is budgeted at $779.9 million in 2027, an increase of $12.0 million (1.6%) from the 2026 estimate of $767.9 million
- CTA is projected to generate $454.1 million in revenue in 2027, representing 58.2% of total system-generated revenue
- Metra is projected to generate $255.3 million in 2027, representing 32.7% of total system-generated revenue and a 3.1% increase from the 2026 estimate
- Pace and ADA are projected to generate $70.5 million in 2027, representing 9.0% of total system generated revenue

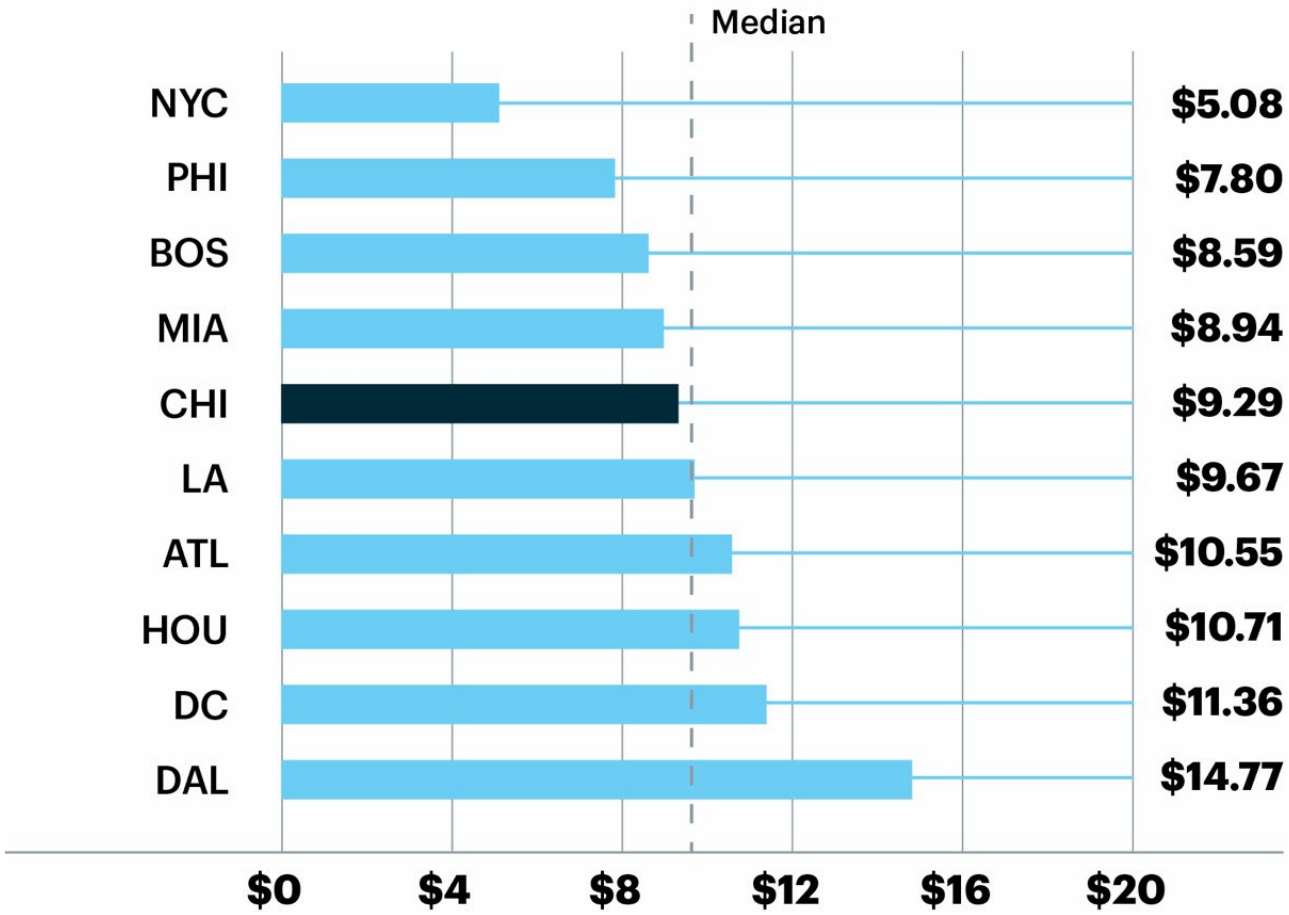


Fare Updates for 2027

- Recommended next steps with fares for One Ticket promise in the NITA Act
- Budget includes the following fare recommendations:
  - Eliminate transfer penalty ($0.25) between Pace Bus and CTA Bus.
  - Expand reduced fare offerings to all pass products (currently not offered on 1-day, 3-day, 7-day, weekend passes)
  - Simplify and centralize Active Military and Disabled Veterans ride free benefit

Efficiency as Compared to Peer Regions

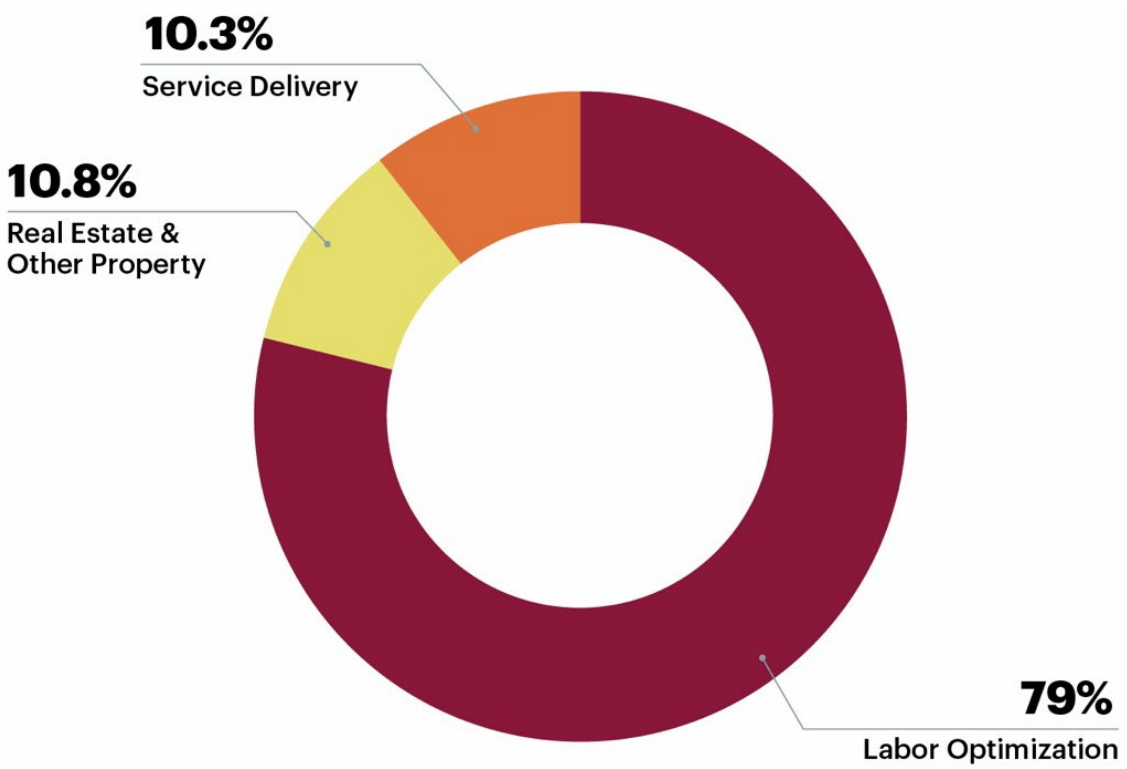
Operating Cost per Passenger Trip by Peer Region, 2024



