

Ordinance No. 2024-19

175 W Jackson Blvd Suite 1550 Chicago, IL 60604 312 913 3200 rtachicago.org **WHEREAS**, Section 2.01b of the Regional Transportation Authority Act (the "Act") requires the Regional Transportation Authority (the "Authority" or the "RTA"), to annually prepare the Five-Year Capital Program for the region;

WHEREAS, funding for the Five-Year Capital Program is based on an estimate of funds available for capital projects for 2024-2028 from all sources including federal, state, and Authority-funded programs and Service Board and non-Service Board agency-generated funds;

WHEREAS, the capital funding estimates are listed in the Five-Year Capital Program;

WHEREAS, a variety of changes have occurred with regard to the funds anticipated to be available for capital projects, the capital projects to be funded within the program, and the funding distribution for the capital projects; and

WHEREAS, pursuant to Section 4.01(h) of the Act, no Service Board shall undertake any capital improvement that is not identified in the Five-Year Capital Program.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY that:

- The amounts estimated to be available for capital projects for calendar years 2024-2028 set forth in Schedules II-A and II-B to Ordinance 2024-09 on March 16, 2024, are hereby amended, and restated as set forth in the attached revised Schedules II-A and II-B. Such estimates assume the appropriations of federal and state funding and the availability of resources of the Authority.
- 2) Nothing in this Ordinance is intended to or shall have the effect of waiving any discretion the RTA may have under law to review the determinations made in this Ordinance, including, but not limited to, allocation of federal funds among the Service Boards, or determining the allowable uses of federal, state, or local funds.
- All provisions of previously adopted ordinances and resolutions, including but not limited to Ordinance 2024-09 not expressly amended or repealed by this amendatory ordinance remain in full force and effect.
- 4) The Executive Director is hereby authorized and directed to inform each of the Service Boards of the amounts and purposes of available funding sources, and to take such action as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and make conforming changes to the 2024-2028 Capital Program.

| Schedule | IIA 2024-2028 Capital Program | | | | | | 2024-XX | May 16, 2024 |
|----------|--|------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------|
| | | Prior Year | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
| CTA | 5307 Urbanized Area 5337 State of Good Repair | \$0 0 | \$166,768,056 249,040,086 | \$185,183,765 248,671,235 | \$187,035,603 251,157,947 | \$188,905,959 253,669,527 | \$190,795,019 256,206,222 | |

| | | Prior Year | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|-----|--|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| СТА | 5307 Urbanized Area | \$0 | \$166,768,056 | \$185,183,765 | \$187,035,603 | \$188,905,959 | \$190,795,019 | \$918,688,402 |
| • | 5337 State of Good Repair | 0 | 249,040,086 | 248,671,235 | 251,157,947 | 253,669,527 | 256,206,222 | 1,258,745,017 |
| | 5339 Bus and Bus Facilities | 0 | 12,721,754 | 13,212,310 | 13,344,433 | 13,477,877 | 13,612,656 | 66,369,030 |
| | Subtotal Federal Formula Funds | \$0 | \$428,529,896 | \$447,067,310 | \$451,537,983 | \$456,053,363 | \$460,613,897 | \$2,243,802,449 |
| | Congestion Mitigation Air Quality (CMAQ) | \$0 | \$0 | \$0 | \$74,255,332 | \$0 | \$0 | \$74,255,332 |
| | Carbon Reduction Program (CRP) | 0 | \$30,000,000 | \$0 | \$10,000,000 | \$15,000,000 | \$45,000,000 | 100,000,000 |
| | Department of Homeland Security (DHS) | 0 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 30,000,000 |
| | 5303 Unified Work Program (UWP) | 0 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| | 5310 Enhanced Mobility Program | 0 | 1,357,600 | 0 | 0 | 0 | 0 | 1,357,600 |
| | Rail Vehicle Replacement Program | 0 | 103,093,337 | 0 | 0 | 0 | 0 | 103,093,337 |
| | Subtotal Federal Discretionary Funds | \$0 | \$140,950,937 | \$6,500,000 | \$90,755,332 | \$21,500,000 | \$51,500,000 | \$311,206,269 |
| | Subtotal Federal Funds | \$0 | \$569,480,833 | \$453,567,310 | \$542,293,315 | \$477,553,363 | \$512,113,897 | \$2,555,008,718 |
| | RTA ICE | \$0 | \$0 | \$7,824,000 | \$8,075,000 | \$0 | \$0 | 15,899,000 |
| | Subtotal RTA Funds | \$0 | \$0 | \$7,824,000 | \$8,075,000 | \$0 | \$0 | \$15,899,000 |
| | CTA Bonds | \$0 | \$745,288,393 | \$0 | \$0 | \$0 | \$0 | \$745,288,393 |
| | Service Board | 0 | 2,599,292 | 125,000 | 125,000 | 125,000 | 125,000 | 3,099,292 |
| | Subtotal Service Board & Local Funds | \$0 | \$747,887,685 | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$748,387,685 |
| | State PAYGO | \$0 | \$141,875,000 | \$140,262,165 | \$145,171,341 | \$150,252,337 | \$155,511,169 | \$733,072,012 |
| | State PAYGO (2022) | 17,796,390 | 0 | 0 | 0 | 0 | 0 | 17,796,390 |
| | Subtotal State Funds | \$17,796,390 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,796,390 |
| | Subtotal Non-Federal Funds | \$17,796,390 | \$889,762,685 | \$148,211,165 | \$153,371,341 | \$150,377,337 | \$155,636,169 | \$1,515,155,087 |
| | Total CTA Funding | \$17,796,390 | \$1,459,243,518 | \$601,778,475 | \$695,664,656 | \$627,930,700 | \$667,750,066 | \$4,070,163,805 |
| | CTA Debt Repayment (5307) | \$0 | (\$81,807,514) | (\$92,210,499) | (\$97,014,535) | (\$80,853,638) | (\$66,493,638) | (\$418,379,824) |
| | CTA Debt Repayment (5337) | 0 | (123,673,085) | (118,923,327) | (93,856,808) | (126,221,505) | (111,776,006) | (574,450,731) |
| | Subtotal Debt Repayment | \$0 | (\$205,480,599) | (\$211,133,826) | (\$190,871,343) | (\$207,075,143) | (\$178,269,644) | (\$992,830,555) |
| | Total CTA Funding Available | \$17,796,390 | \$1,253,762,919 | \$390,644,649 | \$504,793,313 | \$420,855,557 | \$489,480,422 | \$3,077,333,250 |

| | | Prior Year | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|-------|--|------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| Metra | 5307 Urbanized Area | \$0 | \$105,218,164 | \$99,579,910 | \$100,575,709 | \$104,637,100 | \$105,683,471 | \$515,694,354 |
| | 5337 State of Good Repair | 0 | 145,989,016 | 146,045,011 | 147,505,461 | 148,980,516 | 150,470,321 | 738,990,325 |
| | Subtotal Federal Formula Funds | \$0 | \$251,207,180 | \$245,624,921 | \$248,081,170 | \$253,617,616 | \$256,153,792 | \$1,254,684,679 |
| | Congestion Mitigation Air Quality (CMAQ) | \$0 | \$0 | \$29,024,137 | \$0 | \$0 | \$0 | \$29,024,137 |
| | 5310 Enhanced Mobility Program | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| | USDOT Mega Grant Program | 0 | 117,000,000 | 0 | 0 | 0 | 0 | 117,000,000 |
| | Community Project Funding (CPF) | 0 | 3,300,000 | 0 | 0 | 0 | 0 | 3,300,000 |
| | Subtotal Federal Discretionary Funds | \$0 | \$122,300,000 | \$29,024,137 | \$0 | \$0 | \$0 | \$151,324,137 |
| | Subtotal Federal Funds | \$0 | \$373,507,180 | \$274,649,058 | \$248,081,170 | \$253,617,616 | \$256,153,792 | \$1,406,008,816 |
| | RTA Bonds | \$0 | \$130,000,000 | \$0 | \$0 | \$0 | \$0 | \$130,000,000 |
| | RTA ICE | 0 | 0 | 6,357,000 | 6,560,815 | 0 | 0 | 12,917,815 |
| | Subtotal RTA Funds | \$0 | \$130,000,000 | \$6,357,000 | \$6,560,815 | \$0 | \$0 | \$142,917,815 |
| | State PAYGO | \$0 | 73,775,000 | 77,061,960 | 79,759,129 | 83,557,414 | 86,481,923 | 400,635,426 |
| | Subtotal State Funds | \$0 | \$73,775,000 | \$77,061,960 | \$79,759,129 | \$83,557,414 | \$86,481,923 | \$400,635,426 |
| | Subtotal Non-Federal Funds | \$0 | \$203,775,000 | \$83,418,960 | \$86,319,944 | \$83,557,414 | \$86,481,923 | \$543,553,241 |
| | Total Metra Funding Available | \$0 | \$577,282,180 | \$358,068,018 | \$334,401,114 | \$337,175,030 | \$342,635,715 | \$1,949,562,057 |

| | | Prior Year | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|------|---|--------------|---------------|--------------|--------------|--------------|--------------|---------------|
| Pace | 5307 Urbanized Area | \$0 | \$57,352,847 | \$54,362,556 | \$54,906,182 | \$52,399,610 | \$52,923,606 | \$271,944,801 |
| | 5339 Bus and Bus Facilities | 0 | 1,754,725 | 1,801,679 | 1,819,695 | 1,837,892 | 1,856,271 | 9,070,262 |
| | Subtotal Federal Formula Funds | \$0 | \$59,107,572 | \$56,164,235 | \$56,725,877 | \$54,237,502 | \$54,779,877 | \$281,015,063 |
| | Congestion Mitigation Air Quality (CMAQ) | \$0 | \$15,654,000 | \$0 | \$0 | \$0 | \$0 | \$15,654,000 |
| | Community Project Funding (CPF) | 0 | \$4,346,779 | 0 | 0 | 0 | 0 | 4,346,779 |
| | Carbon Reduction Program (CRP) | 0 | 12,137,334 | 0 | 0 | 0 | 0 | 12,137,334 |
| | Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | 0 | 20,000,000 | 0 | 0 | 0 | 0 | 20,000,000 |
| | Subtotal Federal Discretionary Funds | \$0 | \$52,138,113 | \$0 | \$0 | \$0 | \$0 | \$52,138,113 |
| | Subtotal Federal Funds | \$0 | \$111,245,685 | \$56,164,235 | \$56,725,877 | \$54,237,502 | \$54,779,877 | \$333,153,176 |
| | State Rebuild IL Bonds | \$75,999,933 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,999,933 |
| | State PAYGO | 0 | 11,350,000 | 17,620,875 | 18,237,606 | 17,869,206 | 18,494,628 | 83,572,315 |
| | Subtotal State Funds | \$75,999,933 | \$11,350,000 | \$17,620,875 | \$18,237,606 | \$17,869,206 | \$18,494,628 | \$159,572,248 |
| | Subtotal Non-Federal Funds | \$75,999,933 | \$11,350,000 | \$17,620,875 | \$18,237,606 | \$17,869,206 | \$18,494,628 | \$159,572,248 |
| | Total Pace Funding Available | \$75,999,933 | \$122,595,685 | \$73,785,110 | \$74,963,483 | \$72,106,708 | \$73,274,505 | \$492,725,424 |

