

In-person public hearings may be subject to cancellation and substituted with a virtual public hearing held at the same date and time.

County	Date	Time	Location
City of Chicago	Tuesday, October 25	5:00 pm	Virtual
Cook County	Friday, October 21	11:00 am	Virtual
Cook County	Friday, October 28	7:40 am	Howard Mohr Community Center, 7640 Jackson Boulevard, Forest Park, IL 60130
DuPage County	Thursday, October 20	4:00 pm	DuPage County Admin. Bldg, Room 3500B, 421 N. County Farm Rd, Wheaton, IL 60187
Kane County	Monday, October 24	4:00 pm	Kane County Government Center Auditorium, 719 S. Batavia Ave, Geneva, IL 60134
Lake County	Thursday, October 27	3:00 pm	Virtual
McHenry County	Friday, October 21	4:30 pm	Council Chambers, 100 W. Woodstock St, Crystal Lake, IL 60014
Will County	Wednesday, October 26	12:00 pm	Virtual

2023 Budget information will be available after October 19, 2022 on Pace's website, <https://www.pacebus.com/budgets>, at most public libraries, township, city, and village offices in the six county Pace region, and at Pace, 550 W. Algonquin Rd, Arlington Hts, IL 60005. To provide live comments during a virtual public hearing, please pre-register at <https://www.pacebus.com/public-meetings>. To view a virtual hearing without making live comments, you can access the hearing (in view-only mode) at <https://www.pacebus.com/streaming> at the applicable time. Closed captioning of the hearing will be available. Individuals with disabilities who plan to attend a public hearing in person or wish to view a public hearing virtually and 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.

- Pace's website: www.pacebus.com/public-hearing-feedback
- Email: public.hearings@pacebus.com
- Telephone: 847-354-7943
- Mail: Pace, Community Relations Department, 550 W. Algonquin Road, Arlington Heights, IL 60005

Any person wishing to comment on the proposed budget may do so by attending a virtual or in-person public hearing or via the following:

Public Feedback on Proposed Budget



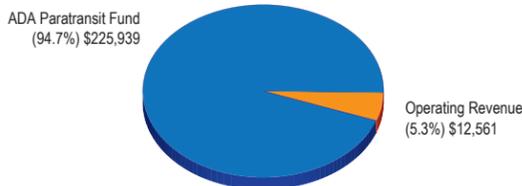
2023 Regional ADA Paratransit Summary

Suburban Service and Regional ADA Paratransit Budget



2023 Regional ADA Paratransit Operating Budget

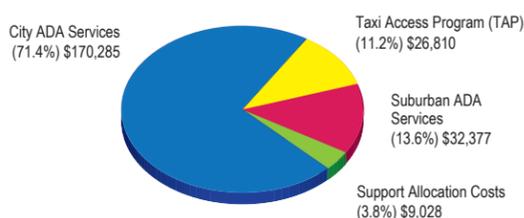
Sources of Funds (000s) - Total \$238,500



ADA funding totals \$238.500 million for 2023. Pace expects ridership demand to increase by 6.8% in 2023, providing over 4.0 million trips.

ADA fares will remain stable in 2023 apart from the Taxi Access Program (TAP) and DuPage Uber Access fares. The \$3 fare for these services was temporarily reduced to \$0 in 2020. Pace proposes to adjust the temporary fare to \$2 in 2023.

Uses of Funds (000s) - Total \$238,500



The majority (82.6%) of the ADA budget will be spent on services in the City of Chicago. Suburban ADA services comprise 13.6% of program costs. The Taxi Access Program (TAP) operates only in the City of Chicago.