- Relative to its peers, the Chicago region already has one of the most efficient transit systems in the country
- CTA, Metra, and Pace spent an average of $9.29 per passenger trip to operate the system in 2024
- These results are below the $9.48 median cost per trip across peer regions

Efficiencies Included in 2027 Budget

2027 Statutory Operating Efficiencies by Category



- The NITA Act required **$46.9 million** in efficiencies in 2027, and the budget includes **$60.1 million**:
  - Labor optimization. Workforce and headcount reductions, increased use of part-time bus operators, and transitioning outsourced consulting work to internal staff.
  - Real estate and other property. Telecommunications cost optimization through updated policies and equipment as well as utilization of Service Board owned facilities to reduce reliance on leased space.
  - Service delivery. Bus route travel time and fleet optimization to better align ridership and demand while maintaining service quality and effectiveness
- In addition, the 2027 budget includes **$16.1 million** in other cost savings

Recovery Ratio

- The NITA Act requires that regionwide, the budgeted system-generated revenue, such as fares, cover at least 25% of budgeted eligible operating costs for both FY2027 and FY2028
  - Requirement of 20% beginning in 2029
  - The NITA Act mandates a 5% ratio for ADA Paratransit
- The penalty for not meeting the mandated recovery ratio, calculated using actual results, is waived through FY2027
- Revenue credit was required to meet the statutorily required ratio

Budgeted Recovery Ratios

	2027	2028	2029
CTA	27.0%	27.0%	27.0%
Metra	27.0%	27.0%	28.0%
Pace	15.0%	15.0%	15.0%
Region	**25.0%**	**25.0%**	**23.9%**
ADA Paratransit	**5.8%**	**5.7%**	**5.5%**

NITA Act Deadlines and Requirements (2027)

2027

- Language Access Plan (January 1)
- Coordinate with CTA, Metra employees to become Transit Ambassadors (January 1)
- Metra Rock Island Regional Rail Pilot (January 1)
- Illinois Jobs Plan requirement begins (January 1)
- Coordinated Safety Response Council and NITA Law Enforcement Task Force reports due (March 1)
- NITA Board adopts consultant recommendations for ADA Paratransit (April 1)
- NITA Board Vote on Regional Police Force (by June 1)
- Transit-supportive opportunity inventory made public (June 1)
- Transit ambassador program (July 1)
- Universal fare product procurement plan due, complete by 2030 (July 1)
- Contracts for outreach and assistance to unhoused riders (December 1)
- Transit propensity thresholds adopted and implemented, first regional service plan begins (December)

NITA Act Deadlines and Requirements (2028)

2028

- Bus shields installed on all CTA and Pace buses (January 1)
- NITA Board progress report on implementation of ADA Paratransit recommendations
- Process begins for procuring universal fare instrument by 2030 (January 1)
- Preliminary service plans due to NITA (March 31)
- First service plans submitted to NITA by CTA, Metra, and Pace (June)
- Implementation of new fare programs for veterans, survivors of domestic violence, returning residents, individuals experiencing homelessness, as well as fare capping across the system (June)
- NITA manages all digital and web based real-time trip planning (July 1)

NITA Agency Requirements and Staffing Needs

New NITA responsibilities:

- Coordinated Safety Response Council
- Fare-setting Authority
- NITA Board Safety Subcommittee
- NITA Transition Working Group
- Office of Auditor
- Office of Disability Policy and Planning
- Office of Transit Safety and Experience
- Office of Transit Supportive Development
- Transit Supportive Land Use

New annual requirements:

- Audit report
- Fare programs report
- Medical response reimbursement program
- Performance-based programming report
- Regional Service Planning (begins end 2027)
- Rider surveys, focus on safety and security

Recovery Ratio Challenges and Opportunities

2027 Budget. To meet the 25% recovery ratio, the calculation includes $278.1 million in revenue credits in 2027 and $286.2 million in 2028:

- Revenue forgone through the temporary fare-increase moratorium
- Mandated, unreimbursed free and reduced fares
- Additional credits needed to reach the required ratios

Future Strategies. Calculation transitions on 1.1.2027 and the methodology will need to be reassessed.

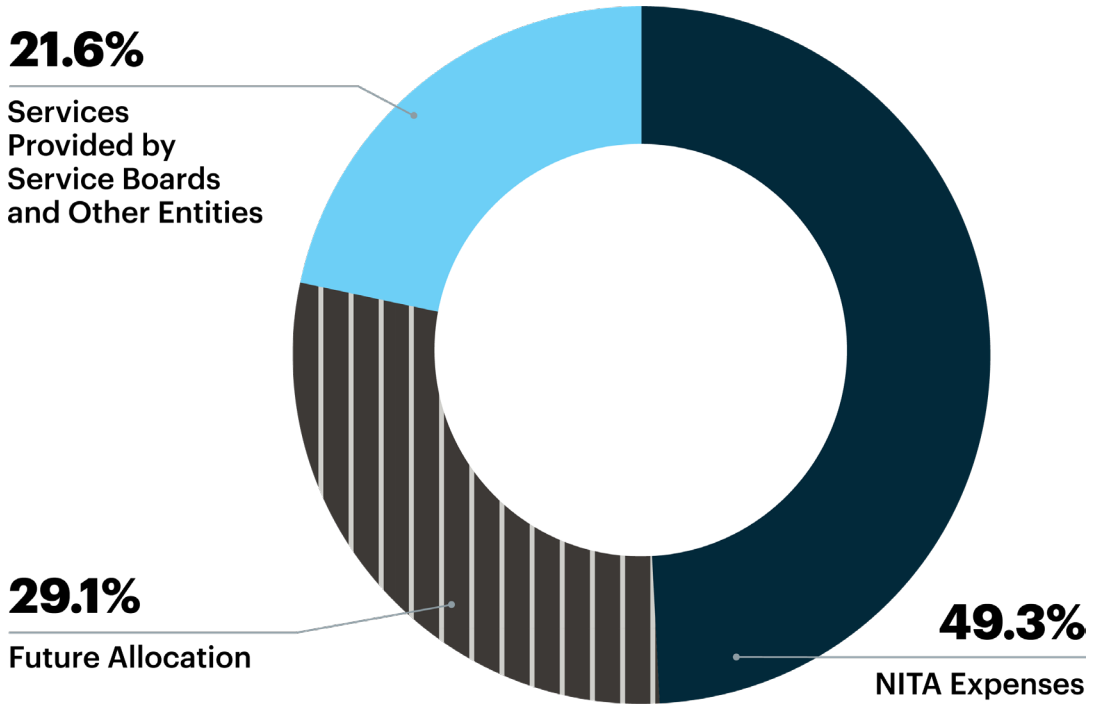
The following actions could help the recovery ratio reach 25%, but each strategy has constraints and trade-offs:

- Additional efficiencies
- Service planning improvements to increase ridership
- Increasing fares

NITA Operating Budget

NITA Highlights

- 2027 NITA Expenses and Future Allocation: **$401M:**
  - **$193M** NITA operating expenses
  - Up to **$85M** to be provided to Service Boards and other entities to carry out NITA Act requirements and priorities
  - **$114M** reserved for future allocation for the implementation of the NITA Act and ongoing transition
  - Funded by **$392M** in public funding and **$9M** in regional services operating revenue and federal grants
- The NITA budget includes an initial headcount of **168** employees



Note: Chart excludes expenses funded by regional services operating revenue and federal grants

NITA

NITA 2027 Proposed Operating Budget, by Initiative

	in millions
Amount of funding available	**$391.6**
Fares and fare programs	$23.0
Transit Supportive Land Use	$20.0
Accessibility	$12.5
Rider Communications	$14.2
Safety & Security	$54.6
NITA Agency Requirements and Additional Staffing Needs	$27.9
NITA Strategic Priorities	$75.0
Total New NITA Initiatives	**$233.3**
Continuing operations	**$44.4**
Total NITA Budget	**$277.7**
Future allocation based on transition	$113.9

