

Schedule IIB

Approved RTA 2024-2028 Capital Program

2023-59 December 14, 2023

| Project Number | Description | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|--|--|----------------------------------|---------------|---------------|---------------|--------------|---------------|---------------|
| CTA Capital Program | | | | | | | | |
| Rolling Stock - Bus | | | | | | | | |
| 021.803 | 2024 - Bus Maintenance | State PAYGO | \$12,373,828 | \$12,373,828 | \$12,373,828 | \$12,373,828 | \$0 | \$49,495,313 |
| 021.806 | Bus Overhaul - Mid-Life 450 Nova (7900 Series) | 5307 Urbanized Area | \$6,559,666 | \$28,163,598 | \$23,769,470 | \$0 | \$0 | \$58,492,734 |
| 021.806 | Bus Overhaul - Mid-Life 450 Nova (7900 Series) | 5339 Bus and Bus Facilities | \$7,132,707 | \$0 | \$0 | \$0 | \$0 | \$7,132,707 |
| 021.806 | Bus Overhaul - Mid-Life 450 Nova (7900 Series) | State PAYGO | \$0 | \$8,526,025 | \$0 | \$6,337,384 | \$0 | \$14,863,409 |
| 021.806 | Life Extending Bus Overhaul - (1000 Series) | 5307 Urbanized Area | \$6,737,430 | \$0 | \$0 | \$0 | \$0 | \$6,737,430 |
| 031.054 | Purchase up to 6 Electric Buses with Charging Systems | State PAYGO | \$2,600,000 | \$0 | \$0 | \$0 | \$0 | \$2,600,000 |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$50,427,665 | \$29,847,485 | \$80,275,150 |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | 5339 Bus and Bus Facilities | \$0 | \$0 | \$9,081,056 | \$13,402,738 | \$13,544,593 | \$36,028,387 |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | CMAQ | \$0 | \$0 | \$44,255,332 | \$0 | \$0 | \$44,255,332 |
| 031.054 | Purchase Articulated Electric Buses and Charging Equipment | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$24,816,486 | \$24,816,486 |
| 031.054 | Replace Buses - Options to Purchase Up To 500 of 1,030 | 5307 Urbanized Area | \$10,079,765 | \$41,862,661 | \$0 | \$0 | \$0 | \$51,942,426 |
| 031.054 | Replace Buses - Options to Purchase Up To 500 of 1,030 | 5339 Bus and Bus Facilities | \$5,862,873 | \$13,142,330 | \$4,190,772 | \$0 | \$0 | \$23,195,975 |
| 031.054 | Replace Buses - Options to Purchase Up To 500 of 1,030 | State PAYGO | \$22,935,600 | \$8,976,059 | \$0 | \$0 | \$0 | \$31,911,659 |
| 101.007 | Farebox Replacement | 5307 Urbanized Area | \$651,561 | \$0 | \$0 | \$0 | \$0 | \$651,561 |
| 101.007 | Farebox Replacement | 5337 State of Good Repair | \$23,159,548 | \$0 | \$0 | \$0 | \$0 | \$23,159,548 |
| Total Rolling Stock - Bus | | | \$98,092,978 | \$113,044,501 | \$93,670,458 | \$82,541,615 | \$68,208,564 | \$455,558,117 |
| Rolling Stock - Rail | | | | | | | | |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | CTA Bonds | \$1,899,057 | \$0 | \$0 | \$0 | \$0 | \$1,899,057 |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | 5307 Urbanized Area | \$0 | \$0 | \$9,098,997 | \$0 | \$0 | \$9,098,997 |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | 5337 State of Good Repair | \$0 | \$6,531,997 | \$6,200,635 | \$0 | \$0 | \$12,732,632 |
| 022.903 | 5000 Series Rail Car Quarter Life Overhaul | State PAYGO | \$0 | \$11,760,081 | \$6,128,812 | \$0 | \$0 | \$17,888,893 |
| 022.903 | Life extending Overhaul 2600/3200 Series | 5307 Urbanized Area | \$0 | \$0 | \$8,485,959 | \$1,082,852 | \$0 | \$9,568,811 |
| 022.903 | Life extending Overhaul 2600/3200 Series | 5337 State of Good Repair | \$0 | \$0 | \$60,021,779 | \$35,074,787 | \$0 | \$95,096,566 |
| 022.903 | Life extending Overhaul 2600/3200 Series | State PAYGO | \$0 | \$0 | \$0 | \$7,902,568 | \$24,406,650 | \$32,309,218 |
| 022.903 | Replace video system 3200 and 5000-Series railcars | 5337 State of Good Repair | \$10,000,000 | \$10,000,000 | \$0 | \$0 | \$0 | \$20,000,000 |