| | | Prior Year | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|-----------------|------------------------------|------------|-------------|------|------|------|------|-------------|
| City of Chicago | | | | | | | | |
| State Bon | ds | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| Subtotal | State Funds | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| Subtotal | Non-Federal Funds | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| Total City | of Chicago Funding Available | | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |

| | | Prior Year | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|---|---|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| I | 5307 Urbanized Area | \$0 | \$329,339,067 | \$339,126,231 | \$342,517,494 | \$345,942,669 | \$349,402,096 | \$1,706,327,557 |
| | 5337 State of Good Repair | 0 | 395,029,102 | 394,716,246 | 398,663,408 | 402,650,043 | 406,676,543 | 1,997,735,342 |
| | 5339 Bus and Bus Facilities | 0 | 14,476,479 | 15,013,989 | 15,164,128 | 15,315,769 | 15,468,927 | 75,439,292 |
| | Subtotal Federal Formula Funds | | \$738,844,648 | \$748,856,466 | \$756,345,030 | \$763,908,481 | \$771,547,566 | \$3,779,502,191 |
| | Congestion Mitigation Air Quality (CMAQ) | \$0 | \$15,654,000 | \$29,024,137 | \$74,255,332 | \$0 | \$0 | \$118,933,469 |
| | Department of Homeland Security (DHS) | 0 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 30,000,000 |
| | 5303 Unified Work Program (UWP) | 0 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| | 5310 Enhanced Mobility Program | 0 | 3,357,600 | 0 | 0 | 0 | 0 | 3,357,600 |
| | Rail Vehicle Replacement Program | 0 | 103,093,337 | 0 | 0 | 0 | 0 | 103,093,337 |
| | USDOT Mega Grant Program | 0 | 117,000,000 | 0 | 0 | 0 | 0 | 117,000,000 |
| | Community Project Funding (CPF) | 0 | 7,646,779 | 0 | 0 | 0 | 0 | 7,646,779 |
| | Carbon Reduction Program (CRP) | 0 | 42,137,334 | 0 | 10,000,000 | 15,000,000 | 45,000,000 | 112,137,334 |
| | Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | 0 | 20,000,000 | 0 | 0 | 0 | 0 | 20,000,000 |
| | Subtotal Federal Discretionary Funds | \$0 | \$315,389,050 | \$35,524,137 | \$90,755,332 | \$21,500,000 | \$51,500,000 | \$514,668,519 |
| | Subtotal Federal Funds | \$0 | \$1,054,233,698 | \$784,380,603 | \$847,100,362 | \$785,408,481 | \$823,047,566 | \$4,294,170,710 |
| | RTA Bonds | \$0 | \$130,000,000 | \$0 | \$0 | \$0 | \$0 | \$130,000,000 |
| | RTA ICE | 0 | 0 | 14,181,000 | 14,635,815 | 0 | 0 | 28,816,815 |
| | Subtotal RTA Funds | \$0 | \$130,000,000 | \$14,181,000 | \$14,635,815 | \$0 | \$0 | \$158,816,815 |
| | CTA Bonds | \$0 | \$745,288,393 | \$0 | \$0 | \$0 | \$0 | \$745,288,393 |
| | Service Board | 0 | 2,599,292 | 125,000 | 125,000 | 125,000 | 125,000 | 3,099,292 |
| | Subtotal Service Board & Local Funds | \$0 | \$747,887,685 | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$748,387,685 |
| | State PAYGO | \$0 | \$227,000,000 | \$234,945,000 | \$243,168,076 | \$251,678,957 | \$260,487,720 | \$1,217,279,753 |
| | State Bonds | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| | State PAYGO (2022) | \$17,796,390 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,796,390 |
| | State Rebuild IL Bonds | \$75,999,933 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,999,933 |
| | Subtotal State Funds | \$93,796,323 | \$90,125,000 | \$94,682,835 | \$97,996,735 | \$101,426,620 | \$104,976,551 | \$583,004,064 |
| | Subtotal Non-Federal Funds | \$93,796,323 | \$1,109,887,685 | \$249,251,000 | \$257,928,891 | \$251,803,957 | \$260,612,720 | \$2,223,280,576 |
| | Total Regional Funding | \$93,796,323 | \$2,164,121,383 | \$1,033,631,603 | \$1,105,029,253 | \$1,037,212,438 | \$1,083,660,286 | \$6,517,451,286 |
| | CTA Debt Repayment (5307) | \$0 | (\$81,807,514) | (\$92,210,499) | (\$97,014,535) | (\$80,853,638) | (\$66,493,638) | (\$418,379,824) |
| | CTA Debt Repayment (5337) | 0 | (123,673,085) | (118,923,327) | (93,856,808) | (126,221,505) | (111,776,006) | (574,450,731) |
| | Subtotal Debt Repayment | \$0 | (\$205,480,599) | (\$211,133,826) | (\$190,871,343) | (\$207,075,143) | (\$178,269,644) | (\$992,830,555) |
| | Total Regional Funding Available | \$93,796,323 | \$1,958,640,784 | \$822,497,777 | \$914,157,910 | \$830,137,295 | \$905,390,642 | \$5,524,620,731 |

Schedule IIB
Proposed RTA 2024-2028 Capital Program
2024-09 May 16, 2024

| posed RTA 2024-2028 Capital Program Project Number | Description | Funding Source | Current 2024 | Proposed 2024 | Amend 3 Change | 2025 | 2026 | 2027 | 2028 | То |
|--|--|----------------------------------|---------------|---------------|-------------------|---------------|---------------|--------------|---------------|------------|
| CTA Capital Program | | | | | | | | | | |
| Rolling Stock - Bus | | | | | | | | | | |
| 021.803 | 2024 - Bus Maintenance | State PAYGO | \$12,373,828 | \$12,373,828 | \$0 | \$12,373,828 | \$12,373,828 | \$12,373,828 | \$0 | \$49,495,3 |
| 021.806 | Bus Overhaul - Mid-Life 450 Nova (7900 Series) | 5307 Urbanized Area | \$6,559,666 | \$6,901,388 | \$341,722 | | | | \$0 | \$67,360,4 |
| 021.806 | Bus Overhaul - Mid-Life 450 Nova (7900 Series) | 5339 Bus and Bus Facilities | \$7,132,707 | \$6,790,985 | -\$341,722 | \$30,009,023 | \$23,709,470 | | \$0 \$0 | \$6,790.9 |
| 021.806 | | State PAYGO | \$7,132,707 | \$6,790,985 | -\$341,722 \$0 | \$0 | \$0 | | \$0 \$0 | , , . |
| | Bus Overhaul - Mid-Life 450 Nova (7900 Series) | | 7. | | | | | 1 - 1 1 | | \$6,337,3 |
| 021.806 | Life Extending Bus Overhaul - (1000 Series) | 5307 Urbanized Area | \$6,737,430 | \$6,737,430 | \$0 | \$0 | \$0 | | \$0 | \$6,737,4 |
| 031.054 | Purchase up to 6 Electric Buses with Charging Systems | State PAYGO | \$2,600,000 | \$2,600,000 | \$0 | \$0 | \$0 | | \$0 | \$2,600,0 |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | | \$29,847,485 | \$78,275, |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | 5339 Bus and Bus Facilities | \$0 | \$0 | \$0 | \$0 | \$9,081,056 | \$13,402,738 | \$13,544,593 | \$36,028, |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | CMAQ | \$0 | \$0 | \$0 | \$0 | \$44,255,332 | \$0 | \$0 | \$44,255, |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,816,486 | \$24,816, |
| 031.054 | Replace Buses - Options to Purchase Up To 500 of 1,030 | 5307 Urbanized Area | \$10.079.765 | \$10,079,765 | \$0 | \$47.961.960 | \$0 | | \$0 | \$58,041, |
| 031.054 | Replace Buses - Options to Purchase Up To 500 of 1,030 | 5339 Bus and Bus Facilities | \$5,862,873 | \$5,862,873 | \$0 | | | | \$0 | \$23,195 |
| 031.054 | | State PAYGO | \$22,935,600 | \$22,935,600 | \$0 | \$2,876,760 | \$0 | | \$0 | \$25,812, |
| | Replace Buses - Options to Purchase Up To 500 of 1,030 | | | | | | | | | |
| 101.007 | Farebox Replacement | 5307 Urbanized Area | \$651,561 | \$651,561 | \$0 | \$0 | \$0 | \$0 | \$0 | \$651, |
| 101.007 | Farebox Replacement | 5337 State of Good Repair | \$23,159,548 | \$23,159,548 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,159, |
| Total Rolling Stock - Bus | | | \$98,092,978 | \$98,092,978 | \$0 | \$113,044,501 | \$93,670,458 | \$80,541,615 | \$68,208,564 | \$453,558, |
| Rolling Stock - Rail | | | | | | | | | | |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | CTA Bonds | \$1,899,057 | \$1,899,057 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,899, |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | 5307 Urbanized Area | \$1,033,037 | \$0 | \$0 | | | \$0 | \$0 | \$20,859, |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | | \$0 | \$0 | \$0 | \$6,531,997 | \$6,200,635 | | \$0 | |
| | | 5337 State of Good Repair | | | | | | | | \$12,732 |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | State PAYGO | \$0 | \$0 | \$0 | \$0 | | | \$0 | \$6,128 |
| 022.903 | Life extending Overhaul 2600/3200 Series | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | | | \$0 | \$9,568 |
| 022.903 | Life extending Overhaul 2600/3200 Series | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$60,021,779 | | \$0 | \$95,096 |
| 022.903 | Life extending Overhaul 2600/3200 Series | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,902,568 | \$24,406,650 | \$32,309 |
| 022.903 | Replace video system 3200 and 5000-Series railcars | 5337 State of Good Repair | \$10,000,000 | \$10,000,000 | \$0 | \$10,000,000 | \$0 | \$0 | \$0 | \$20,000 |
| 132.056 | Purchase Rail Cars - 7000 Series (Base Order 400) | 5307 Urbanized Area | \$24,923,404 | \$24,923,404 | \$0 | \$0 | \$0 | | \$0 | \$24,923 |
| 132.056 | Purchase Rail Cars - 7000 Series (Base Order 400) | 5337 State of Good Repair | \$22,027,311 | \$22,027,311 | \$0 | | \$0 | | \$0 | \$37,361 |
| 132.056 | Purchase Rail Cars - 7000 Series (Base Order 400) | | | \$15,000,000 | \$0 | \$10,004,190 | \$0 | | \$0 \$0 | |
| | | CTA Bonds | \$15,000,000 | | | | | | | \$15,000 |
| 132.056 | Purchase Rail Cars - 9000 Series | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$1,598,832 | , , . | \$0 | \$21,102,850 | \$28,338 |
| 132.056 | Purchase Rail Cars - 9000 Series | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52,350,880 | \$52,350 |
| 132.056 | Purchase Rail Cars - 9000 Series | State PAYGO | \$7,400,000 | \$7,400,000 | \$0 | \$0 | \$0 | \$11,076,398 | \$9,452,620 | \$27,929 |
| 132.056 | Purchase Rail Cars - 9000 Series | Rail Vehicle Replacement Program | \$103,093,337 | \$103,093,337 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103,093, |
| 132.056 | Rail Cars - 7000 Series Options | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$13,155,792 | \$2,000,000 | \$7,764,734 | \$22,920, |
| 132.056 | Rail Cars - 7000 Series Options | 5337 State of Good Repair | \$15,371,956 | \$15,371,956 | \$0 | | | \$0 | \$0 | \$60,585, |
| 132.056 | Rail Cars - 7000 Series Options | State PAYGO | \$0 | \$0 | \$0 | \$0 | | | \$0 | \$38,066, |
| Total Rolling Stock - Rail | Ivali Cars - 7000 Series Options | State FATGO | \$199,715,065 | \$199,715,065 | \$0 | | \$160,864,169 | | \$115,077,734 | \$609,163, |
| | | | | | | | | | | |
| Track and Structure | | | | | | | | | | |
| 181.500 | 2024 - Elevated Track and Structure Maintenance Systemwide | State PAYGO | \$9,595,891 | \$9,595,891 | \$0 | \$9,595,891 | \$9,595,891 | \$9,595,891 | \$0 | \$38,383, |
| 181.500 | Infrastructure State of Good Repair Program | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,985,176 | \$13,560,845 | \$25,546, |
| 181.500 | Infrastructure State of Good Repair Program | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$34,171,445 | \$30,382,534 | \$64,553. |
| 181.500 | Infrastructure State of Good Repair Program | State PAYGO | \$0 | \$0 | ** | \$0 | \$0 | | \$9,900,000 | \$9,900, |
| Total Track and Structure | initiastructure office of Good Repair Flogram | Sale i Ai Go | \$9,595,891 | \$9,595,891 | \$0 | | \$9,595,891 | \$55,752,512 | | \$138,383 |
| | | | | | | | | | | |
| Electrical, Signal, and Communications 150.028 | Public Address Communication Modernization & Upgrade | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$6,000,000 | \$6,000,000 | \$0 | \$0 | \$12,000 |
| | | | | | | | | | | |
| 150.028 | Public Address Communication Modernization & Upgrade | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | | \$0 | \$2,000 |
| 150.028 | Rail Station Communications Infrastructure Modernization | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | | \$0 | \$5,000 |
| 150.028 | Rail Station Communications Infrastructure Modernization | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$5,000 |
| 150.028 | Security Camera Modernization and Upgrade | 5307 Urbanized Area | \$2,000,000 | \$2,000,000 | \$0 | \$4,000,000 | \$3,568,629 | \$0 | \$0 | \$9,568 |
| 150.207 | Subway Life Safety | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$5,250,000 | \$12,750,000 | \$0 | \$0 | \$18,000 |
| Total Electrical, Signal, and Communications | | | \$2,000,000 | \$2,000,000 | \$0 | \$20,250,000 | \$27,318,629 | \$2,000,000 | \$0 | \$51,568 |
| Information Technology | | | | | | | | | | |
| ntormation Technology 022,903 | IT- Technology Upgrades Rail Engineering & Maintenance | 5337 State of Good Repair | \$50,000 | \$50,000 | \$0 | \$50,000 | \$100,000 | \$0 | \$0 | \$200 |
| 061.059 | Information Technology - Bus Router Replacements (MP070's) | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$4,200,000 | \$0 | | \$0 | \$4,200 |
| 061.059 | Information Technology - Bus Rodiel Replacements (Wir 676's) | 5307 Urbanized Area | \$1,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | | \$0 | \$1,000 |
| | 0. 1.0 | | | | | | | | \$0 \$0 | φ1,000 |
| 061.059 | Information Technology - IVN3/IVN4 Replacement | 5337 State of Good Repair | \$2,601,168 | \$0 | -\$2,601,168 | \$0 | \$0 | | | |
| 061.059 | Information Technology - IVN3/IVN4 Replacement | 5307 Urbanized Area | \$0 | \$1,094,678 | \$1,094,678 | \$0 | \$0 | | \$0 | \$1,094 |
| 061.059 | Information Technology - MMIS Upgrade | 5307 Urbanized Area | \$2,500,000 | \$2,500,000 | \$0 | \$0 | \$0 | | \$0 | \$2,500 |
| 061.059 | Information Technology - TOPS Upgrade II | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,500 |
| 061.059 | Upgrade Office Computer Systems | 5307 Urbanized Area | \$3,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000 |
| 061.059 | Upgrade Technology Systems | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | | \$3,000,000 | \$4,911 |
| 110.021 | Train Tracker Digital Signage Upgrade | RTA ICE | \$0 | \$0 | \$0 | \$7,824,000 | \$8.075.000 | \$0 | \$0 | \$15,899 |
| Total Information Technology | Train Tracker Digital Digitage Oppitate | T. AIOL | \$9,151,168 | \$7,644,678 | | \$12,074,000 | | | \$3,000,000 | \$34,305 |
| | | | | | | | | | | |