Note: Chart excludes expenses funded by regional services operating revenue and federal grants

- $233 million will be invested in new initiatives and requirements including direct agency spending and funds to reimburse service boards and other entities
- $44 million on continuing operations
- $114 million reserved to address needs arising from the implementation of the NITA Act and the agency's ongoing transition, with allocations to be made during 2027 as specific requirements are identified

NITA 2027 Proposed Operating Budget, by New Initiative

- **Fares:** $23.0 million will provide for reimbursing Service Boards for the expanded Access program, student fares, fare harmonization, and other fare programs, as well as fare system modifications
- **Rider Communications:** $14.2 million for initiatives around accessible transit and better rider information
- **Transit-supportive land use:**
  - $5.0 million for the Transit Supportive Development Incentive Program
  - $10.0 million for a Joint Development Fund
  - $5.0 million for a new Access to Transit Program to implement the NITA Act policies for ensuring pedestrian access to transit facilities

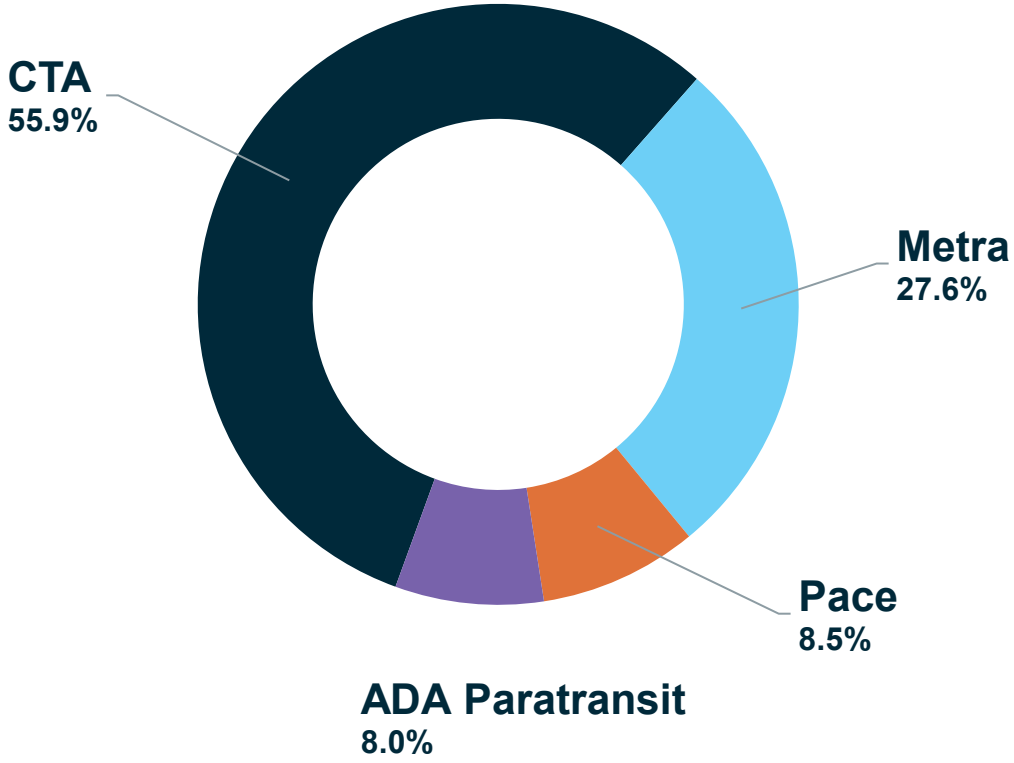
NITA 2027 Proposed Operating Budget, by New Initiative continued

- **Safety & Security:** $54.6 million for Office of Safety & Experience, Transit Ambassadors, Suburban Medical Response Reimbursements, Regional Partners Reimbursements, Incident Reporting System, Law Enforcement Task Force
- **NITA Agency Requirements and Staffing Needs:** $27.9 million for other transition requirements and staffing, including an expanded audit department
- **Accessibility:**
  - $1.5 million for an Office of Disability Policy and Planning
  - $10.0 million to establish a Regional Dial-A-Ride Program Fund
  - $1.0 million for implementation of future initiatives identified by the newly formed ADA Advisory Council

Service Board Budgets

2027 Budgeted Expenses by Service Board: $4.479 billion

- CTA: $2.51 billion
- Metra: $1.23 billion
- Pace: $0.38 billion
- ADA Paratransit: $0.36 billion



CTA Operating Budget

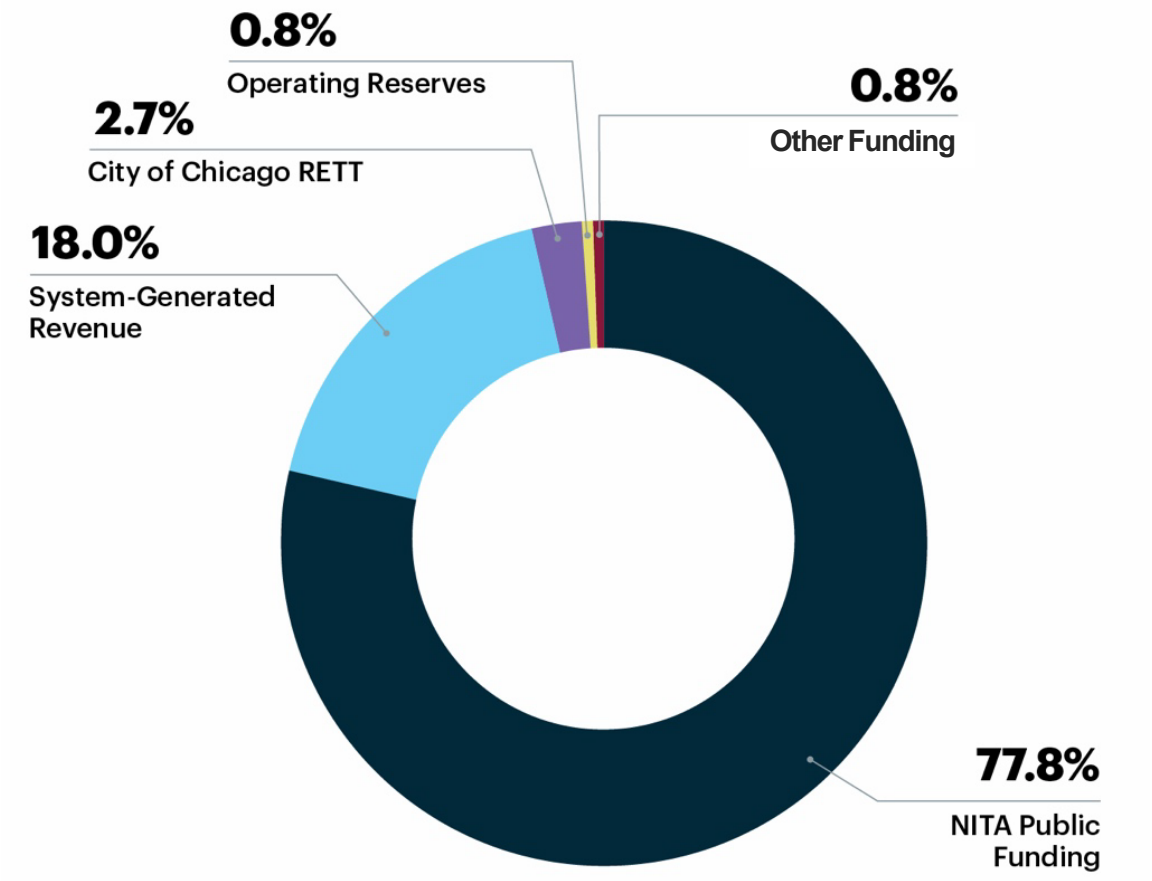
CTA Highlights

- 24-route Frequent Bus Network, additional rail service
- Higher security and support services expenses (VSEP, K9, Safe Ride Specialists)
- One-time investments in slow zones, vehicles, facilities
- Real time arrival signs at bus stops
- CTA's bus stop accessibility program addressing locations where buses cannot safely deploy wheelchair ramps
- Continued installation of tactile bus stop signage
- Additional station and track deep cleaning
- Positions to support regulatory safety oversight
- Increase in scheduled bus hours of 322,000
- **FTEs: 2026 amended:** *11,042* **2027 budget:** *11,258*