| 132.056 | Purchase Rail Cars - 7000 Series (Base Order 400) | 5307 Urbanized Area | \$24,923,404 | \$0 | \$0 | \$0 | \$0 | \$24,923,404 |
| 132.056 | Purchase Rail Cars - 7000 Series (Base Order 400) | 5337 State of Good Repair | \$22,027,311 | \$15,334,196 | \$0 | \$0 | \$0 | \$37,361,507 |
| 132.056 | Purchase Rail Cars - 7000 Series (Base Order 400) | CTA Bonds | \$15,000,000 | \$0 | \$0 | \$0 | \$0 | \$15,000,000 |
| 132.056 | Purchase Rail Cars - 9000 Series | 5307 Urbanized Area | \$0 | \$1,598,832 | \$5,636,434 | \$0 | \$21,102,850 | \$28,338,115 |
| 132.056 | Purchase Rail Cars - 9000 Series | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$52,350,880 | \$52,350,880 |
| 132.056 | Purchase Rail Cars - 9000 Series | State PAYGO | \$7,400,000 | \$0 | \$0 | \$11,076,398 | \$9,452,620 | \$27,929,018 |
| 132.056 | Purchase Rail Cars - 9000 Series | Rail Vehicle Replacement Program | \$103,093,337 | \$0 | \$0 | \$0 | \$0 | \$103,093,337 |
| 132.056 | Rail Cars - 7000 Series Options | 5307 Urbanized Area | \$0 | \$0 | \$13,155,792 | \$0 | \$7,764,734 | \$20,920,526 |
| 132.056 | Rail Cars - 7000 Series Options | 5337 State of Good Repair | \$15,371,956 | \$33,955,745 | \$24,093,232 | \$0 | \$0 | \$73,420,933 |
| 132.056 | Rail Cars - 7000 Series Options | State PAYGO | \$0 | \$0 | \$28,042,529 | \$10,024,244 | \$0 | \$38,066,773 |
| Total Rolling Stock - Rail | | | \$199,715,065 | \$79,180,851 | \$160,864,169 | \$65,160,849 | \$115,077,734 | \$619,998,667 |
| Track and Structure | | | | | | | | |
| 181.500 | 2024 - Elevated Track and Structure Maintenance Systemwide | State PAYGO | \$9,595,891 | \$9,595,891 | \$9,595,891 | \$9,595,891 | \$0 | \$38,383,562 |
| 181.500 | Infrastructure State of Good Repair Program | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$11,985,176 | \$13,560,845 | \$25,546,021 |
| 181.500 | Infrastructure State of Good Repair Program | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$34,171,445 | \$30,382,534 | \$64,553,979 |
| 181.500 | Infrastructure State of Good Repair Program | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$9,900,000 | \$9,900,000 |
| Total Track and Structure | | | \$9,595,891 | \$9,595,891 | \$9,595,891 | \$55,752,512 | \$53,843,379 | \$138,383,562 |
| Electrical, Signal, and Communications | | | | | | | | |
| 150.028 | Public Address Communication Modernization & Upgrade | 5307 Urbanized Area | \$0 | \$6,000,000 | \$6,000,000 | \$0 | \$0 | \$12,000,000 |
| 150.028 | Public Address Communication Modernization & Upgrade | State PAYGO | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$2,000,000 |
| 150.028 | Rail Station Communications Infrastructure Modernization | 5307 Urbanized Area | \$0 | \$0 | \$5,000,000 | \$0 | \$0 | \$5,000,000 |
| 150.028 | Rail Station Communications Infrastructure Modernization | 5337 State of Good Repair | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 150.028 | Security Camera Modernization and Upgrade | 5307 Urbanized Area | \$2,000,000 | \$4,000,000 | \$3,568,629 | \$0 | \$0 | \$9,568,629 |
| 150.207 | Subway Life Safety | 5337 State of Good Repair | \$0 | \$5,250,000 | \$12,750,000 | \$0 | \$0 | \$18,000,000 |
| Total Electrical, Signal, and Communications | | | \$2,000,000 | \$20,250,000 | \$27,318,629 | \$2,000,000 | \$0 | \$51,568,629 |
| Information Technology | | | | | | | | |
| 022.903 | IT- Technology Upgrades Rail Engineering & Maintenance | 5337 State of Good Repair | \$50,000 | \$50,000 | \$100,000 | \$0 | \$0 | \$200,000 |
| 061.059 | Information Technology - Bus Router Replacements (MP070's) | 5307 Urbanized Area | \$0 | \$4,200,000 | \$0 | \$0 | \$0 | \$4,200,000 |