2023 Regional ADA Paratransit Program Budget - City/Suburban Detail (000s)

	2022 Estimate			2023 Budget			2022-2023
	City	Suburban	Region Total	City	Suburban	Region Total	Net Change
Revenue							
Fares—Contract	\$5,887	\$1,721	\$7,608	\$6,328	\$2,068	\$8,396	\$788
Fares—TAP	0	0	0	2,163	0	2,163	2,163
RTA Certification	723	191	914	1,466	386	1,852	938
Investment Income/Other	0	0	150	0	0	150	0
Total Revenue	\$6,610	\$1,912	\$8,672	\$9,957	\$2,454	\$12,561	\$3,889
Expenses							
Contract Services	\$144,698	\$26,437	\$171,135	\$154,194	\$28,558	\$182,752	\$11,617
TAP Services	23,467	0	23,467	26,810	0	26,810	3,343
Fuel	5,877	2,738	8,615	5,238	2,624	7,862	(753)
Insurance	1,333	0	1,333	1,023	0	1,023	(310)
Administration	8,080	823	8,903	8,486	841	9,326	423
RTA Certification	664	175	839	1,345	354	1,699	860
ADA Support Allocation	0	0	8,592	0	0	9,028	436
Total Expenses	\$184,119	\$30,173	\$222,884	\$197,096	\$32,377	\$238,500	\$15,616
Funding Requirement	\$117,509	\$28,261	\$214,212	\$187,139	\$29,923	\$225,939	\$11,727
Public Funding			\$216,432			\$225,939	\$9,507
Net Funding Available			\$2,220			\$0	(\$2,220)
Recovery Ratio			8.77%			7.50%	(1.27%)
Ridership							
Total Ridership—Contract	2,091	671	2,762	2,249	720	2,969	207
Total Ridership—TAP	1,030	0	1,030	1,082	0	1,082	52
Ridership—Total	3,121	671	3,792	3,331	720	4,051	259

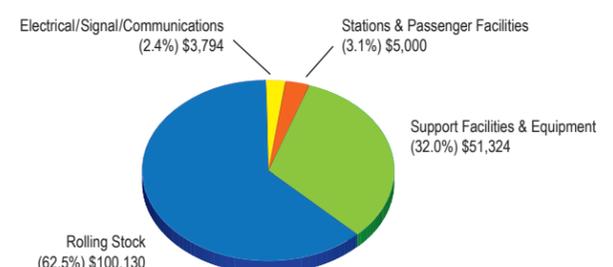
Regional ADA Paratransit Capital Program Five-Year Plan

The Regional ADA Paratransit Capital Program Five-Year Plan is an unconstrained budget as there is no capital funding available to support these needs. The funding need totals \$160.248 million.

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

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

ADA Five-Year Capital Needs Unconstrained \$160,248 (000s)



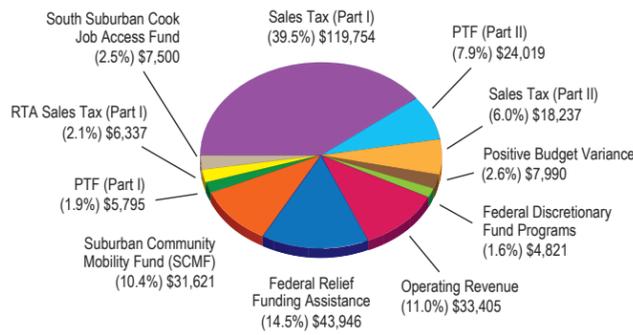
2023 Suburban Service Budget Summary



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

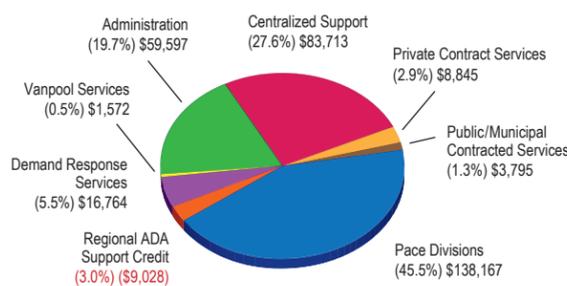
2023 Proposed Suburban Service Operating Budget

Sources of Funds (000s) - Total \$303,425



Operating income generated by fares and local support, advertising revenue, and interest comprise 11.0% of total revenue for Pace. Public funding, primarily from RTA sales tax and matching state contributions (PTF), provides 72.9% of Pace's operating budget, with federal coronavirus relief funding and federal discretionary fund programs making up the remaining 16.1%.

Uses of Funds (000s) - Total \$303,425



The 2023 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.

Budget Highlights

- The 2023 budget is balanced to the RTA funding level with no fare increases. This is achieved through the use of federal coronavirus relief funding and positive budget variance generated from federal coronavirus relief funding.
- Pace and CTA will introduce a 1-Day and 3-Day shared pass to allow for more flexible fare options for riders. Additionally, the price of Pace/CTA 7-Day shared pass will be reduced from \$25 to \$20 and the cost of Pace-to-Pace transfers with Ventra® will be reduced, resulting in the elimination of transfer fares using Ventra for non-premium routes.
- 2023 will see the implementation of Pace's second Pulse line on Dempster Street between Evanston and the O'Hare Airport Multi-modal Facility, as well as additional plans to partner with transportation network companies (TNCs) to expand service options for riders.
- Service suspensions and reductions were implemented in 2020 in response to significant ridership losses as a result of the pandemic and have not been included in Pace's operating budgets since that time. Pace is taking steps to formalize these suspensions/reductions in the 2023 budget, as required by the Federal Transportation Administration, but will consider future reinstatement should demand and capacity allow.
- The 2023 Suburban Service Capital Program totals \$72.4 million, primarily for support facilities and equipment and stations/passenger facilities. The budget includes \$60.4 million to modify and expand the North Division garage in Waukegan to accommodate an electric bus fleet and \$5.4 million to complete Pace's financial contribution to the joint Pace/Metra Harvey Transportation Center project.