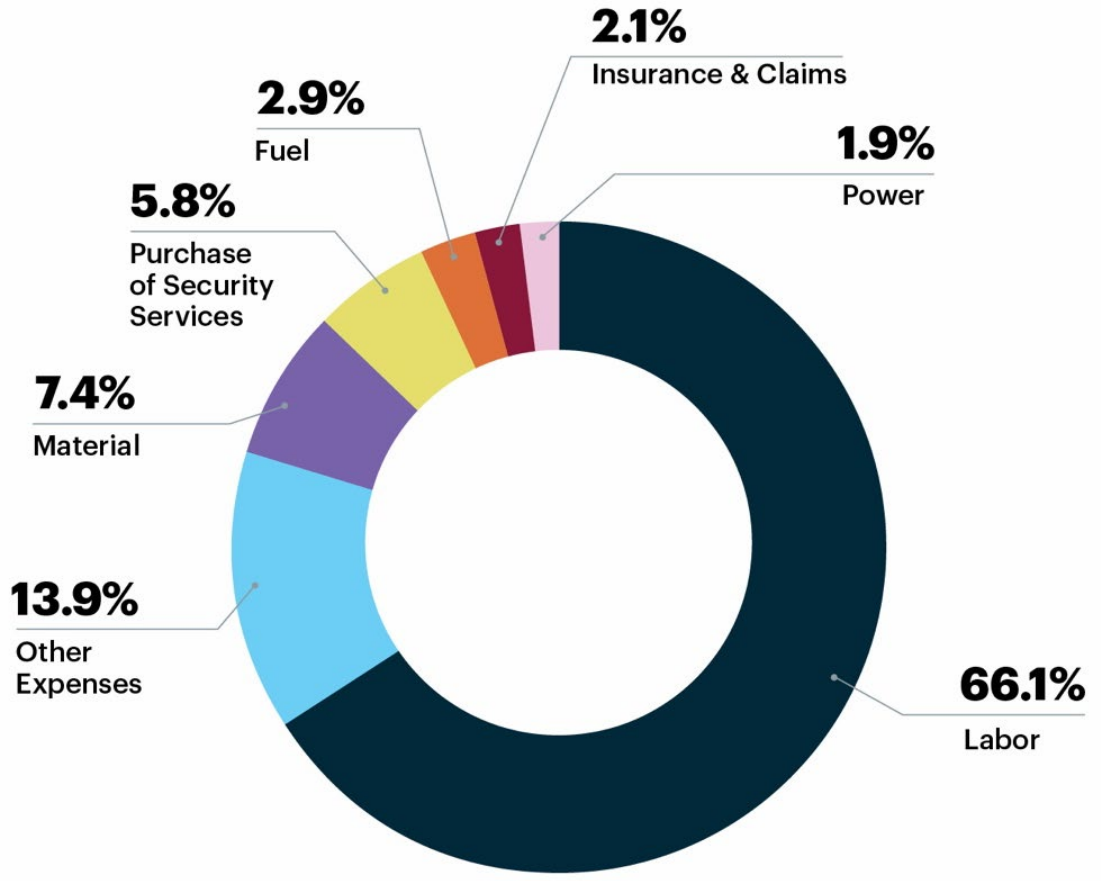
CTA Revenues

2027 Budgeted Revenues: $2.525 Billion



CTA Expenses

2027 Budgeted Expenses: $2.506 Billion



Metra Operating Budget

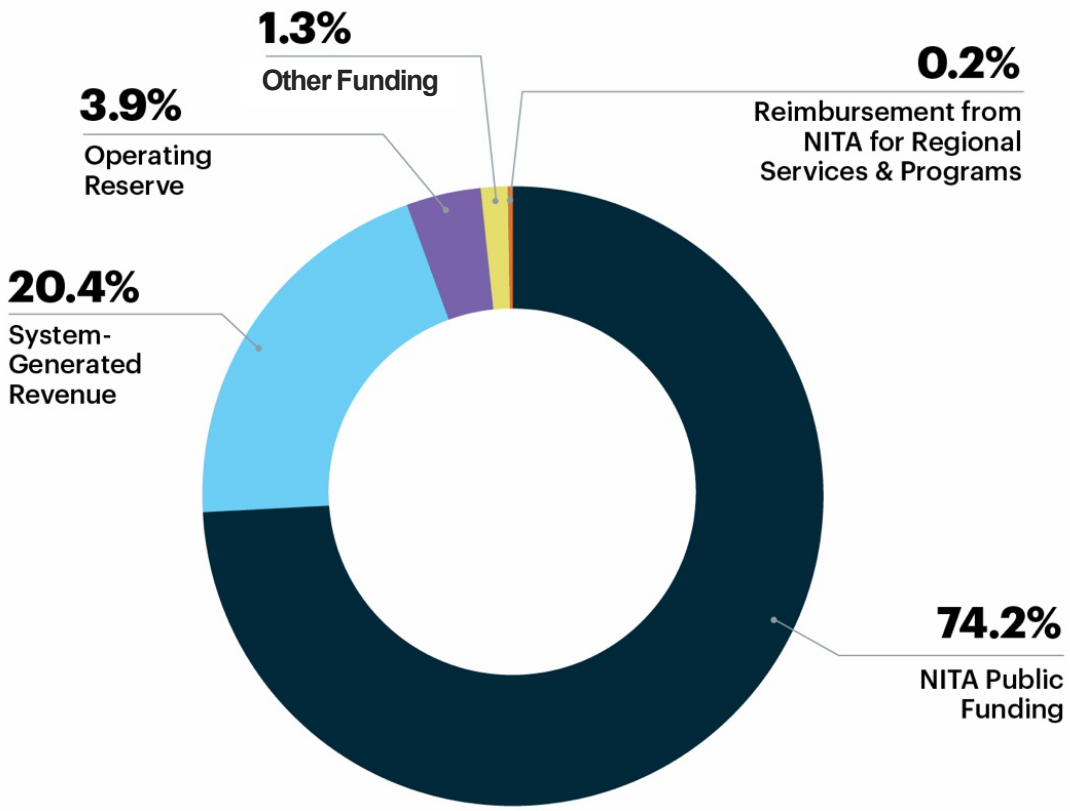
Metra Highlights

- Rock Island Regional Rail Pilot
- Pursuing additional off-peak and weekend service
- Continued support of expanded Metra Electric Line schedule that went into effect in 2026
- Increased service frequency, improved schedule consistency, and more consistent stopping patterns
- Metra's Downtown Signs Project, providing real-time train information through digital displays and a suite of maps that help customers locate the nearest accessible station entrances
- **Service hours:** 54,000 increase from 2025
- **FTEs: 2026 estimate:** *3,698* **2027 budget:** *4,345*