| Support Facilities and Equipment | | | | | | | | | | |
|---|---|---------------------------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|--------------|
| 073.500 | Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$13,800,000 | \$0 | \$0 | \$13,800,0 |
| 073.500 | Office Building Principle and Interest | 5307 Urbanized Area | \$6,186,525 | \$6,186,525 | \$0 | \$6,187,981 | \$6,187,888 | \$6,185,719 | \$6,190,687 | \$30,938 |
| 073.500 | Rail Car Facility Maintenance | 5337 State of Good Repair | \$4,000,000 | \$4,000,000 | \$0 | \$5,000,000 | \$0 | \$5.000.000 | \$0 | \$14.000 |
| 073.500 | Skokie Shops - Railcar Hoists | 5337 State of Good Repair | \$15,000,000 | \$15,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| 073.500 | Skokie Shops - Wheel truing machine replacement | 5337 State of Good Repair | \$4,500,000 | \$4,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,500 |
| | | | | | \$0 | \$0 | | \$0 | \$0 | |
| 073.500 | Skokie Shops Improvements Other | 5337 State of Good Repair | \$1,500,000 | \$1,500,000 | | | \$0 | | | \$1,500, |
| 073.501 | 95th Street Terminal Electrification | State PAYGO | \$7,600,000 | \$7,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,600 |
| 073.501 | Bus Garage Electrification - Chicago | 5307 Urbanized Area | \$17,010,000 | \$17,010,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,010 |
| 073.501 | Bus Garage Electrification - 103rd Garage | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | | | \$72,244 |
| 073.501 | Bus Garage Electrification - 103rd Garage | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | +, , | \$20,498,649 | \$60,756 |
| 086.500 | Equipment and Non-Revenue Vehicles Program | 5307 Urbanized Area | \$2,000,000 | \$2,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$4,000 |
| 086.500 | Equipment and Non-Revenue Vehicles Program | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$2,000 |
| 086.500 | Non-Revenue Rail Vehicle Equipment - Replacement | 5337 State of Good Repair | \$2,000,000 | \$2,000,000 | \$0 | \$2,000,000 | \$3,000,000 | \$3,000,000 | \$0 | \$10,000 |
| 086.500 | Non-Revenue Utility Vehicle Replacement | 5337 State of Good Repair | \$1,225,000 | \$1,225,000 | \$0 | \$1,225,000 | \$0 | \$0 | \$0 | \$2,450 |
| 086.500 | Ventra 3.0 Upgrade | CTA Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 086.500 | Ventra 3.0 Upgrade | State PAYGO | \$51,000,000 | \$51,000,000 | \$0 | \$58.376.336 | \$0 | \$0 | \$0 | \$109,376, |
| 086.500 | | Service Board | \$2,474,292 | \$2,474,292 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,474. |
| | Ventra 3.0 Upgrade | | | | | | | | | |
| 086.500 | Ventra 3.0 Upgrade | State PAYGO (2022) | \$17,796,390 | \$17,796,390 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,796 |
| Fotal Support Facilities and Equipment | | | \$132,292,207 | \$132,292,207 | \$0 | \$72,789,317 | \$24,987,888 | \$93,806,265 | \$61,570,141 | \$385,445 |
| Stations and Passenger Facilities | | | | | | | | | | |
| 073.500 | Facilities Critical Needs | 5337 State of Good Repair | \$0 | \$0 | | \$0 | \$10,000,000 | \$0 | \$0 | \$10,000, |
| 073.500 | 2024 Facilities Maintenance - Systemwide | State PAYGO | \$3,030,281 | \$3,030,281 | \$0 | \$3,030,281 | \$3,030,281 | \$3,030,281 | \$0 | \$12,121 |
| 092.001 | Tactile Signage at CTA Bus Stops | State PAYGO | \$339,400 | \$339,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$339 |
| 092.001 | Tactile Signage at CTA Bus Stops | 5310 Enhanced Mobility Program | \$1,357,600 | \$1,357,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,357 |
| 141.273 | Refresh and Renew Program Expansion | 5337 State of Good Repair | \$3,000,000 | \$3,000,000 | \$0 | \$3.000.000 | \$3.000.000 | \$0 | \$0 | \$9,000 |
| 141.283 | All Stations Accessibility Program - Elevator Replacement | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0,000,000 | \$4.633.224 | \$0 | \$0 | \$4,633 |
| 141.283 | | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$8,916,776 | \$0 | \$0 | \$8,916 |
| | All Stations Accessibility Program Elevator Replacement Phase II | | \$0 | \$0 | | | | \$0 \$0 | \$0 \$0 | |
| 141.283 | All Stations Accessibility Program - Escalator Replacement | 5337 State of Good Repair | | | \$0 | \$7,500,000 | \$7,500,000 | | | \$15,000 |
| 141.283 | All Stations Accessibility Program - Next Phases | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$10,000, |
| 141.283 | All Stations Accessibility Program - Next Phases | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,310,747 | \$33,310, |
| 141.283 | All Stations Accessibility Program - Next Phases | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,052,844 | \$13,052, |
| 141.283 | All Stations Accessibility Program - Oak Park, Ridgeland | 5337 State of Good Repair | \$15,664,062 | \$15,664,062 | \$0 | \$13,460,000 | \$0 | \$0 | \$0 | \$29,124, |
| Total Stations and Passenger Facilities | | | \$23,391,343 | \$23,391,343 | \$0 | \$26,990,281 | \$37,080,281 | \$3,030,281 | \$56,363,591 | \$146,855, |
| Extensions and Expansions | | | | | | | | | | |
| 254.001 | Red Line Extension | CTA Bonds | \$392,471,450 | \$728,389,336 | \$335,917,886 | \$0 | \$0 | \$0 | \$0 | \$728,389, |
| 254.001 | Red Line Extension | CMAQ | \$0 | \$0 | \$0 | \$0 | \$30.000.000 | \$0 | \$0 | \$30,000 |
| | | | | | | | , , | | | |
| 254.001 | Red Line Extension | Carbon Reduction Program (CRP) | \$30,000,000 | \$30,000,000 | \$0 | \$0 | | | | \$100,000, |
| 254.001 | Red Line Extension | State PAYGO | \$25,000,000 | \$25,000,000 | \$0 | \$44,009,069 | | | | \$281,891, |
| Total Extensions and Expansions | | | \$447,471,450 | \$783,389,336 | \$335,917,886 | \$44,009,069 | \$116,000,000 | \$91,000,000 | \$105,882,569 | \$1,140,280, |
| Miscellaneous | | | | | | | | | | |
| 150.028 | Implement Security Projects - HLS Program | Department of Homeland Security | \$6,000,000 | \$6,000,000 | \$0 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$30,000, |
| 310.001 | Match for FTA Discretionary Awards | State PAYGO | \$0 | \$0 | \$0 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$40,000 |
| Total Miscellaneous | · | | \$6,000,000 | \$6,000,000 | \$0 | \$16,000,000 | \$16,000,000 | \$16,000,000 | \$16,000,000 | \$70,000 |
| Contingencies and Administration | | | | | | | | | | |
| 310.001 | Program Development - UWP | Other Service Board | \$125,000 | \$125,000 | \$0 | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$625 |
| 310.001 | Program Development - UWP | UWP | \$500,000 | \$500,000 | \$0 | \$500.000 | \$500,000 | \$500.000 | \$500.000 | \$2,500 |
| | | 7 | | | | | | , | | |
| 310.001 | Program Management | 5337 State of Good Repair | \$6,606,375 | \$6,606,375 | \$0 | \$6,606,375 | | | \$6,606,375 | \$33,031 |
| 310.001 | Support Services | 5307 Urbanized Area | \$875,791 | \$875,791 | \$0 | \$960,194 | \$984,675 | 7 . , | \$953,975 | \$4,782 |
| 310.001 | Support Services | 5337 State of Good Repair | \$1,262,749 | \$1,262,749 | \$0 | \$1,284,595 | \$1,312,342 | \$1,338,064 | \$1,281,031 | \$6,478 |
| 310.001 | Support Services | 5339 Bus and Bus Facilities | \$67,896 | \$67,896 | \$0 | \$69,980 | \$72,605 | \$75,139 | \$68,063 | \$353 |
| Total Contingencies and Administration | | | \$9,437,811 | \$9,437,811 | \$0 | \$9,546,144 | \$9,600,997 | \$9,652,291 | \$9,534,444 | \$47,771 |
| Debt Service | | | | | | | | | | |
| 308.002 | CTA Bond Repayment - Principal/Interest | 5307 Urbanized Area | \$87,069,708 | \$81,807,514 | -\$5,262,194 | \$65,825,094 | \$97,014,535 | \$80,853,638 | \$66,493,638 | \$391,994 |
| 308.002 | CTA Bond Repayment - Principal/Interest | 5337 State of Good Repair | \$118,410,891 | \$123.673.085 | | \$145.308.732 | | \$126.221.505 | | \$600.836 |
| 308.002 | CTA Bond Repayment - Principal/Interest - OFFSET | 5307 Urbanized Area | -\$87,069,708 | -\$81,807,514 | \$5,262,194 | -\$65,825,094 | , , | -\$80,853,638 | . , ., | -\$391,994 |
| | | 5337 State of Good Repair | -\$87,069,708 | -\$123.673.085 | | -\$145,308,732 | | -\$126,221,505 | | |
| | | | | -5123.b/3.085 | -55.262.194 | -p 145,308,732 | -593.856.808 | -DIZO.ZZ1.505 | -p111,//6,006 | -\$600,836 |
| 308.002 | CTA Bond Repayment - Principal/Interest - OFFSET | 3337 State of Good Nepali | | ,, | | | | | | |
| 308.002 Total Debt Service | CTA Bono Repayment - Principal/interest - OFFSET | 3337 State of Good Repail | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |

| Metra Capital Program | | | | | | | | | | |
|----------------------------|--|---------------------------|--------------|--------------|---------------|--------------|---------------|---------------|---------------|---------------|
| Rolling Stock - Rail | | | | | | | | | | |
| 5006 | New Bi-Level Rail Cars Purchase | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$14,735,000 | \$52,500,000 | \$0 | \$67,235,000 |
| 5006 | New Bi-Level Rail Cars Purchase | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$12,205,501 | \$58,420,000 | \$0 | \$70,625,501 |
| 5006 | New Bi-Level Rail Cars Purchase | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$9,005,000 | \$16,380,000 | \$44,500,000 | \$69,885,000 |
| 5009 | Car Rehab (Nippon Sharyo 05-09 Highliner Cars) | 5307 Urbanized Area | \$7,030,000 | \$0 | -\$7,030,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5009 | Car Rehab (Nippon Sharyo 05-09 Highliner Cars) | 5337 State of Good Repair | \$7,992,000 | \$0 | -\$7,992,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5010 | Car And Locomotive Cameras | 5307 Urbanized Area | \$2,000,000 | \$2,000,000 | \$0 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$10,000,000 |
| 5207 | Car Rehab (Nippon Sharyo P-5) | 5307 Urbanized Area | \$10,000,000 | \$10,000,000 | \$0 | \$5,100,000 | \$4,150,000 | \$0 | \$0 | \$19,250,000 |
| 5207 | Car Rehab (Nippon Sharyo P-5) | 5337 State of Good Repair | \$11,620,000 | \$11,620,000 | \$0 | \$5,000,000 | \$3,200,000 | \$0 | \$0 | \$19,820,000 |
| 5207 | Car Rehab (Nippon Sharyo P-5) | RTA Bonds | \$21,920,000 | \$21,920,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,920,000 |
| 5306 | F59 Locomotive Engine Upgrade | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$1,120,000 | \$2,500,000 | \$0 | \$0 | \$3,620,000 |
| 5306 | F59 Locomotive Engine Upgrade | 5337 State of Good Repair | \$8,550,000 | \$8,550,000 | \$0 | \$1,120,000 | \$0 | \$0 | \$0 | \$9,670,000 |
| 5404 | Switcher Locomotive Procurement | State PAYGO | \$3,750,000 | \$3,750,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,750,000 |
| 5505 | PTC Renewal (Mechanical) | State PAYGO | \$1,750,000 | \$1,750,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,750,000 |
| 5605 | Zero-Emissions Trainsets | CMAQ | \$0 | \$0 | \$0 | \$29,024,137 | \$0 | \$0 | \$0 | \$29,024,137 |
| 5605 | Zero-Emissions Trainsets | State PAYGO | \$0 | \$0 | \$0 | \$7,250,000 | \$0 | \$21,165,000 | \$21,165,000 | \$49,580,000 |
| 5757 | DC & AC Switchgear Replacement | 5337 State of Good Repair | \$500,000 | \$500,000 | \$0 | \$825,000 | \$0 | \$0 | \$0 | \$1,325,000 |
| 5801 | Traction Motors | 5337 State of Good Repair | \$2,000,000 | \$2,000,000 | \$0 | \$1,800,000 | \$1,800,000 | \$1,600,000 | \$1,600,000 | \$8,800,000 |
| 5802 | Locomotive and Car Improvements | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$2,000,000 | \$2,000,000 | \$6,000,000 |
| 5802 | Locomotive and Car Improvements | 5337 State of Good Repair | \$3,000,000 | \$3,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$5,000,000 |
| 5803 | Wheel Replacements | 5337 State of Good Repair | \$4,000,000 | \$4,000,000 | \$0 | \$4,000,000 | \$4,500,000 | \$4,500,000 | \$4,500,000 | \$21,500,000 |
| 5804 | Car Rehab - Midlife (Amerail) | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$6,500,000 | \$10,825,000 | \$13,565,000 | \$15,500,000 | \$46,390,000 |
| 5804 | Car Rehab - Midlife (Amerail) | 5337 State of Good Repair | \$3,000,000 | \$3,000,000 | \$0 | \$9,455,000 | \$11,100,000 | \$16,435,000 | \$17,000,000 | \$56,990,000 |
| 5809 | Car Rehab (Nippon Sharyo 12-16 Highliner Cars) | 5307 Urbanized Area | \$3,000,000 | \$3,000,000 | \$0 | \$10,145,000 | \$11,000,000 | \$10,650,000 | \$13,000,000 | \$47,795,000 |
| 5809 | Car Rehab (Nippon Sharyo 12-16 Highliner Cars) | 5337 State of Good Repair | \$3,000,000 | \$3,000,000 | \$0 | \$13,000,000 | \$13,000,000 | \$5,300,000 | \$17,900,000 | \$52,200,000 |
| 5809 | Car Rehab (Nippon Sharyo 12-16 Highliner Cars) | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,050,000 | \$0 | \$14,050,000 |
| Total Rolling Stock - Rail | | | \$93,112,000 | \$78,090,000 | -\$15,022,000 | \$98,339,137 | \$102,020,501 | \$218,565,000 | \$139,165,000 | \$636,179,638 |