| 061.059 | Information Technology - Hastus Upgrade | 5307 Urbanized Area | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| 061.059 | Information Technology - IVN3/IVN4 Replacement | 5337 State of Good Repair | \$2,601,168 | \$0 | \$0 | \$0 | \$0 | \$2,601,168 |
| 061.059 | Information Technology - MMIS Upgrade | 5307 Urbanized Area | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| 061.059 | Information Technology - TOPS Upgrade II | 5307 Urbanized Area | \$0 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,500,000 |
| 061.059 | Upgrade Office Computer Systems | 5307 Urbanized Area | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 |

| Project Number | Description | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|---|---|---------------------------------|----------------|----------------|---------------|----------------|----------------|-----------------|
| 061.059 | Upgrade Technology Systems | State PAYGO | \$0 | \$0 | \$0 | \$1,911,743 | \$3,000,000 | \$4,911,743 |
| 110.021 | Train Tracker Digital Signage Upgrade | RTA ICE | \$0 | \$7,824,000 | \$8,075,000 | \$0 | \$0 | \$15,899,000 |
| Total Information Technology | | | \$9,151,168 | \$12,074,000 | \$9,675,000 | \$1,911,743 | \$3,000,000 | \$35,811,911 |
| | | | | | | | | |
| Support Facilities and Equipment | | | | | | | | |
| 073.500 | Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track | 5337 State of Good Repair | \$0 | \$0 | \$13,800,000 | \$0 | \$0 | \$13,800,000 |
| 073.500 | Office Building Principle and Interest | 5307 Urbanized Area | \$6,186,525 | \$6,187,981 | \$6,187,888 | \$6,185,719 | \$6,190,687 | \$30,938,800 |
| 073.500 | Rail Car Facility Maintenance | 5337 State of Good Repair | \$4,000,000 | \$5,000,000 | \$0 | \$5,000,000 | \$0 | \$14,000,000 |
| 073.500 | Skokie Shops - Railcar Hoists | 5337 State of Good Repair | \$15,000,000 | \$0 | \$0 | \$0 | \$0 | \$15,000,000 |
| 073.500 | Skokie Shops - Wheel truing machine replacement | 5337 State of Good Repair | \$4,500,000 | \$0 | \$0 | \$0 | \$0 | \$4,500,000 |
| 073.500 | Skokie Shops Improvements Other | 5337 State of Good Repair | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| 073.501 | 95th Street Terminal Electrification | State PAYGO | \$7,600,000 | \$0 | \$0 | \$0 | \$0 | \$7,600,000 |
| 073.501 | Bus Garage Electrification - Chicago | 5307 Urbanized Area | \$17,010,000 | \$0 | \$0 | \$0 | \$0 | \$17,010,000 |
| 073.501 | Bus Garage Electrification - 103rd Garage | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$37,363,195 | \$34,880,805 | \$72,244,000 |
| 073.501 | Bus Garage Electrification - 103rd Garage | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$40,257,351 | \$20,498,649 | \$60,756,000 |
| 086.500 | Equipment and Non-Revenue Vehicles Program | 5307 Urbanized Area | \$2,000,000 | \$0 | \$2,000,000 | \$0 | \$0 | \$4,000,000 |
| 086.500 | Equipment and Non-Revenue Vehicles Program | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$2,000,000 |
| 086.500 | Non-Revenue Rail Vehicle Equipment - Replacement | 5337 State of Good Repair | \$2,000,000 | \$2,000,000 | \$3,000,000 | \$3,000,000 | \$0 | \$10,000,000 |
| 086.500 | Non-Revenue Utility Vehicle Replacement | 5337 State of Good Repair | \$1,225,000 | \$1,225,000 | \$0 | \$0 | \$0 | \$2,450,000 |
| 086.500 | Ventra 3.0 Upgrade | CTA Bonds | \$82,990,931 | \$0 | \$0 | \$0 | \$0 | \$82,990,931 |
| Total Support Facilities and Equipment | | | \$144,012,456 | \$14,412,981 | \$24,987,888 | \$93,806,265 | \$61,570,141 | \$338,789,731 |
| | | | | | | | | |
| Stations and Passenger Facilities | | | | | | | | |
| 073.500 | Facilities Critical Needs | 5337 State of Good Repair | \$0 | \$0 | \$10,000,000 | \$0 | \$0 | \$10,000,000 |
| 073.500 | 2024 Facilities Maintenance - Systemwide | State PAYGO | \$3,030,281 | \$3,030,281 | \$3,030,281 | \$3,030,281 | \$0 | \$12,121,125 |