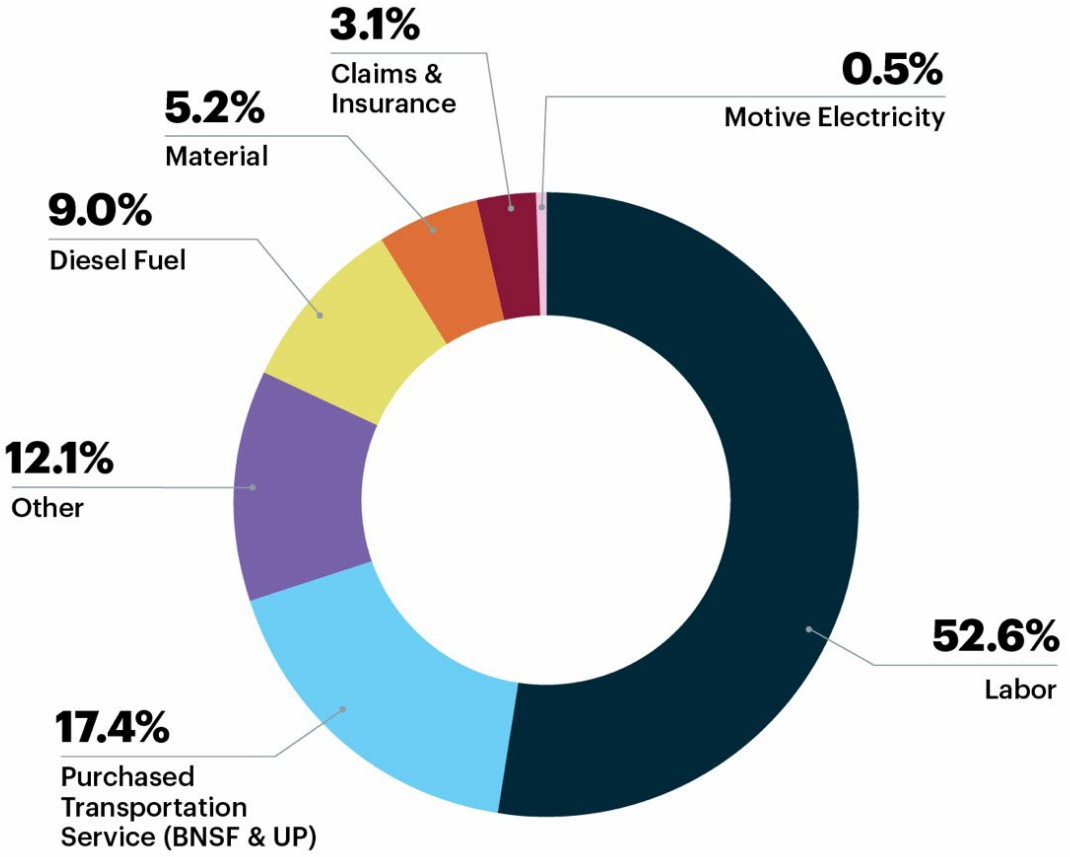
Metra Revenues

2027 Budgeted Revenues: $1.250B



Metra Expenses

2027 Budgeted Expenses: $1.234B



Pace Operating Budget

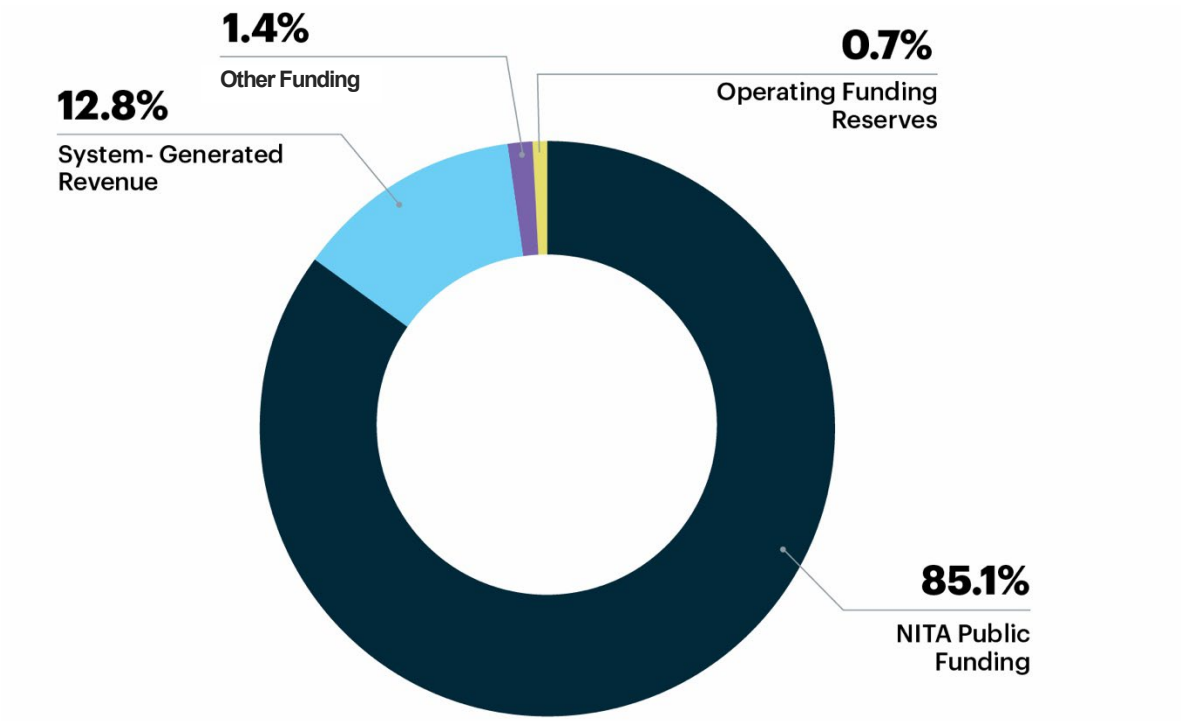
Pace Suburban Service and ADA Highlights

- Funds Re-Vision expansion through 2029 using prior funds
- Continuing to build on successful pilots (Extension of Route 315)
- 107,000 service hour increase, enhanced garage staffing, and expanded operator training and support
- New Sunday service and schedule adjustments designed to improve connections, with every route with a planned enhancement connects with another operator.
- Fully funds paratransit and provides capital funding to purchase paratransit vehicles
- Includes the Rideshare Access Program (RAP), a TNC-based service similar to the Taxi Access Program (TAP)
- **FTEs: 2026 estimate:** *2,044.5* **2027 budget:** *2,196.5*