| Track and Structure | | | | | | | | | | |
|-----------------------------------|--|---------------------------------|----------------------------|----------------------------|--------------------------|---------------------|--------------|--------------|--------------|------------------------|
| 4840 | UP North Line - South 11 Bridges | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$34,000,000 | \$34,200,00 |
| 4840 | UP North Line - South 11 Bridges | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$22,000,000 | \$22,200,00 |
| 4840 | UP North Line - South 11 Bridges | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,816,923 | \$5,816,9 |
| 4840 | UP North Line - South 11 Bridges | USDOT Mega Grant | \$117,000,000 | \$117,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$117,000,0 |
| 5330 | CREATE - 75th St CIP | 5337 State of Good Repair | \$10,000,000 | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000,0 |
| 5442 | Bridge A318 | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$3,400,000 | \$5,400,0 |
| 5442 | Bridge A318 | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$200,000 | \$2,200,0 |
| 5443 | Hickory Creek Bridge | State PAYGO | \$2,750,000 | \$2,750,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,750,0 |
| 5444 | Catenary Structure Rehabilitation | 5337 State of Good Repair | \$2,000,000 | \$2,000,000 | \$0 | \$1,200,000 | \$800,000 | \$800,000 | \$0 | \$4,800,0 |
| 5445 | CREATE EW-2 Bridge Lift | 5337 State of Good Repair | \$3,040,000 | \$0 | -\$3,040,000 | \$0 | \$0 | \$0 | \$0 | |
| 5541 | Stoney Creek Bridge | State PAYGO | \$2,830,000 | \$2,830,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,830,0 |
| 5629 | Rock Island Intercity Improvements (RI3) | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$13.500.000 | \$0 | \$0 | \$13,500,0 |
| 5641 | Bridge 86 - 78th St Entrance | State PAYGO | \$0 | \$0 | \$0 | \$8,295,000 | \$16,440,000 | \$8,425,000 | \$0 | \$33,160,0 |
| 5811 | Ties, Ballast, & Switches BNS | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$2,600,000 | \$0 | \$0 | \$2,600,0 |
| 5811 | Ties, Ballast, & Switches BNS | 5337 State of Good Repair | \$1,000,000 | \$1,000,000 | \$0 | \$2,400,000 | \$0 | \$1,000,000 | \$1,000,000 | \$5,400,0 |
| 5812 | Ties & Ballast MET | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,570,000 | \$0 | \$2,570,0 |
| 5812 | Ties & Ballast MET | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$13,000,000 | \$14,500,000 | | \$12,250,000 | \$40,750,0 |
| 5812 | Ties & Ballast MET | State PAYGO | \$10,780,000 | \$10,780,000 | \$0 | \$0 | \$0 | \$7,446,484 | \$0 | \$18,226,4 |
| 5816 | Ties & Ballast UPR | 5307 Urbanized Area | \$0 | \$586,973 | \$586,973 | \$0 | \$750,000 | \$0 | \$0 | \$1,336,9 |
| 5816 | Ties & Ballast UPR | 5337 State of Good Repair | \$0 | \$10,991,912 | \$10,991,912 | \$1,750,000 | \$0 | \$0 | \$0 | \$12,741,9 |
| 5823 | Undercutting & Surfacing MET | 5337 State of Good Repair | \$3,440,000 | \$3,440,000 | \$0 | \$2,900,000 | \$2,760,000 | \$2,900,000 | \$3,000,000 | \$15,000,0 |
| 5826 | Rail Renewal MED | 5337 State of Good Repair | \$1,780,000 | \$1,780,000 | \$0 | \$1,700,000 | \$1,980,000 | \$1,917,000 | \$2,110,000 | \$9,487,0 |
| 5827 | Rail Renewal MWD | 5337 State of Good Repair | \$2,000,000 | \$2,000,000 | \$0 | \$4,400,000 | \$3,520,000 | \$3,100,000 | \$2,490,000 | \$15,510,0 |
| 5828 | Rail Renewal RID | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$1,920,000 | \$0 | \$0 | \$0 | \$1,920,0 |
| 5828 | Rail Renewal RID | 5337 State of Good Repair | \$2,930,000 | \$2,930,000 | \$0 | \$0 | \$1.980.000 | \$1,910,000 | \$2,110,000 | \$8,930.0 |
| 5829 | Rail Renewal UPR | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,0 |
| 5829 | Rail Renewal UPR | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$500,000 | \$1,000,0 |
| 5831 | Crossings (Road & Track) MED | 5337 State of Good Repair | \$1,800,000 | \$1,800,000 | \$0 | \$2,100,000 | \$1.600.000 | \$2,300,000 | \$0 | \$7,800,0 |
| 5832 | Crossings (Road & Track) MWD | 5337 State of Good Repair | \$1,930,000 | \$1,930,000 | \$0 | \$0 | \$150.000 | \$0 | \$1,570,000 | \$3,650,0 |
| 5833 | Crossings (Road & Track) RID | 5337 State of Good Repair | \$2,010,000 | \$2,010,000 | \$0 | \$2,000,000 | \$2,100,000 | \$2,200,000 | \$2,350,000 | \$10,660,0 |
| 5834 | Crossings (Road & Track) UPR | 5307 Urbanized Area | \$650,000 | \$650,000 | \$0 | \$650,000 | \$3,100,000 | \$585,000 | \$0 | \$4,985,0 |
| 5834 | Crossings (Road & Track) UPR | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$650,000 | \$650,0 |
| 5836 | Bridges & Retaining Walls MED | 5337 State of Good Repair | \$1,750,000 | \$1,750,000 | \$0 | \$2,200,000 | \$2,200,000 | \$2,100,000 | \$2,200,000 | \$10,450,0 |
| 5837 | Bridges & Retaining Walls MWD | 5307 Urbanized Area | \$500,000 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,0 |
| 5837 | Bridges & Retaining Walls MWD | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$1.500.000 | \$1,400,000 | \$1.500.000 | \$1.500.000 | \$5,900,0 |
| 5838 | Bridges & Retaining Walls RID | 5307 State of Good Repail | \$0 | \$0 | \$0 | \$2,200,000 | \$2,150,000 | \$1,750,000 | \$1,500,000 | \$6,100.0 |
| 5838 | Bridges & Retaining Walls RID | 5337 State of Good Repair | \$1,750,000 | \$1,750,000 | \$0 | \$2,200,000 | \$2,130,000 | \$1,730,000 | \$2,000,000 | \$3,750.0 |
| 5839 | Bridges & Retaining Walls BNS | 5337 State of Good Repair | \$2,800,000 | \$2,800,000 | \$0 | \$2,812,500 | \$2,700,000 | \$2,530,000 | \$2,000,000 | \$10,842,5 |
| 5840 | Bridges & Retaining Walls UPR | 5337 State of Good Repair | \$1,500,000 | \$1,500,000 | \$0 | \$3,500,000 | \$1,500,000 | \$2,200,000 | \$2.200.000 | \$10,042,0 |
| 5841 | Bridge Rehabilitation Program | State PAYGO | | \$3,215,000 | \$0 | \$3,300,000 | \$1,500,000 | \$2,200,000 | \$2,200,000 | \$6,525.0 |
| 5842 | Bridge Replacement Program | State PAYGO State PAYGO | \$3,215,000 \$6,660,000 | \$6,660,000 | \$0 | \$6,860,000 | \$0 \$0 | \$0 \$0 | \$0 | \$13,520,0 |
| 5843 | CREATE Ogden Junction (WA1) | State PAYGO State PAYGO | \$5,00,000 | \$5,00,000 | \$0 | \$6,860,000 | \$0 \$0 | \$0 | \$0 | \$13,520,0 \$500,0 |
| | • , , | | \$500,000 | \$500,000 | \$0 \$0 | \$0 | \$0 \$0 | | | |
| RA-11 | Elmwood Park Grade Separation | 5307 Urbanized Area | | | | | | \$0 | \$7,000,000 | \$7,000,0 |
| RA-11 | Elmwood Park Grade Separation | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$0 \$0 | \$0 | \$3,000,0 |
| 4337 Total Track and Structure | Gresham Area Bridges | Community Project Funding (CPF) | \$0 \$184.615.000 | \$500,000 \$193.653.885 | \$500,000 \$9.038.885 | \$0 \$64.697.500 | 7- | \$51.133.484 | \$0 | \$500,0 \$497,061,7 |

| Electrical, Signal, and Communications | | | | | | | | | | |
|--|---|--|--------------|--------------|------------|--------------|--------------|----------------------------|--------------|------------------|
| 4746 | Impedance Bonds | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$990,000 | \$0 | \$0 | \$990,0 |
| 4746 | Impedance Bonds | 5337 State of Good Repair | \$800,000 | \$800,000 | \$0 | \$960,000 | \$0 | \$0 | \$0 | \$1,760,0 |
| 4842 | 16th St. Interlocker | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$2,750,000 | \$0 | \$0 | \$0 | \$2,750,0 |
| 4842 | 16th St. Interlocker | RTA Bonds | \$12,910,000 | \$12,910,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12.910. |
| 4947 | A-20 (Techny) Interlocker | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,900,000 | \$10,900, |
| 4947 | A-20 (Techny) Interlocker | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$4,105,000 | \$0 | \$8,000,000 | \$12,105, |
| 5352 | Signal Standards | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$400. |
| 5361 | Morgan Interlocking | 5307 Urbanized Area | \$1,500,000 | \$1.500.000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| 5362 | Western Interlocking | State PAYGO | \$1,790,000 | \$1,790,000 | \$0 | \$5,220,000 | \$6,000,000 | \$0 | \$0 | \$13,010 |
| 5388 | Smart Gates | State PAYGO | \$4,000,000 | \$4,000,000 | \$0 | \$1,500,000 | \$0 | \$0 | \$2,000,000 | \$7,500 |
| 5554 | Switch Layout Standards | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$1,450,000 | \$1,500,000 | \$0 | \$0 | \$2,950 |
| 5556 | Constant Tension Catenary | 5307 Urbanized Area | \$1,100,000 | \$1,100,000 | \$0 | \$4,105,000 | \$0 | \$0 | \$0 | \$5,205 |
| 5557 | MED Improvements | 5307 Urbanized Area | \$18,000,000 | \$18,000,000 | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$22,000 |
| 5559 | Systemwide Cameras | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$550,000 | \$0 | \$0 | \$550 |
| 5559 | Systemwide Cameras | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$2.450.000 | \$0 | \$0 | \$0 | \$2.450 |
| 5559 | Systemwide Cameras | State PAYGO | \$2,450,000 | \$2,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,450 |
| 5651 | PTC Renewal (Engineering) | 5337 State of Good Repair | \$690,000 | \$690,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$690 |
| 5652 | Centralized Traffic Control System Upgrade | 5307 Urbanized Area | \$500.000 | \$500,000 | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$1,000 |
| 5750 | Crossing Inventory Management System | State PAYGO | \$300,000 | \$300,000 | \$0 | \$170,000 | \$0 | \$0 | \$0 | \$470 |
| 5751 | Substation Improvements (Jackson) | 5337 State of Good Repair | \$200,000 | \$200,000 | \$0 | \$170,000 | \$0 | \$0 | \$0 | \$200 |
| 5751 | Substation Improvements (Jackson) | RTA Bonds | \$12,000,000 | \$12,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,000 |
| 5753 | | | \$300,000 | \$300,000 | \$0 | \$300,000 | \$4,035,000 | \$0 | \$0 | \$4,635 |
| 5754 | Harvey Substation Homewood Substation | 5337 State of Good Repair 5337 State of Good Repair | \$300,000 | \$300,000 | \$0 | \$300,000 | \$4,035,000 | \$0 \$0 | \$0 | \$4,633 \$600 |
| 5758 | Power Distribution System Monitoring | 5337 State of Good Repair | \$300,000 | \$300,000 | \$0 \$0 | \$300,000 | \$1.750.000 | \$690.000 | \$0 | \$2,440 |
| 5758 | Power Distribution System Monitoring Power Distribution System Monitoring | State PAYGO | \$1,750,000 | \$1,750,000 | \$0 | \$1,150,000 | \$1,750,000 | \$1,060,000 | \$0 | \$2,440 |
| | , , | | | | | | \$0 \$0 | | \$0 | |
| 5765 | BNS Yards-Power Transformers | 5337 State of Good Repair | \$4,200,000 | \$4,200,000 | \$0 | \$3,650,000 | | \$0 | | \$7,850 |
| 5850 | Signal System Upgrades-MED | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,750,000 | \$1,750 |
| 5850 5851 | Signal System Upgrades-MED | 5337 State of Good Repair | \$1,000,000 | \$1,000,000 | \$0 | \$1,500,000 | \$1,600,000 | \$1,650,000 \$1.650.000 | \$0 | \$5,750 |
| | Signal System Upgrades-MWD | 5337 State of Good Repair | \$1,000,000 | \$1,000,000 | \$0 | \$1,500,000 | \$1,600,000 | | \$1,800,000 | \$7,550 |
| 5852 | Signal System Upgrades-RID | 5307 Urbanized Area | \$1,000,000 | \$1,000,000 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,785,000 | \$4,285 |
| 5852 | Signal System Upgrades-RID | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$1,650,000 | \$0 | \$3,250 |
| 5853 | Signal System Upgrades-UPR | 5307 Urbanized Area | \$485,000 | \$485,000 | \$0 | \$485,000 | \$485,000 | \$485,000 | \$485,000 | \$2,425 |
| 5854 | Randolph St Interlocking | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$855,000 | \$0 | \$0 | \$0 | \$855 |
| 5854 | Randolph St Interlocking | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$6,845,000 | \$0 | \$0 | \$0 | \$6,845 |
| 5854 | Randolph St Interlocking | State PAYGO | \$860,000 | \$860,000 | \$0 | \$0 | \$0 | \$2,800,000 | \$0 | \$3,660 |
| 5855 | Signal Interlocking Microprocessors | State PAYGO | \$2,050,000 | \$2,050,000 | \$0 | \$2,800,000 | \$2,800,000 | \$0 | \$0 | \$7,650 |
| Total Electrical, Signal, and Communications | | | \$69,185,000 | \$69,185,000 | \$0 | \$44,390,000 | \$27,015,000 | \$9,985,000 | \$26,720,000 | \$177,295 |
| Information Technology | | | | | | | | | | |
| 5274 | Cybersecurity Systems | 5307 Urbanized Area | \$955,000 | \$955,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$955 |
| 5573 | IT Components & Services | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$500 |
| 5573 | IT Components & Services | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$1,800,000 | \$400,000 | \$0 | \$0 | \$2,200 |
| 5573 | IT Components & Services | State PAYGO | \$3,100,000 | \$3,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,100 |
| 5672 | Asset Management | RTA ICE | \$0 | \$0 | \$0 | \$5,757,000 | \$4,967,815 | \$0 | \$0 | \$10,724 |
| 5774 | Engineering Cyber Security Systems | 5307 Urbanized Area | \$400,000 | \$400,000 | \$0 | \$0 | \$300,000 | \$0 | \$0 | \$700 |
| 5774 | Engineering Cyber Security Systems | RTA ICE | \$0 | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600 |
| 5871 | Human Resources Software Upgrades | State PAYGO | \$1,750,000 | \$1,750,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,750 |
| 5872 | Timekeeping System Upgrade | State PAYGO | \$2,050,000 | \$2,050,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,050 |
| 5873 | Data Center HVAC System | State PAYGO | \$980,000 | \$980,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$980 |
| 5876 | Automatic Equipment ID Readers | 5337 State of Good Repair | \$720,000 | \$720,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$720 |
| 5876 | Automatic Equipment ID Readers | State PAYGO | \$0 | \$0 | \$0 | \$460,000 | \$0 | \$0 | \$0 | \$460 |
| | | | | | | | | | | |

