

## Public Feedback on Proposed Budget

Any person wishing to comment on the proposed budget may do so via the following:

- Pace's website: <https://www.pacebus.com/public-hearing-feedback>
- Email: [public.hearings@pacebus.com](mailto:public.hearings@pacebus.com)
- Telephone: 847-354-7943
- Mail: Pace, Community Relations Department  
550 W. Algonquin Rd, Arlington Heights, IL 60005

All comments must be received by 5:00 pm on Friday, October 29, 2021.

Individuals with disabilities who plan to attend a public hearing in person or wish to view a public hearing virtually and who require accommodations other than transportation, and individuals who require translation into a language other than English to allow them to view and/or participate are requested to contact Pace at (847) 364-7223 option 3, no less than five (5) business days prior to the scheduled hearing.

2022 Budget information will be available October 20, 2021 on Pace's website at <https://www.pacebus.com/budgets>, at most public libraries, township, city, and village offices in the six county Pace region, and at Pace headquarters, 550 W. Algonquin Road, Arlington Heights, IL 60005.

### PACE BUDGET PUBLIC HEARINGS SCHEDULE

City of Chicago	Wednesday October 27, 2021 11:00 am	Virtual
Cook County	Friday October 22, 2021 1:00 pm	Virtual
Cook County	Wednesday October 27, 2021 4:00 pm	River Grove Village Hall 2621 N. Thatcher Avenue River Grove, IL 60171
DuPage County	Thursday October 21, 2021 4:00 pm	DuPage County Admin. Bldg 421 N. County Farm Road Room 3500B Wheaton, IL 60187
Kane County	Tuesday October 26, 2021 4:00 pm	Kane County Government Ctr Auditorium 719 S. Batavia Avenue Geneva, IL 60134
Lake County	Thursday October 28, 2021 2:00 pm	Virtual
McHenry County	Monday October 25, 2021 4:30 pm	Crystal Lake City Hall Council Chambers 100 W. Woodstock Street Crystal Lake, IL 60014
Will County	Friday October 29, 2021 12:00 pm	Virtual



PaceBus.com  
(847) 364-8130  
550 W. Algonquin Road  
Arlington Heights, IL 60005

## Suburban Service and Regional ADA Paratransit Budget



2022 Operating & Capital Program  
2022–2024 Business Plan for Operations  
2022–2026 Capital Business Plan

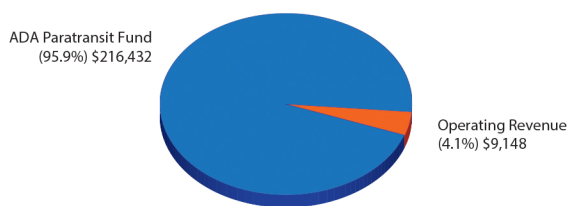
Proposed Program • October 2021

## 2022 Regional ADA Paratransit Summary



### 2022 Regional ADA Paratransit Operating Budget

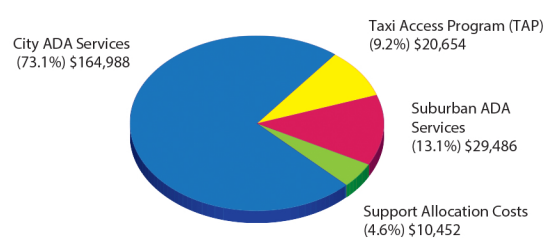
#### Sources of Funds (000s) - Total \$225,580



ADA funding totals \$225.580 million for 2022. Pace expects ridership demand to recover by 11.7% in 2022, providing over 3.3 million trips.

ADA fares will remain stable in 2022 and service levels will increase to meet demand.

#### Uses of Funds (000s) - Total \$225,580



The majority (82.3%) of the ADA budget is spent on services in the City of Chicago. Suburban ADA services comprise 13.1% of program costs. The Taxi Access Program (TAP) operates only in the City of Chicago.