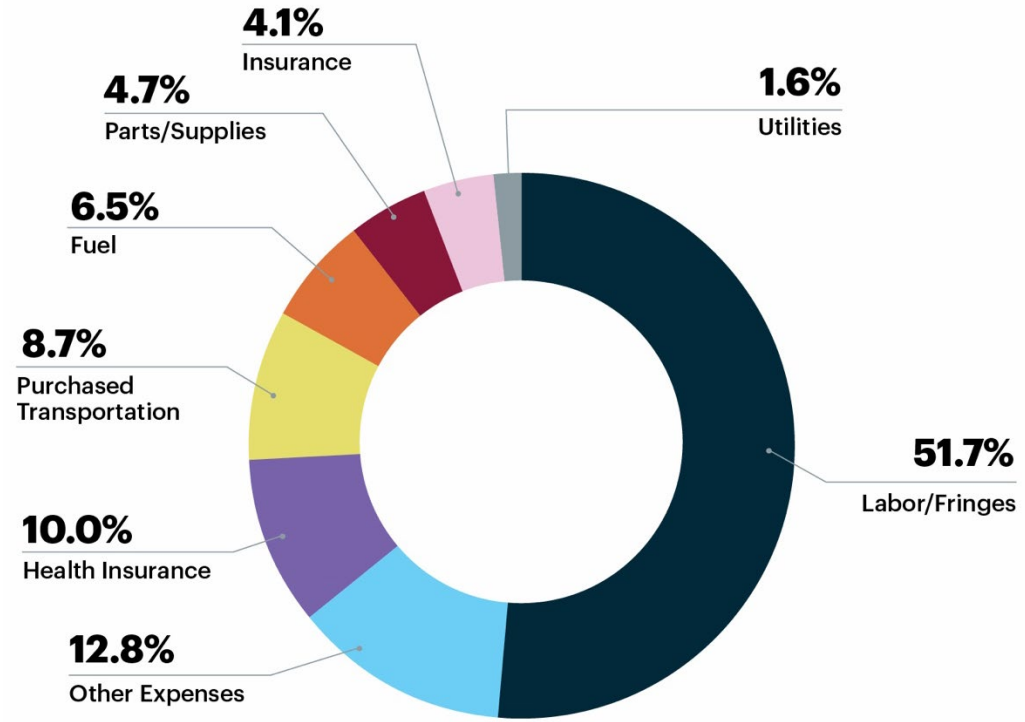
Pace Suburban Service Revenues

2027 Budgeted Revenues: $386.9 million



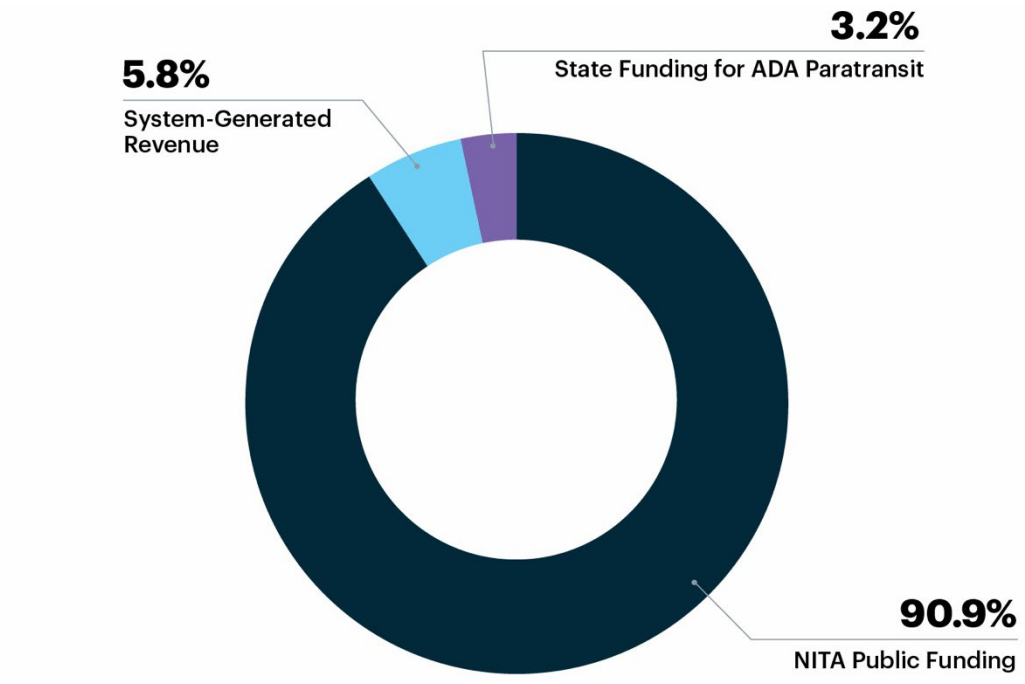
Pace Suburban Service Expenses

2027 Budgeted Expenses: $381.7 million



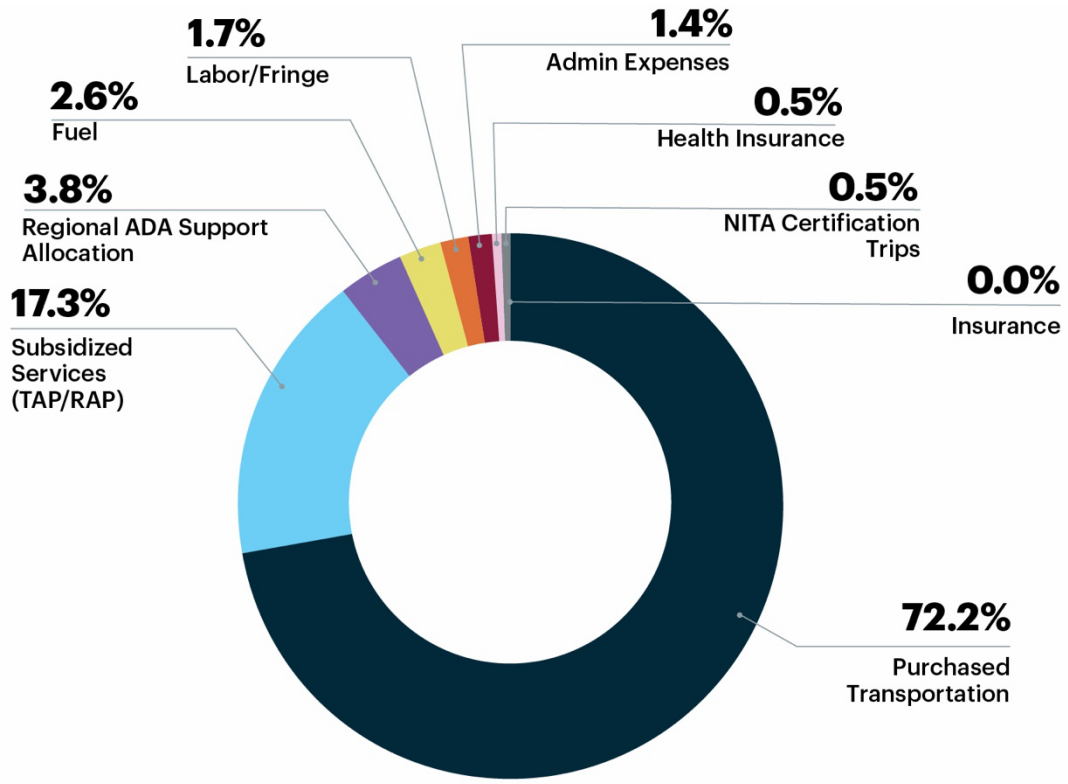
Pace ADA Revenues

2027 Budgeted Revenues: $357.7 million



Pace ADA Expenses

2027 Budgeted Expenses: $357.7 million



Regional Operating Budget Summary

- Budgets are balanced with funding available to be allocated in 2027 based on significant number of key transition dates to come in the next 12 months
- All investments from the 2026 Budget Amendment are funded for 2027
- Additional rider-focused investments will be implemented in 2027
- Budget includes required level of efficiencies plus additional efficiencies to insure attainment of mandatory savings
- Potential financial risks include:
  - Public funding. Sales tax is subject to regional economic conditions.
  - Wages and prices. Higher inflation and/or wage growth puts pressure on expenses.
  - Recovery ratio. Optimal/desired network and price levels may not attain required recovery ratio.
- Financial risks are mitigated in the proposed budget and will be monitored closely in 2027.