| Support Facilities and Equipment | | | | | | | | | | |
|--|--|---------------------------------|--------------|--------------|-----------|--------------|--------------|-------------|--------------|------------|
| 5453 | Central Warehousing | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$6,175,000 | \$0 | \$0 | \$6,175,0 |
| 5453 | Central Warehousing | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$3,600,000 | \$0 | \$0 | \$3,600,0 |
| 5768 | Kensington Yard -Shop HVAC | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,0 |
| 5860 | Yard Improvements BNS | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$2,700,000 | \$0 | \$0 | \$2,700,0 |
| 5860 | Yard Improvements BNS | 5337 State of Good Repair | \$3,150,000 | \$3,150,000 | \$0 | \$2,900,000 | \$0 | \$1,800,000 | \$0 | \$7,850,0 |
| 5861 | Yard Improvements MED | 5337 State of Good Repair | \$3,750,000 | \$3,750,000 | \$0 | \$3,320,000 | \$3,000,000 | \$0 | \$2,500,000 | \$12,570,0 |
| 5862 | Yard Improvements MWD | 5337 State of Good Repair | \$2,320,000 | \$2,320,000 | \$0 | \$1,800,000 | \$1,450,000 | \$1,150,000 | \$170,775 | \$6,890,7 |
| 5863 | Yard Improvements RID | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$730,000 | \$700,000 | \$840,000 | \$2,270,0 |
| 5863 | Yard Improvements RID | 5337 State of Good Repair | \$1,960,000 | \$1,960,000 | \$0 | \$1,700,000 | \$0 | \$0 | \$0 | \$3,660,0 |
| 5864 | Yard Improvements UPR | 5307 Urbanized Area | \$500,000 | \$500,000 | \$0 | \$500,000 | \$0 | \$500,000 | \$0 | \$1,500,0 |
| 5864 | Yard Improvements UPR | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | \$1,000,0 |
| 5865 | Crew Facilities LaSalle Street | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$190,000 | \$0 | \$0 | \$190,0 |
| 5866 | Crew Facilities 14th Street Yard | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100, |
| 5867 | Crew Facilities University Park | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,475,000 | \$2,475, |
| 5868 | Right of Way Equipment | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$2,495,129 | \$0 | \$2,000,000 | \$4,495, |
| 5869 | Vehicles & Equipment | State PAYGO | \$2,330,000 | \$2,330,000 | \$0 | \$5,670,000 | \$2,500,000 | \$1,910,930 | \$3,000,000 | \$15,410, |
| 5870 | Office Equipment | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,000, |
| 5870 | Office Equipment | 5337 State of Good Repair | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250, |
| 5874 | Fuel Storage Tank Upgrades | 5337 State of Good Repair | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250, |
| 5874 | Fuel Storage Tank Upgrades | State PAYGO | \$0 | \$0 | \$0 | \$350,000 | \$1,335,000 | \$0 | \$0 | \$1,685, |
| 5875 | Western Ave Yard-Roof & HVAC Replacement | RTA Bonds | \$22,900,000 | \$22,900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,900, |
| BI-241 | Roof Rehab-47th St Diesel-Coach | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$160,000 | \$0 | \$0 | \$160, |
| BI-242 | Roof Rehab-49th St Shop | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$370,000 | \$0 | \$0 | \$370. |
| BI-243 | Crew Facilities Chicago Union Station | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$0 | \$0 | \$700, |
| BI-244 | Kensington Tower Rehabilitation | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$405,000 | \$0 | \$0 | \$405, |
| 5667 | Woodstock Yard | Community Project Funding (CPF) | \$0 | \$850,000 | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$850, |
| Total Support Facilities and Equipment | | | \$37,410,000 | \$38,260,000 | \$850,000 | \$16,490,000 | \$27,260,129 | \$6,310,930 | \$11,735,775 | \$100,056, |