### 2022 Regional ADA Paratransit Program Budget - City/Suburban Detail (000s)

	2021 Estimate			2022 Budget			2021-2022 Net Change
	City	Suburban	Region Total	City	Suburban	Region Total	
<b>Revenue</b>							
Fares—Contract	\$4,796	\$1,458	\$6,254	\$5,180	\$1,575	\$6,755	\$501
Fares—TAP	0	0	0	0	0	0	0
RTA Certification	0	0	0	1,324	919	2,243	2,243
Investment Income/Other	0	0	150	0	0	150	0
<b>Total Revenue</b>	<b>\$4,796</b>	<b>\$1,458</b>	<b>\$6,404</b>	<b>\$6,504</b>	<b>\$2,494</b>	<b>\$9,148</b>	<b>\$2,744</b>
<b>Expenses</b>							
Contract Services	\$129,304	\$23,188	\$152,492	\$149,175	\$25,508	\$174,683	\$22,191
TAP Services	16,711	0	16,711	20,654	0	20,654	3,943
Fuel	4,283	2,122	6,405	4,848	2,336	7,184	779
Insurance	700	0	700	1,358	0	1,358	658
Administration	7,280	677	7,956	8,392	799	9,191	1,235
RTA Certification	0	0	0	1,215	843	2,058	2,058
ADA Support Allocation	0	0	8,751	0	0	10,452	1,701
<b>Total Expenses</b>	<b>\$158,278</b>	<b>\$25,987</b>	<b>\$193,015</b>	<b>\$185,642</b>	<b>\$29,486</b>	<b>\$225,580</b>	<b>\$32,565</b>
<b>Funding Requirement</b>	<b>\$153,481</b>	<b>\$24,529</b>	<b>\$186,611</b>	<b>\$179,138</b>	<b>\$26,992</b>	<b>\$216,432</b>	<b>\$29,821</b>
<b>Public Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$185,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$216,432</b>	<b>\$30,752</b>
<b>Net Funding Available</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$931)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$931</b>
Recovery Ratio	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	0.00%
<b>Ridership</b>							
Base Ridership—Contract	1,476	449	1,925	1,616	490	2,106	181
Total Ridership—Contract	1,711	501	2,212	1,873	534	2,406	194
Ridership—TAP	755	0	755	907	0	907	152
<b>Ridership—Total</b>	<b>2,466</b>	<b>501</b>	<b>2,967</b>	<b>2,780</b>	<b>534</b>	<b>3,313</b>	<b>346</b>

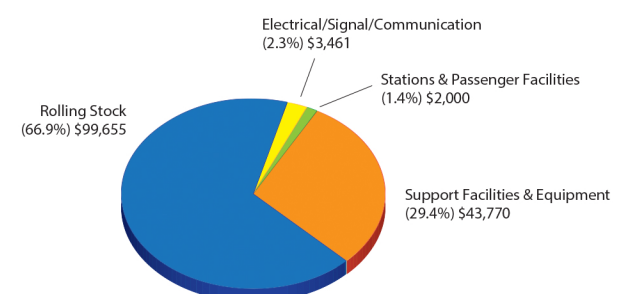
### Regional ADA Paratransit Capital Budget Five-Year Plan

The Regional ADA Paratransit Capital Budget Five-Year Plan is an unconstrained budget as there is no capital funding available to support these needs. The funding need totals \$148.886 million.

Highlights of the Regional ADA Paratransit Capital Budget Five-Year Plan include:

- 974 replacement vehicles
- 75 expansion vehicles
- New radio system
- New farebox system
- Four garage facilities
- Passenger transfer locations

### ADA Five-Year Capital Needs Unconstrained \$148,886 (000s)



# 2022 Suburban Service Budget Summary



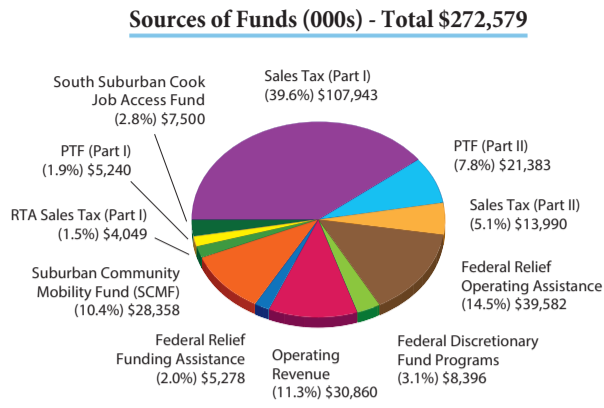
The Regional ADA Paratransit budget is separate and described on the reverse side of this brochure.