Capital Budget

Transit Capital Funding Need is High

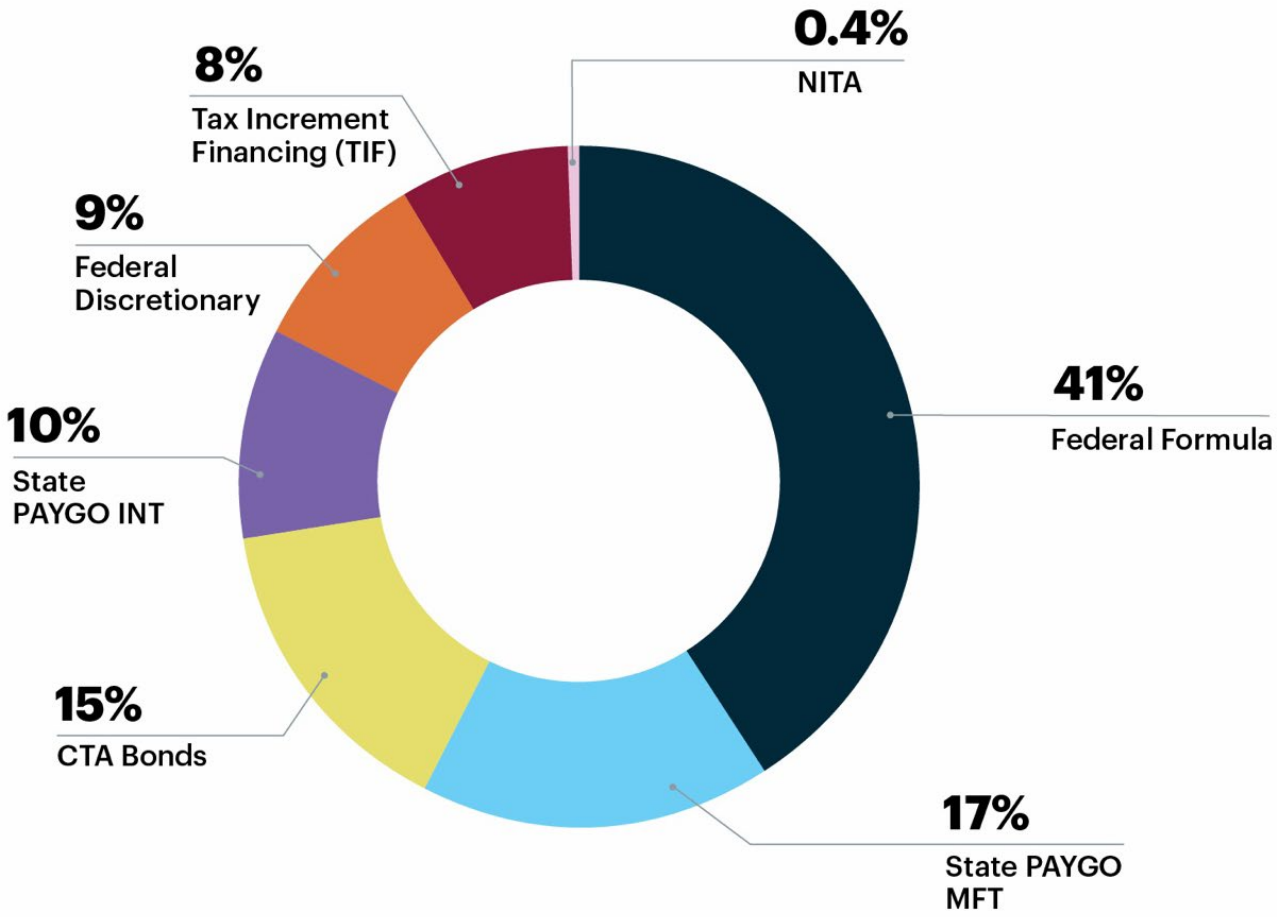
- Total 10-Year Need (based on Service board priority projects): $43.14B
  - CTA: $26.37B
  - Metra: $14.32B
  - Pace: $2.45B
- Total 5-Year Program $6.91B (excluding one-time RLE funds)
  - CTA: $3.57B
  - Metra: $2.16B
  - Pace: $410M
  - NITA: $771M

Over three times the amount of funding is needed to meet the needs of the system compared to the current 5-year program

Funding needs include state of good repair, expansion, and accessibility/modernization

Capital Programming Funding Sources 2027-2031

- Total Proposed Program $9.73B
  - Federal Formula: $3.94B (41%)
  - Federal Discretionary: $.90B (9%)
  - State PAYGO MFT: $1.63B (17%)
  - State PAYGO INT: $0.99B (10%)
  - Chicago TIF (RLE): $0.76B (8%)
  - CTA Bonds (RLE):$1.47B (15%)
  - NITA Funds: $0.04B (0.4%)



Building the Capital Program

The regional capital program is allocated in three distinct ways.

- Federal formula funds and PAYGO from the motor fuel tax (MFT) are programmed using the performance-based allocation method $5.5 billion or 57% of the program.
- New PAYGO Interest funds are being allocated using a project selection process. $318 million or 3% of the program
- Discretionary funds and CTA Bonds are awarded by funding agencies for specific projects. $3.2 billion or 32% of the program
- Unallocated Funds are held by NITA for future allocation based on updated capital allocation processes in future years. $761 million or 8% of the program.

Building the Capital Program
Performance Based Programming

Federal Formula Funds and State PAYGO MFT: $5.5 billion

- Base funding allocation on each Service Board's proportion of the regional annual capital need to achieve a State of Good Repair in 20 years.
- 2027-2029 CTA: 59.7%, Metra: 33.2%, Pace: 7.1%
- 2030-2031 CTA: 58.7%, Metra: 34.9%, Pace: 6.4%
- 50% of funds are incremented based on performance-based measures

Building the Capital Program Performance Based Programming

Federal Formula Funds and State PAYGO MFT: $5.5 billion

- 2030 and 2031 funds have performance metrics applied:
  - Average age of funds
  - Percent of funds spent
- Approved exemptions and delays are included in the calculations
- NITA holds withheld funds for future allocation

Withholding	**2030**	2031
CTA	$0	$0
Metra	$10.06M	$10.18M
Pace	$4.49M	$6.06M
Total held by NITA	**$15.55M**	**$16.24M**

Building the Capital Program Project Selection Process

$318 million in capital funding and $28 million in operating funding

- Call for Projects Issued with Goals of:
  - The ability to deliver projects quickly creating wins for riders
  - Addressing the backlog of state of good repair projects
  - Funding NITA legislative mandates
  - Providing improvements to rider and employee experience in seven key areas
- BCG developed a scoring system (20 points total)
  - Speed of project delivery – 5 points
  - State of good repair – 3 points
  - NITA Mandate and project innovativeness – 4 points
  - Impact on seven key rider and employee areas plus regional integration – 5 points
  - Funding effectiveness in delivering projects – 3 points

Capital Program PAYGO INT Projects Selection

- 19 of 37 Projects are funded

	Projects Funded	Funding Amount	Request Funded
CTA	8	$152.9M	22.3%
Metra	6	$78.5M	47.4%
Pace	4	$28.6M	52.4%
Regional	1	$10.0M	100%

$270M Funded

Additional Funding from Operating and PAYGO MFT

- 31 of 37 Projects are funded

	Projects Funded	Funding Amount	Request Funded
CTA	12	$181.6M	26.4%
Metra	11	$115.3M	69.6%
Pace	8	$39.1M	71.7%
Regional	1	$10.0M	100%

$346M Funded

Capital Program PAYGO INT Regional Impact

- Over 80% of projects were funded in each county
- In collar counties at least 50% of requested funding will be granted
- Projects will deliver for the whole region including a regional $10 million Access to Transit Fund for collar counties

	Cook	DuPage	Kane	Lake	McHenry	Will	Regional Vehicles
Projects Proposed	29	5	4	5	4	8	5
Projects Funded	24	5	4	4	4	8	5
% of projects Funded	83%	100%	100%	80%	100%	100%	100%
Dollars Proposed (in millions)	$813	$27	$20	$52	$28	$96	$80
Dollars Funded (In millions)	$251	$20	$20	$28	$28	$74	$75
% of dollars funded	31%	74%	100%	54%	100%	77%	93%

Capital Allocations by Service Board

Based on these methods the program is allocated as follows:

Total Program $9.73 Billion

- CTA: $6.39 Billion (65.7%)
- Metra: $2.16 Billion (22.2%)
- Pace: $0.41 Billion (4.2%)
- NITA: $0.77 Billion (7.9%)
  - 2028-2031 PAYGO INT
  - 2030-2031 PAYGO MFT Withholdings

