WHEREAS, On November 20, 2019, the Chicago Transit Board adopted Ordinance No. 019-103, which approved the Fiscal Years 2020-2024 Capital Improvement Program and authorized submittal of grant applications and related materials; and

WHEREAS, The Federal Transit Administration (“FTA”), an operating administration of the United States Department of Transportation, is authorized to provide grants for transit improvement projects under Chapter 53 of title 49, as amended by the FAST Act, U.S.C. sections 5307, 5337, 5309(m)(2)(A), 5339 and 5340, and under 23 U.S.C. sections 117, 133, 142 and 149, and other federal statutes; and

WHEREAS, On December 20, 2019, Congress approved and the President signed into law the Further Consolidated Appropriations Act, 2020 (Pub L. 116-94) which authorizes appropriations to fund the operation of the Federal Government through September 30, 2020. The omnibus appropriation bill provides an increase of transit funding from prior authorized levels for FTA Formula programs 5307 Urbanization, 5337 State of Good Repair (SOGR), and 5339 Bus & Bus Facilities; and

WHEREAS, On February 9, 2020, FTA updated the FY 2020 authorized and apportionments totals to support public transportation nationwide and therefore made federal funds available to be distributed to each of Urbanized Areas by the regional Metropolitan Planning Organizations (MPOs); and

WHEREAS, On May 13, 2020, the Board adopted Ordinance No. 020-39, which amended Ordinance No. 019-103 to reflect federal formula funding levels based on the Federal Fiscal Year 2020 Omnibus Budget Appropriations, to recognize the award of grant funding to the Chicago Transit Authority (“Authority”) by the Chicago Metropolitan Agency for Planning (“CMAP”) for the Austin Green Line Station improvements and the Capital Program Development project, to program Congestion Mitigation Air Quality (CMAQ) funds for the procurement of electric buses and the implementation of bus slow zone treatments, and to repurpose existing federal funds to meet current project needs; and

WHEREAS, The new State of Illinois Capital Construction program known as “Rebuild Illinois” provides funding from the State’s Motor Fuel Tax (MFT) proceeds. The RTA region is expected to receive $227.0 million of MFT revenues in the first year to fund capital SOGR projects. The MFT annual funds are to be distributed based on the following shares for CTA (62.5%), Metra (32.5%), and Pace (5.0%). These percentage shares represent the Service Boards’ share of the region’s SOGR backlog as of the 2016 RTA Asset Condition Assessment Report; and
WHEREAS, The Illinois Department of Transportation ("IDOT") has determined that project financing costs associated with ongoing or completed SOGR projects are not eligible for use of MFT proceeds; therefore, the Authority has now removed all MFT (also known as State PayGo) funds from capital debt service projects. This has resulted in the Authority transferring a bond debt service budget of $27,800,345.00 for FY 2020 from the capital to the operating budget; and

WHEREAS, CMAP, as the designated Metropolitan Planning Organization (MPO) for the Northeastern Illinois Region, has awarded the Authority Surface Transportation Program funds of $901,972.00 to provide for engineering work on the Harlem Station Bus Bridge Reconstruction project; and

WHEREAS, The realignment of planned funds is necessary to reflect final program guidance by IDOT on the use of MFT funding. Project financing is removed from the MFT program and funding is made available for the purchase of buses; now, therefore:

BE IT ORDAINED BY THE CHICAGO TRANSIT BOARD
OF THE CHICAGO TRANSIT AUTHORITY:

SECTION 1. Chicago Transit Board Ordinance No. 019-103, which approved the Fiscal Years 2020-2024 Chicago Transit Authority Capital Improvement Program (CIP), and which was amended by Ordinance No. 020-39, is hereby further amended to reduce total funds in the CIP by a net of Twenty-Seven Million Two Hundred Twenty-Seven Thousand Four Hundred Eighty-Eight Dollars ($27,227,488.00), which reduces the total amount in the FY 2020-2024 CIP to Five Billion One Hundred Ninety-One Million Three Hundred Forty-Seven Thousand One Hundred Three Dollars ($5,191,347,103.00).

SECTION 2. Ordinance No. 019-103 remains in full force and effect in all other respects.

SECTION 3. Ordinance No. 020-39 remains in full force and effect in all other respects.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

APPROVED:                                    PASSED:

______________________    _____________________
Chairman               Assistant Secretary
August 12, 2020           August 12, 2020