## Budget Highlights

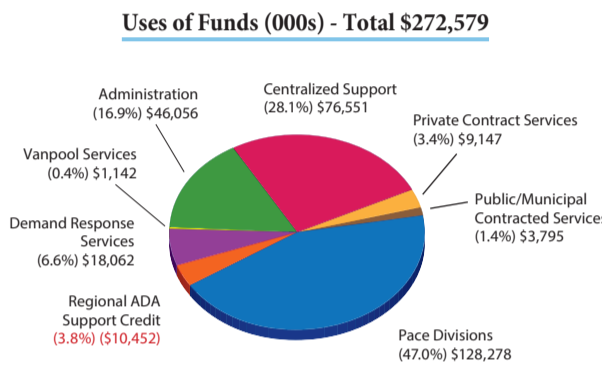
The 2022 Pace Suburban Service budget is balanced to available funding. Several service enhancements are incorporated into the 2022 budget described below:

- Public funding for Pace Suburban Service increases by 14.7% as compared to the 2021 estimate. Sales tax receipts have recovered from the losses experienced due to the coronavirus pandemic and Pace will use federal coronavirus relief funding assistance to offset a shortfall in combined sales tax and operating revenue.
- The 2022 budget is balanced to the RTA funding level with no fare increases. This is achieved through the use of federal coronavirus relief funding. The recovery ratio requirement remains at 30.30%. Pace will use federal relief funding and RTA-allowed credits to raise its base recovery rate from 11.32% to meet the recovery ratio requirement.
- Service reductions were implemented in 2020 in response to significant ridership losses as a result of the pandemic. Due to an ongoing nationwide shortage of bus operators, Pace has restored service on only a small number of these routes in 2021 but plans additional reinstatements in 2022, which will also see the implementation of Dempster Pulse arterial rapid transit service. Additionally, Pace plans to partner with transportation network companies (TNCs) in 2022 to expand service options for riders.
- Pace projects to finish 2021 \$12.7 million unfavorable due to lower than normal farebox revenue and the continued effect of the coronavirus pandemic on ridership. Pace will use federal coronavirus relief funding to make up this shortfall.
- The 2022 Suburban Service Capital Program totals \$56.9 million, primarily for rolling stock and support facilities and equipment. The budget includes a \$10.0 million electric bus pilot program at the North Division garage in Waukegan.

## 2022 Proposed Suburban Service Operating Budget



Operating income generated by fares and local support, advertising revenue, and interest comprise 11.3% of total revenue for Pace. Public funding, primarily from RTA sales tax and matching state contributions (PTF), provides 69.1% of Pace's operating budget, with federal coronavirus relief funding and federal discretionary fund programs making up the remaining 19.6%.



The 2022 operating budget is balanced to available funding. The majority of the budget is spent on the provision of services by Pace operating divisions and their central support services (fuel, insurance, supplies, etc.). Pace also funds municipal fixed route and demand response services, private contract services, and vanpool services.

## 2022 Suburban Service Operating Budget (000s)

The following table summarizes Pace's proposed operating budget for 2022.