CTA Capital Program - $6.39 Billion Key Projects

- State of Good Repair:
  - 7000 Series Rail Cars ($362M)
  - Articulated Buses ($297M)
  - Forest Park Reconstruction ($129M)
  - Life Extension 3200 Series Rail Cars ($122M)
- Expansions and Upgrades:
  - Red Line Extension ($3.29B)
  - Bus Turnaround Upgrades ($52M)
- Accessibility ($224M)
  - Oak Park & Ridgeland Green
  - North/Clybourn Red
  - Cicero & Austin Blue
- Transition to Zero Emissions
  - 103rd St. Garage Electrification ($133M)
  - Purchase Electric Buses ($86M)

Metra Capital Program - $2.16 Billion Key Projects

- State of Good Repair:
  - New Railcars ($360M)
  - Van Buren St Station ($156M)
  - Ties, Ballast and Switch Heaters($60M)
  - Crew and Yard Facilities ($44M)
- Expansions and Upgrades:
  - Rock Island Regional Rail ($53M)
- Accessibility ($282M)
  - Olympia Fields
  - 59th / 60th U of C
  - Forest Glen
  - Highlands (Hinsdale)
- Transition to Zero Emissions
  - Electric Trainsets ($125M)

Pace Capital Program - $410 Million Key Projects

- State of Good Repair:
  - Bus Purchases($218M)
  - Paratransit and Community Vehicles ($30M)
- Transition to Zero Emissions
  - Electric Bus Purchases ($150M)
  - River Division New Garage ($30M)
- Expansions and Upgrades:
  - Northwest Division New Garage ($19M)
  - Pulse Cermak/22nd St Line ($42M)
  - New Suburban Passenger Facility ($5M)

Capital Program PAYGO INT Regional Projects and NITA mandates

- Regional Projects funded with PAYGO INT
  - NITA Regional Signage Program
  - NITA Regional Access to Transit Program
  - NITA Bus Shelters and Benches
    - CMAP will map optimal locations for access to transit and shelter locations
- NITA Mandates funded with PAYGO INT
  - CTA Station Design at
    - Racine Green
    - Cicero Blue
    - Central Blue
      - Metra Rock Island Regional Rail

Capital Program Regional Impact: Cook

- CTA:
  - Red Line Extension
  - Forest Park Branch Reconstruction
  - 103rd St Garage Electrification
- Metra:
  - Van Buren St Station
  - 59th / 60th U of C Station
  - Davis St Evanston Station
- Pace
  - Pulse Cermak/22nd St Line
  - New buses at the South Division serving South Suburban Cook

Capital Program Regional Impact: DuPage

- Metra:
  - Highlands Station
  - West Hinsdale Station
  - Elmhurst Station
  - Glen Ellyn Station
  - Milwaukee District West signal upgrade from Wooddale to Bartlett
- Pace
  - Pulse Cermak/22nd St Line
  - New Passenger Facility in DuPage County
  - Regional Access to Transit Potential Corridors
  - Glen Ellyn Rd / Main St.
  - Naperville Rd.

Capital Program Regional Impact: Lake

- Metra:
  - ADA Improvements at Deerfield Station
  - Milwaukee District North signal upgrade from Lake Cook RD to Deerfield
- Pace
  - Fully Electric Garage for North Division in Waukegan
  - Electric Buses for North Division
  - Regional Access to Transit Potential Corridors
  - Rollins Rd.
  - IL-131/ Green Bay Rd.
  - Lewis Ave.

Capital Program Regional Impact: McHenry

- Metra:
  - ADA improvements at Fox River Grove Station
  - UP Northwest line grade crossing renewal at Pingree Rd & Cuba Rd
  - Regional Access to Transit Potential Corridors
  - IL-120
  - Ringwood Rd. / Fox Lake Rd.
- Pace
  - Roof replacement at the McHenry Garage
  - New paratransit and community vehicles at McHenry County locations

Capital Program Regional Impact: Kane

- Metra:
  - ADA improvements at Big Timber Station
  - Milwaukee District West signal upgrade in Elgin
  - Regional Access to Transit Potential Corridors
  - Randall Rd
  - IL-31 in Elgin and South Elgin
  - IL-25 near I-90
- Pace
  - New garage at River Division in Elgin
  - Upgrades at the Fox Valley Garage in Aurora

Capital Program Regional Impact: Will

- Metra:
  - New Lenox Connection (Rock Island to Southwest Service)
  - Control Point and Siding in Joliet for region rail service
  - University Park Substation
  - Regional Access to Transit Potential Corridors
  - US-6 East Joliet to New Lenox
  - IL-53
- Pace
  - New coach buses to operate on I-55 out of Plainfield
  - New hybrid buses assigned to Heritage Division serving Joliet and surrounding communities

Capital Program Key Frontline Worker Benefits

- CTA
  - Bus Turnaround Improvements that include employee bathrooms
  - New buses with enhanced safety and security features
- Pace
  - Support Facility Improvements including upgraded worker facilities and breakrooms
  - New non-revenue vehicles proving enhanced safety features
- Metra
  - Crew Facility Upgrades including revamped rest areas and safety and security improvements
  - New Switcher Locomotives – replacing some of Metra's dirtiest fleet

Capital Program 2027 Project Delivery

- CTA
  - Forest Park Track Rehab- Kedzie to Pulaski
  - Western Brown Line Station
  - Racine Station and Morgan Substation Blue Line
  - About 100 new 7000 series rail cars
  - Division/Austin Bus Terminal upgrades
- Pace
  - North Division Garage
  - New Electric Buses
- Metra
  - Woodstock Warming Shelter -UPNW
  - Auburn Park Station Rock Island Line
  - 95th CSU Station Electric Line
  - 115th St Station Rock Island Line
  - South Water Street entrance – Millenium Station Electric Line

Public Engagement

“What Moves You?” Public Survey

- Voluntary budget survey open from September 28 to October 16. Available in English and Spanish, promoted by Service Boards, county partners, IDOT, advocates, and local media
  - 4,368 responses across counties, races, income. Not fully representative, but budget input

Overall priorities: More frequent, reliable service, infrastructure improvements, and public safety

- **Service improvements:** Reliability, fewer disruptions and more frequent weekend service
- **Capital investments:** Maintain existing infrastructure and improve travel times and reliability
- **Safety and security:** Mental health support, safer station environments, and additional security personnel
- **Rider experience:** More frequent cleaning of vehicles and stations, additional/better bus shelters, and improved real-time arrival information
- **Regional connections:** 75% said better connections were very or extremely important with better schedule coordination, unified fare payment, and improved transfer options as ways to get there.

A Stronger Region Moves Together Open House and Future Engagement

- Public open house held at Union Station on October 14 with more than 400 attendees engaging with NITA, Service Boards, and safety partners
- Full schedule of engagement planned for the rest of the fall including county board hearings, budget public hearing on Nov. 12, and virtual and in person events across the suburbs.









NITA

Budget Timeline

2027 Budget Calendar

- May 21 Board Adopted the 2027 Budget Call
- Aug 20 Board adopted the 2027-2031 funding amounts
- Sept Service Boards presented capital program proposals to labor
- Sept 25 Capital Evaluations received and reviewed by NITA
- Oct 2 Capital and Operating Budget received by NITA
- Oct 14 NITA public engagement before full budget proposals released
- Nov 2 NITA Proposed Budget released
- Nov 12 NITA Staff present Budget to NITA Board, Public Hearing
- November NITA staff present Regional Budget and Program to six County Boards
- Dec 10 NITA Board considers adoption of 2027 Regional Budget and Capital Program

November 12 Board Meeting

- Recap of Public Outreach and Input
- Questions for all Service Boards to address

Questions and Discussion

NITA

NORTHERN ILLINOIS TRANSIT AUTHORITY

5. Public Comment

NITA



6. New Business



NITA

7. Executive Session



NITA

Adjournment

The next meeting of the NITA Board of Directors is scheduled for Thursday, November 12.

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