2023 Suburban Service Proposed Operating Budget (000s)

Operating Revenue	
Pace Divisions	\$16,200
Public/Municipal Contracted Services	1,447
Private Contract Services	761
Demand Response Services	7,964
Vanpool Services	1,109
Half-Fare Reimbursement	1,346
Investment/Other Income	3,483
Advertising Revenue	1,095
Total Operating Revenue	\$33,405

Expenses	
Pace Divisions	\$138,167
Public/Municipal Contracted Services	3,795
Private Contract Services	8,845
Demand Response Services	16,764
Vanpool Services	1,572
Centralized Support	83,713
Administration*	59,597
Regional ADA Support Credit	(9,028)
Total Expenses	\$303,425

Funding Requirement	\$270,020
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Public Funding	
Sales Tax (Part I)	\$119,754
Sales Tax (Part II)	18,237
PTF (Part I)	5,795
PTF (Part II)	24,019
Suburban Community Mobility Fund	31,621
South Suburban Cook Job Access Fund	7,500
RTA Sales Tax (Part I)	6,337
Federal Discretionary Fund Programs	4,821
Federal Relief Funding Assistance	43,946
Positive Budget Variance	7,990
Total Public Funding	\$270,020
Net Funding Available	\$0
Recovery Ratio	17.00%

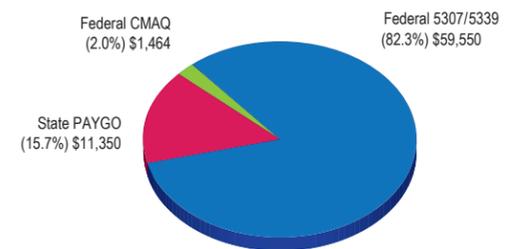
*Includes Debt Service beginning in 2015.

Suburban Service 2023 Capital Program (000s)

	Funding Source	2023 Budget
Rolling Stock		
Paratransit Vehicles (19)	Federal 5307/5339	\$1,802
Subtotal		\$1,802
Electrical/Signal/Communications		
Onboard Digital Screens	Federal 5307/5339	\$2,198
Subtotal		\$2,198
Support Facilities & Equipment		
North Division Electrification/Expansion	Federal 5307/5339 & PAYGO	\$60,350
HQ Paint and Carpet Replacement	Federal 5307/5339	750
Vehicle Maintenance Equipment	Federal 5307/5339	400
Subtotal		\$61,500
Stations & Passenger Facilities		
Harvey Transportation Center Renovation	Federal 5307/5339	\$5,400
Pulse 95th Architecture/Engineering	Federal CMAQ	1,464
Subtotal		\$6,864
Total 2023 Suburban Capital Program		\$72,364

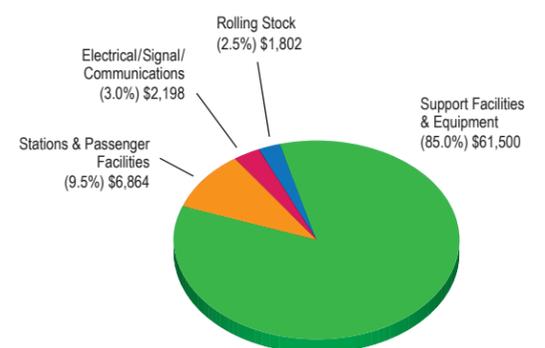
2023 Suburban Service Capital Program

Sources of Funds (000s) - Total \$72,364



Over 84% of Pace's capital funding is expected to come from federal sources.

Uses of Funds (000s) - Total \$72,364



The majority of capital funds will be spent on support facilities and equipment. Pace will use \$49.000 million of Federal 5307/5339 formula funding and \$11.350 million of State PAYGO funding to support the North Division Electrification/Expansion project.



Fixed route 40' bus



Paratransit vehicle



Vanpool vehicle

Pace operates a mix of under 35' and 40' buses, as well as over-the-road coaches to meet the market conditions. In addition, Pace owns and operates small, accessible vehicles to meet suburban ADA, demand response, and community transit service needs. The Pace Vanpool program deploys full-size and mini vans throughout the service area.