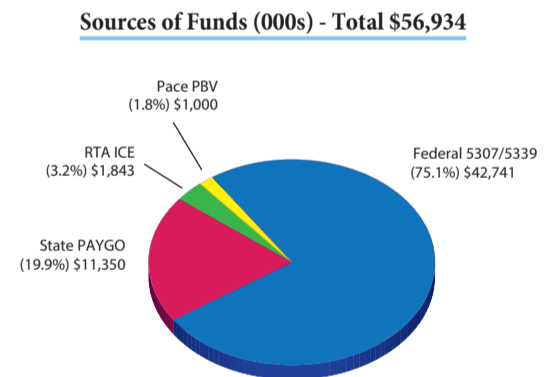
	2022 Budget
<b>Operating Revenue</b>	
Pace Divisions	\$15,722
Public/Municipal Contracted Services	1,444
Private Contract Services	699
Demand Response Services	7,202
Vanpool Services	800
Half-Fare Reimbursement	1,346
Investment/Other Income	1,586
Advertising Revenue	2,061
Federal Relief Operating Assistance	39,582
<b>Total Operating Revenue</b>	<b>\$70,442</b>
<b>Operating Expense</b>	
Pace Divisions	\$128,278
Public/Municipal Contracted Services	3,795
Private Contract Services	9,147
Demand Response Services	18,062
Vanpool Services	1,142
Centralized Support	76,551
Administration*	46,056
Regional ADA Support Credit	(10,452)
<b>Total Expenses</b>	<b>\$272,579</b>
<b>Funding Requirement</b>	<b>\$202,137</b>
<b>Public Funding</b>	
Sales Tax (Part I)	\$107,943
Sales Tax (Part II)	13,990
PTF (Part I)	5,240
PTF (Part II)	21,383
Suburban Community Mobility Fund	28,358
South Suburban Cook Job Access Fund	7,500
RTA Sales Tax (Part I)	4,049
Federal Discretionary Fund Programs	8,396
Federal Relief Funding Assistance	5,278
<b>Total Public Funding</b>	<b>\$202,137</b>
<b>Net Funding Available</b>	<b>\$0</b>
<b>Recovery Ratio</b>	<b>30.30%</b>

\*Includes Debt Service beginning in 2015.

## 2022 Capital Program - Suburban Service (000s)

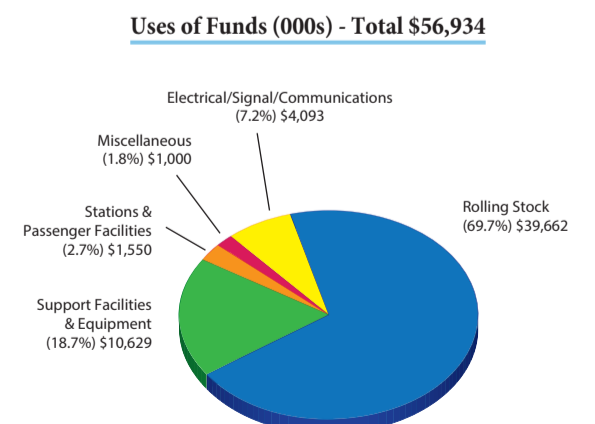
	Funding Source	2022 Budget
<b>Rolling Stock</b>		
51 Fixed Route CNG Buses	Federal 5307/5339	\$28,050
6 Fixed Route Electric Buses	Federal 5307/5339	6,000
59 Paratransit Vehicles	Federal 5307/5339	5,612
<b>Subtotal</b>		<b>\$39,662</b>
<b>Electrical/Signal/Communications</b>		
Transit Signal Priority	RTA ICE	\$1,843
Intelligent Bus System	PAYGO	2,250
<b>Subtotal</b>		<b>\$4,093</b>
<b>Support Facilities &amp; Equipment</b>		
Charging Infrastructure	PAYGO	\$4,000
Farebox System Replacement	Federal 5307/5339	3,079
Fire Loop System	PAYGO	2,050
Security System	PAYGO	1,500
<b>Subtotal</b>		<b>\$10,629</b>
<b>Stations &amp; Passenger Facilities</b>		
Bus Stop Shelters	PAYGO	\$1,125
Bus Tracker Signs	PAYGO	425
<b>Subtotal</b>		<b>\$1,550</b>
<b>Miscellaneous</b>		
Unanticipated Capital	Pace PBV	\$1,000
<b>Subtotal</b>		<b>\$1,000</b>
<b>Total 2022 Suburban Capital Program</b>		<b>\$56,934</b>

## 2022 Suburban Service Capital Program



Pace expects to receive \$42.741 million in Federal 5307/5339 formula funding which will be used primarily to purchase vehicles.

Pace will also use \$11.350 million in State PAYGO funding primarily to improve support facilities.



The majority of capital funds will be spent on rolling stock.



### Pace Fleet

Pace operates a mix of under 35' and 40' buses, as well as over-the-road coaches to meet the market conditions (photo, right).

In addition, Pace owns and operates small, accessible vehicles to meet suburban ADA, demand response, and community transit service needs (photo, center).

The Pace Vanpool program deploys full-size and mini vans throughout the service area (photo, left).