| 4878 West Chic 4878 West Chic 4878 West Chic 5174 Olympia F 5187 Harvey Tr 5475 Systemwis 5475 Systemwis 5478 Elevator R 5478 Elevator R 5479 Shelters 5487 West Hins 5585 Evanston 5585 Evanston 5685 Evanston 5688 Rogers P 5688 Rogers P 5781 Station AL 5781 Station AL 5784 Forest Gle 5787 Chicago L 5788 Platform In 5880 Platform In 5880 Platform In 5882 Parking Le 5883 Parking Le 5884 Woodstoc | ren Street Station inicago Station I Fields Station I Fransportation Center - Metra I Transportation Center - Metra I Transportation Signs I Replacement I Davis St. Station I Davis St. | RTA Bonds RTA Bonds S307 Urbanized Area S337 State of Good Repair S307 Urbanized Area S337 State of Good Repair RTA Bonds S337 State of Good Repair State PAYGO S307 Urbanized Area S337 State of Good Repair State PAYGO S337 State of Good Repair State PAYGO S307 Urbanized Area | \$28,500,000 \$8,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$28,500,000 \$8,000,000 \$00,000 \$0 \$3,400,000 \$0 \$3,470,000 \$0 \$3,770,000 \$0 \$2,520,000 \$1,025,000 \$1,600,000 \$1,600,000 \$0 \$0 \$1,600,000 \$0 \$0 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 | \$0 \$0 \$0,000 \$3,400,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$2,000,000 \$0 \$15,770,000 \$4,130,000 \$4,130,000 \$0 \$0 \$1,815,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$5,414,000 \$0 \$5,900,000 \$4,000,000 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$6,315,000 \$6,315,000 \$0 \$0 \$0 \$0 \$0 \$1,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$5,900,000 \$0 \$1,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$28,500. \$8,000. \$8,000. \$17,700. \$3,400. \$3,400. \$310. \$23,770. \$10,260. \$15,605. \$12,780. \$12,830. \$22,410. \$3,125. \$4,130. \$2,030. \$2,030. \$1,929. \$515. \$13,815. \$7,300. \$8,600. \$4,000. \$860. |
|---|--|---|---|---|--|---|--|--|--|---|
| 4878 West Chic 5174 Olympia F 5174 Olympia F 5187 Harvey Tr 5187 Harvey Tr 5475 Systemwic 5475 Systemwic 5478 Elevator R 5478 Elevator R 5479 Shelters 5487 West Hins 5585 Evanston 5585 Evanston 5586 Evanston 5688 Rogers Pe 5688 Rogers Pe 5781 Station AL 5784 Forest Gle 5787 Chicago L 5787 Chicago L 5788 Parking L 5880 Platform In 5880 Platform In 5882 Parking L | nicago Station Fields Station Transportation Center - Metra Transportation Center - Metra Transportation Center - Metra Transportation Center - Metra dide Station Signs wide Station Signs wide Station Signs Replacement Replacement Replacement Replacement Replacement Boavis St. Station n Davis St. Station n Davis St. Station park Station park Station park Station park Station Davis St. Station park Station park Station park Station Union Station Concourse Reconstruction Union Station Concourse Reconstruction Union Station Concourse Reconstruction Union Station Concourse Reconstruction Improvements Improvements Improvements In Improvements In Improvements In Improvements | 5307 Urbanized Area 5337 State of Good Repair 5307 Urbanized Area 5337 State of Good Repair RTA Bonds 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area | \$0 \$0 \$0 \$0 \$23,770,000 \$0 \$3,075,000 \$0 \$1,025,000 \$0 \$2,520,000 \$0 \$2,000,000 \$1,400,000 \$1,600,000 \$0 \$0 \$1,000,000 \$1,400,000 \$0 \$0 \$0 \$0 \$0 \$1,000,000 \$1,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$600,000 \$0 \$3,400,000 \$0 \$23,770,000 \$0 \$3,075,000 \$1,025,000 \$0 \$2,520,000 \$0 \$2,520,000 \$1,600,000 \$1,600,000 \$1,600,000 \$0 \$0 \$0 \$0 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 \$1,600,000 | \$600,000 \$3,400,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$17,700,000 \$0 \$0 \$0 \$0 \$0 \$2,000,000 \$2,100,000 \$4,130,000 \$4,130,000 \$0 \$1,815,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$310,000 \$34,360,000 \$530,000 \$5,515,000 \$5,515,000 \$0 \$0 \$0 \$0 \$5,5414,000 \$0 \$1,000,000 \$0 \$1,000,000 \$0 \$1,000,000 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$4,480,000 \$6,315,000 \$0 \$0 \$0 \$0 \$0 \$0 \$1,000,000 \$0 \$1,000,000 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,000,000 \$0 \$1,000,000 \$0 \$0 \$0 \$2,030,000 \$0 \$0 \$12,215,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$600, \$17,700. \$3,400. \$310, \$23,770. \$10,260. \$5,605, \$12,780, \$22,410. \$3,125, \$4,130. \$2,030, \$2,000, \$12,929, \$515, \$13,815, \$7,300. \$8,600. \$4,000, \$4,000, |
| 5174 Olympia F 5174 Olympia F 5187 Harvey F 5187 Harvey Tr 5475 Systemwis 5476 Elevator R 5478 Elevator R 5478 Elevator R 5479 Shelters 5487 West Hins 5585 Evanston 5585 Evanston 5688 Rogers P 5688 Rogers P 5781 Station AL 5784 Forest Gie 5787 Chicago L 5787 Chicago L 5880 Platform I 5882 Parking L 5882 Parking L 5882 Parking L 5883 Pigerer | I Fields Station I Fransportation Center - Metra I Transportation Center - Metra wide Station Signs Replacement Replacement Replacement Replacement I Davis St. Station I Davis St. Station I Park Station I I I I Reprovements I Union Station Concourse Reconstruction I Union Station Concourse Reconstruction I Union Station Concourse Reconstruction I Improvements I Improvements I Improvements I Improvements I Improvements I In I I I I I I I I I I I I I I I I I | 5337 State of Good Repair 5307 Urbanized Area 5337 State of Good Repair RTA Bonds 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area | \$0 \$0 \$23,770,000 \$0 \$3,075,000 \$0 \$2,520,000 \$1,025,000 \$0 \$2,520,000 \$0 \$2,520,000 \$0 \$1,000,000 \$0 \$1,400,000 \$0 \$0 \$1,400,000 \$0 \$0 \$1,400,000 \$0 \$0 \$0 \$0 \$0 \$1,400,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$3,400,000 \$0 \$23,770,000 \$0 \$3,075,000 \$0 \$0 \$2,520,000 \$1,025,000 \$0 \$2,000,000 \$1,600,000 \$1,600,000 \$1,600,000 \$0 \$0 \$0 \$0 \$1,600,000 \$1,800,000 \$1,800,000 \$1,800,000 | \$0 \$3,400,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$17,700,000 \$0 \$0 \$0 \$2,000,000 \$15,770,000 \$2,100,000 \$4,130,000 \$0 \$1,815,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$310,000 \$310,000 \$530,000 \$530,000 \$8,300,000 \$5,515,000 \$0 \$0 \$0 \$0 \$0 \$5,414,000 \$5,900,000 \$4,000,000 \$0 \$111,000,000 | \$0 \$0 \$0 \$0 \$0 \$0 \$4,480,000 \$6,315,000 \$620,000 \$0 \$0 \$0 \$0 \$1,000,000 \$0 \$1,000,000 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$5,900,000 \$0 \$1,000,000 \$0 \$0 \$2,030,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$17,700 \$3,400 \$3100 \$3110 \$23,770 \$10,260 \$5,605 \$12,780 \$12,830 \$22,410 \$3,125 \$4,130 \$2,030 \$12,929 \$5155 \$13,815 \$7,300 \$8,600 \$4,000 \$860 |
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| 5787 Chicago L 880 Platform In 880 Platform In 880 Platform In 880 Platform In 882 Parking L 882 Parking L 883 Pingree R 884 Woodstoc 5574 Station Dis 5675 Ticket Ver 5610 Glen Ellyn 57-10 Glen Ellyn 58-136 91st Stree 58-140 Indian Hall 58-241 115h St. (58-242 Highlands 58-243 Kedzie St. 58-244 Matteson 58-245 <td>Union Station Concourse Reconstruction Improvements Improvements Improvements Lot Improvements</td> <td>State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair</td> <td>\$1,000,000 \$1,800,000 \$4,020,000</td> <td>\$1,000,000 \$1,800,000</td> <td>\$0</td> <td></td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$3,00</td> | Union Station Concourse Reconstruction Improvements Improvements Improvements Lot Improvements | State PAYGO 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair | \$1,000,000 \$1,800,000 \$4,020,000 | \$1,000,000 \$1,800,000 | \$0 | | | \$0 | \$0 | \$3,00 |
| B880 | n Improvements Improvements Inprovements Lot Improvements | 5307 Urbanized Area 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair | \$1,800,000 \$4,020,000 | \$1,800,000 | | | \$0 | \$0 | \$0 \$0 | \$3,00 |
| 880 Platform Is 880 Platform Is 880 Platform Is 882 Parking Lc 882 Parking Lc 882 Parking Lc 883 Pingree R 884 Woodstoc 574 Station Dic 574 Station Dic 574 Station Dic 574 Station Dic 575 Station Dic 575 Station Dic 576 Station Dic 677 Station Dic 678 Station Dic 679 Station Dic 679 Station Dic 679 Station Dic 670 Station Dic 670 Station Dic 671 Station Dic 672 Station Dic 672 Station Dic 673 Station Dic 674 Station Dic 675 St | n Improvements n Improvements Lot Improvements | 5337 State of Good Repair State PAYGO 5307 Urbanized Area 5337 State of Good Repair | \$4,020,000 | | 0.2 | | | | | |
| 880 Platform In 882 Parking L 882 Parking L 882 Parking L 883 Pingree R 884 Woodstoc 5674 Station Dis 5675 Ticket Ver 5671 Station Dis 5672 Station Dis 5673 Station Dis 5674 Station Dis 5674 Station Dis 5675 Ticket Ver 5674 Station Dis 5675 Ticket Ver 5674 Station Dis 5675 Ticket Ver 5761 Glen Ellyn 577 Station Dis 5781 91st Stree 5781 115h St. (st.) 578241 115h St. (st.) 578242 Matteson 578243 Kedzie St. 578244 <td>n Improvements Lot Improvements</td> <td>State PAYGO 5307 Urbanized Area 5337 State of Good Repair</td> <td></td> <td></td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$4,650,000</td> <td>\$0</td> <td>\$6,45</td> | n Improvements Lot Improvements | State PAYGO 5307 Urbanized Area 5337 State of Good Repair | | | | \$0 | \$0 | \$4,650,000 | \$0 | \$6,45 |
| 882 Parking Lt 882 Parking Lt 882 Parking Lt 883 Pingree R 884 Woodstoc 5574 Station Dis 5574 Station Dis 5574 Station Dis 5575 Station Dis 5675 Ticket Ver 5676-CC-110 Glen Ellyn 9P-136 91st Stree 9P-140 Indian Hill 9P-241 115th St. (3P-242 Highlands 3P-243 Kedzie St. 3P-244 Matteson : 3P-245 Riverdale 3P-245 O'Hare Ar Total Stations and Passenger Facilities | Lot Improvements | 5307 Urbanized Area 5337 State of Good Repair | | \$4,020,000 | \$0 | \$0 | \$0 | \$0 | \$4,110,000 | \$8,13 |
| 8882 Parking Lo 8862 Parking Lo 8882 Parking Lo 8883 Pingree R 8844 Woodstoc 5674 Station Dis 5674 Station Dis 5674 Station Dis 5674 Station Dis 5675 Ticket Ver 5676 Ticket Ver 5677 Ticket Ver 5678 91st Stree 58-100 91st Stree 58-100 Indian Hill 58-241 115th St. (4 58-242 Highlands 58-243 Kedzie St. 58-244 Matteson : 58-245 Riverdale 58-245 Riverdale 58-245 O'Hare Ar 70tal Stations and Passenger Facilities | Lot Improvements | 5307 Urbanized Area 5337 State of Good Repair | | \$0 | \$0 | \$2,690,000 | \$2,030,000 | \$0 | \$0 | \$4,72 |
| 882 Parking Lt 882 Parking Lt 883 Parking Lt 884 Woodstoc 574 Station Dic 575 Station Dic 574 Station Dic 575 Ticket Ver 675 Ticket Ver 676 91st Stree 6710 Glen Ellyn 678 91st Stree 678 P-140 Indian Hall 679 P-241 115th St. (679 P-242 Highlands 679 P-243 Kedzie St 679 P-244 Matteson 679 P-244 Edgebroo 670 P-245 O'Hare Ar 670 otal Stations and Passenger Facilities | | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 | \$1,20 |
| 882 Parking Lt 883 Pingree R 884 Woodstoc 574 Station Dic 574 Station Dic 574 Station Dic 574 Station Dic 575 Station Dic 575 Ticket Ver 675 Gen Ellyn P-136 91st Stree P-140 Indian Hall P-241 115th St. (P-242 Highlands P-243 Kedzie St P-244 Matteson Riverdale P-244 Redgeboo P-245 O'Hare Ar o'tal Stations and Passenger Facilities | Lot improvements | | \$0 | \$0 | | | \$0 | \$0 | | |
| 8883 Pingree R 8884 Woodstoc 5674 Station Dis 5674 Station Dis 5674 Station Dis 5674 Station Dis 5675 Ticket Ver 5675 Ticket Ver 5671 Glen Ellyn 58-100 Glen Ellyn 59-136 91st Stree 59-140 Indian Hill 58-241 115in St. (Highlands 58-242 Highlands 58-243 Kedzie St 58-244 Matteson : 59-245 Riverdale 59-245 O'Hare Ar o'tal Stations and Passenger Facilities | | | | ** | \$0 | \$0 | | | \$2,000,000 | \$2,00 |
| \$884 Woodstoc \$574 Station Dit \$575 Ticket Ver \$575 Ticket Ver \$575 Ticket Ver \$67-10 Glen Ellyn \$78-136 91st Stree \$78-140 Indian Hill \$78-241 115th St. (4) \$78-244 Highlands \$78-242 Highlands \$78-243 Kedzie St. \$78-244 Matteson : \$78-245 Riverdale \$78-245 O'Hare Ar \$76 Total Stations and Passenger Facilities | Lot Improvements | State PAYGO | \$1,210,000 | \$1,210,000 | \$0 | \$1,521,960 | | \$0 | \$0 | \$3,82 |
| \$884 Woodstoc \$1574 Station Dis \$1575 Ticket Ver \$1575 Ticket Ver \$1575 Ticket Ver \$1575 Ticket Ver \$1575 Hicket Ver \$1574 Station Dis \$1574 Station Dis \$1577 Ticket Ver \$1574 Station Dis \$1575 Ticket Ver \$1574 Hicket Ver \$1574 Station Dis \$1575 Ticket Ver \$1574 Station Dis \$1575 Ticket Ver \$1575 Ticke | Road Station | 5337 State of Good Repair | \$200,000 | \$200,000 | \$0 | \$0 | \$2,680,000 | \$0 | \$0 | \$2,88 |
| 5574 Station Dit 5575 Ticket Ver 5576-C-110 Glen Ellyn 91st Stree SP-136 SP-140 Indian Hall SP-241 115h St. (st.) SP-242 Highlands SP-243 Kedzie St. SP-244 Matteson SP-245 Riverdale SP-245 Riverdale SP-245 O'Hare Ar Total Stations and Passenger Facilities | ock Station-Warming Shelter | State PAYGO | \$1,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,00 |
| 5574 Station Dis 5574 Station Dis 5574 Station Dis 5575 Station Dis 5575 Ticket Ver 5C-110 Glen Ellyn SP-136 91st Street SP-140 Indian Hill SP-241 115in St. (Highlands SP-242 Highlands SP-243 Kedzie St SP-244 Matteson : SP-245 Riverdale SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | Displays (TROI Net) | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$2,250,200 | \$0 | \$0 | \$2,25 |
| 5574 Station Dis 5574 Station Dis 5574 Station Dis 5575 Ticket Ver 5575 Ticket Ver 5C-110 Glen Ellyn 5P-136 91st Stree 5P-140 Indian Hill 5P-241 115th St. (5P-242 Highlands 5P-243 Kedzie St. 5P-244 Matteson : 5P-245 Riverdale 5P-245 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | | | | | | | | | | |
| 5574 Station Dis 5574 Station Dis 5575 Ticket Ver EC-110 Glen Ellyn SP-136 91st Stree SP-140 Indian Hill SP-241 115th St. I SP-242 Highlands SP-243 Kedzie St. SP-244 Matteson SP-245 Riverdale SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | Displays (TROI Net) | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$1,000,000 | \$1,205,000 | \$0 | \$0 | \$2,20 |
| 5574 Station Dis 5575 Ticket Ver 5575 Ticket Ver 5575 Ticket Ver 5571 Glen Ellyn SP-136 91st Stress SP-140 Indian Hill SP-241 115th St. (sp. 14) SP-242 Highlands SP-243 Kedzie St SP-244 Matteson : SP-245 Riverdale SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | Displays (TROI Net) | State PAYGO | \$5,900,000 | \$5,900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,90 |
| 5575 Ticket Ver CC-110 Glen Ellyn SP-136 91st Stree SP-140 Indian Hill SP-241 115th St. (SP-242 Highlands SP-243 Kedzie St. SP-244 Matteson : SP-245 Riverdale SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | Displays (TROI Net) | RTA ICE | \$0 | \$0 | \$0 | \$0 | \$1,593,000 | \$0 | \$0 | \$1,59 |
| 5575 Ticket Ver CC-110 Glen Ellyn SP-136 91st Stree SP-140 Indian Hill SP-241 115th St. (SP-242 Highlands SP-243 Kedzie St. SP-244 Matteson : SP-245 Riverdale SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | Displays (TROI Net) | 5310 Enhanced Mobility Program | \$2,000,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,00 |
| EC-110 Glen Ellyn SP-136 91st Stree SP-140 Indian Hill SP-241 115th St. (Highlands SP-242 Highlands SP-243 Kedzie St SP-244 Matteson : SP-245 Riverdale SP-245 Cdgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | | 5337 State of Good Repair | \$0 | \$0 | \$0 | | \$0 | \$0 | \$0 | \$7,50 |
| SP-136 91st Stree SP-140 Indian Hill SP-241 115th St., 1 SP-242 Highlands SP-243 Kedzie St. SP-244 Matteson SP-245 Riverdale SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | | | | | | | | | | |
| Indian Hill | | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$4,00 |
| SP-241 115th St. (SP-242 Highlands SP-243 Kedzie Str SP-244 Matteson SP-245 Riverdale SP-245 Edgebroo SP-244 Edgebroo O'Hare Ar Total Stations and Passenger Facilities | eet-Beverly Station | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,930,000 | \$1,93 |
| SP-242 Highlands SP-243 Kedzie Sti SP-244 Matteson SP-245 Riverdale SP-244 Edgebroo O'Hare Ar 'otal Stations and Passenger Facilities | ill Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,110,000 | \$0 | \$1,11 |
| SP-242 Highlands SP-243 Kedzie Sti SP-244 Matteson SP-245 Riverdale SP-244 Edgebroo O'Hare Ar Total Stations and Passenger Facilities | t. (Kensington) Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,300,000 | \$1,30 |
| Redzie Str. Redzie Str. | | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$261,000 | \$0 | \$0 | \$0 | \$26 |
| SP-244 Matteson in SP-245 Riverdale Edgebroo O'Hare Arrotal Stations and Passenger Facilities | | | | | ΨΟ | | | | | |
| Riverdale R-245 Riverdale R-244 Edgebroo R-245 O'Hare Ar otal Stations and Passenger Facilities | = | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$155,000 | \$310,000 | \$46 |
| SP-244 Edgebroo SP-245 O'Hare Ar 'otal Stations and Passenger Facilities | n Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,390,000 | \$0 | \$1,39 |
| SP-244 Edgebroo SP-245 O'Hare Ar Total Stations and Passenger Facilities | e Station | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$1,390,000 | \$0 | \$0 | \$1,39 |
| SP-245 O'Hare Ar Fotal Stations and Passenger Facilities | | Community Project Funding (CPF) | \$0 | \$1,200,000 | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$1,20 |
| otal Stations and Passenger Facilities | Area Station Pedestrian Improvements | Community Project Funding (CPF) | \$0 | \$750,000 | \$750,000 | \$0 | \$0 | \$0 | \$0 | \$7,20 |
| 9 | area otation redestrian improvements | Community Project Funding (CPF) | 7.7 | | 7.00,000 | | | 7.7 | 7.7 | |
| | | | \$89,535,000 | \$97,085,000 | \$7,550,000 | \$63,487,960 | \$61,067,200 | \$29,420,000 | \$34,855,000 | \$285,91 |
| | | | | | | | | | | |
| Miscellaneous | | | | | | | | | | |
| 5771 Protective | ve Asset Acquisition | 5307 Urbanized Area | \$55,000,000 | \$55,000,000 | \$0 | \$30,100,000 | \$0 | \$0 | \$0 | \$85,10 |
| Fotal Miscellaneous | | | \$55,000,000 | \$55,000,000 | \$0 | | \$0 | \$0 | \$0 | \$85,10 |
| | | | \$00,000,000 | +30,000,000 | ΨΟ | +50,100,000 | ΨΟ | ΨΟ | ÇÜ | ψου, 10 |
| | | | | | | | | | | |
| Contingencies and Administration | | | | | | | | | | |
| | Development | 5307 Urbanized Area | \$1,000,000 | \$1,000,000 | \$0 | \$1,000,000 | | \$1,000,000 | \$1,100,000 | \$5,10 |
| 489 Program I | n Management | 5307 Urbanized Area | \$541,191 | \$541,191 | \$0 | \$20,999,910 | \$7,060,509 | \$497,100 | \$14,273,471 | \$43,37 |
| | n Management | 5337 State of Good Repair | \$29,737,104 | \$29,737,104 | \$0 | | | \$16,063,516 | \$1,539,546 | \$73,91 |
| | | 5337 State of Good Repair | \$1,275,000 | \$1,275,000 | \$0 | \$0,540,511 | \$0 | \$0 | \$0 | \$1,27 |
| | Delivery Support Contracts | | | | ΨŪ | | | | | |
| | Delivery Support Contracts | State PAYGO | \$1,000,000 | \$1,000,000 | \$0 | | \$0 | \$0 | \$0 | \$1,00 |
| 894 Infrastruct | cture Engineering-MET | 5307 Urbanized Area | \$400,000 | \$400,000 | \$0 | \$800,000 | \$1,575,000 | \$200,000 | \$600,000 | \$3,57 |
| | cture Engineering-MET | 5337 State of Good Repair | \$400,000 | \$400,000 | \$0 | \$800,000 | \$675,000 | \$2,200,000 | \$1,900,000 | \$5,97 |
| | | 5307 Urbanized Area | \$900,000 | \$900,000 | \$0 | | | \$1.000.000 | \$1,100,000 | \$5.00 |
| | Administration | | | | | . ,, | | | . , , | |
| See Contingen | Administration | 5307 Urbanized Area | \$400,000 | \$400,000 | \$0 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$2,00 |
| i899 Contingen | encies | 5337 State of Good Repair | \$400,000 | \$400,000 | \$0 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$2,00 |
| otal Contingencies and Administration | encies | | \$36,053,295 | \$36,053,295 | \$0 | \$31,946,421 | \$32,140,469 | \$21,760,616 | \$21,313,017 | \$143,21 |
| 9 | encies | | , , , | , , , , | ,,, | , . , | , , , , , , , , , , , , , | ,, | . ,, | , , |

| Pace Capital Program | | | | | | | | | | |
|--|--|---------------------------------|---------------|---------------|-------------|--------------|--------------|--------------|--------------|--------------|
| Rolling Stock - Bus | | | | | | | | | | |
| 5900 | Fixed Route Electric Buses | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$11,700,000 | \$19,500,000 | \$41,414,500 | \$72,614,50 |
| 5900 | Fixed Route Electric Buses | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,394,628 | \$5,394,62 |
| 5900 | Fixed Route Electric Buses | Community Project Funding (CPF) | \$0 | \$826,779 | \$826,779 | \$0 | \$0 | \$0 | \$0 | \$826,77 |
| 5901 | Purchase 15-passenger Paratransit Vehicles | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$3,762,556 | \$3,706,182 | \$4,999,610 | \$9,509,106 | \$21,977,45 |
| 5901 | Purchase 15-passenger Paratransit Vehicles | 5339 Bus and Bus Facilities | \$1,801,859 | \$1,754,725 | -\$47,134 | \$1,801,679 | \$1,819,695 | \$1,837,892 | \$1,856,271 | \$9,070,20 |
| 5902 | Purchase Electric Paratransit Vehicles | Community Project Funding (CPF) | \$0 | \$1,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,00 |
| Total Rolling Stock - Bus | | | \$1,801,859 | \$3,581,504 | \$1,779,645 | \$5,564,235 | \$17,225,877 | \$26,337,502 | \$58,174,505 | \$110,883,6 |
| Electrical, Signal, and Communications | | | | | | | | | | |
| 5910 | Onboard Digital Screens | 5307 Urbanized Area | \$2,513,505 | \$2,513,505 | \$0 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$10,513,50 |
| 5911 | Transit Signal Priority (TSP) | Community Project Funding (CPF) | \$0 | \$2,520,000 | \$2,520,000 | \$0 | \$0 | \$0 | \$0 | \$2,520,0 |
| Total Electrical, Signal, and Communications | | | \$0 | \$2,520,000 | \$2,520,000 | \$0 | \$0 | \$0 | \$0 | \$2,520,0 |
| Support Facilities and Equipment | | | | | | | | | | |
| 5526 | River Division Electrification/Expansion | State PAYGO | \$0 | \$0 | \$0 | \$17,620,875 | | | \$13,100,000 | \$66,827,6 |
| 5526 | River Division Electrification/Expansion | State Rebuild IL Bonds (2021) | \$75,999,933 | \$75,999,933 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,999,9 |
| 5528 | Southwest Division Electrification/Expansion | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$41,000,000 | \$37,500,000 | \$25,900,000 | \$0 | \$104,400,0 |
| 5726 | North Division Electrification/Expansion | 5307 Urbanized Area | \$55,000,000 | \$54,839,342 | -\$160,658 | \$7,600,000 | \$0 | \$0 | \$0 | \$62,439,3 |
| Total Support Facilities and Equipment | | | \$130,999,933 | \$130,839,275 | -\$160,658 | \$66,220,875 | \$55,737,606 | \$43,769,206 | \$13,100,000 | \$309,666,9 |
| Stations and Passenger Facilities | | | | | | | | | | |
| 5830 | Pulse 95th Street | CMAQ | \$15,654,000 | \$15,654,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,654,00 |
| 5830 | Pulse 95th Street | State PAYGO | \$3,913,500 | \$3,913,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,913,5 |
| 5930 | Pulse Halsted | Carbon Reduction Program (CRP) | \$12,137,334 | \$12,137,334 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,137,3 |
| 5930 | Pulse Halsted | RAISE | \$20,000,000 | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000,0 |
| 5930 | Pulse Halsted | State PAYGO | \$7,436,500 | \$7,436,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,436,5 |
| Total Stations and Passenger Facilities | | | \$59,141,334 | \$59,141,334 | \$0 | \$0 | \$0 | \$0 | \$0 | \$59,141,3 |
| Pace Capital Program Total | | | \$194.456.631 | \$198.595.618 | \$4.138.987 | \$73 785 110 | \$74.963.483 | \$72.106.708 | \$73.274.505 | \$492,725,42 |

| City of Chicago Transit Project | | | | | | | | | | |
|---|---------------------------------------|-------------|-----------------|-----------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| Stations and Passenger Facilities | | | | | | | | | | |
| | Damen Green Line Station Construction | State Bonds | \$5,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| Total Stations and Passenger Facilities | | | \$5,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| City of Chicago Transit Project Total | | | \$5,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| | | | | | | | | | | |
| Regional Capital Program Total | | | \$1,711,469,839 | \$2,052,437,107 | \$340,967,268 | \$822,497,777 | \$914,157,910 | \$830,137,294 | \$905,390,642 | \$5,524,620,730 |