| 092.001 | Tactile Signage at CTA Bus Stops | State PAYGO | \$339,400 | \$0 | \$0 | \$0 | \$0 | \$339,400 |
| 092.001 | Tactile Signage at CTA Bus Stops | 5310 Enhanced Mobility Program | \$1,357,600 | \$0 | \$0 | \$0 | \$0 | \$1,357,600 |
| 141.273 | Refresh and Renew Program Expansion | 5337 State of Good Repair | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$0 | \$0 | \$9,000,000 |
| 141.283 | All Stations Accessibility Program - Elevator Replacement | 5307 Urbanized Area | \$0 | \$0 | \$4,633,224 | \$0 | \$0 | \$4,633,224 |
| 141.283 | All Stations Accessibility Program Elevator Replacement Phase II | 5337 State of Good Repair | \$0 | \$13,550,000 | \$8,916,776 | \$0 | \$0 | \$22,466,776 |
| 141.283 | All Stations Accessibility Program - Escalator Replacement | 5337 State of Good Repair | \$0 | \$7,500,000 | \$7,500,000 | \$0 | \$0 | \$15,000,000 |
| 141.283 | All Stations Accessibility Program - Next Phases | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$10,000,000 | \$10,000,000 |
| 141.283 | All Stations Accessibility Program - Next Phases | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$33,310,747 | \$33,310,747 |
| 141.283 | All Stations Accessibility Program - Next Phases | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$13,052,844 | \$13,052,844 |
| 141.283 | All Stations Accessibility Program - Oak Park, Ridgeland | 5337 State of Good Repair | \$15,664,062 | \$13,460,000 | \$0 | \$0 | \$0 | \$29,124,062 |
| Total Stations and Passenger Facilities | | | \$23,391,343 | \$40,540,281 | \$37,080,281 | \$3,030,281 | \$56,363,591 | \$160,405,778 |
| | | | | | | | | |
| Extensions and Expansions | | | | | | | | |
| 254.001 | Red Line Extension | CTA Bonds | \$309,480,519 | \$0 | \$0 | \$0 | \$0 | \$309,480,519 |
| 254.001 | Red Line Extension | CMAQ | \$0 | \$0 | \$30,000,000 | \$0 | \$0 | \$30,000,000 |
| 254.001 | Red Line Extension | State PAYGO | \$76,000,000 | \$76,000,000 | \$76,000,000 | \$76,000,000 | \$60,882,569 | \$364,882,569 |
| Total Extensions and Expansions | | | \$385,480,519 | \$76,000,000 | \$106,000,000 | \$76,000,000 | \$60,882,569 | \$704,363,088 |
| | | | | | | | | |
| Miscellaneous | | | | | | | | |
| 150.028 | Implement Security Projects - HLS Program | Department of Homeland Security | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$30,000,000 |
| 310.001 | Match for FTA Discretionary Awards | State PAYGO | \$0 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$40,000,000 |
| Total Miscellaneous | | | \$6,000,000 | \$16,000,000 | \$16,000,000 | \$16,000,000 | \$16,000,000 | \$70,000,000 |
| | | | | | | | | |
| Contingencies and Administration | | | | | | | | |
| 310.001 | Program Development - UWP | Other Service Board | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$625,000 |
| 310.001 | Program Development - UWP | UWP | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$2,500,000 |
| 310.001 | Program Management | 5337 State of Good Repair | \$6,606,375 | \$6,606,375 | \$6,606,375 | \$6,606,375 | \$6,606,375 | \$33,031,875 |
| 310.001 | Support Services | 5307 Urbanized Area | \$875,791 | \$960,194 | \$984,675 | \$1,007,713 | \$953,975 | \$4,782,350 |
| 310.001 | Support Services | 5337 State of Good Repair | \$1,262,749 | \$1,284,595 | \$1,312,342 | \$1,338,064 | \$1,281,031 | \$6,478,781 |
| 310.001 | Support Services | 5339 Bus and Bus Facilities | \$67,896 | \$69,980 | \$72,605 | \$75,139 | \$68,063 | \$353,683 |
| Total Contingencies and Administration | | | \$9,437,811 | \$9,546,144 | \$9,600,997 | \$9,652,291 | \$9,534,444 | \$47,771,689 |
| | | | | | | | | |
| Debt Service | | | | | | | | |
| 308.002 | CTA Bond Repayment - Principal/Interest | 5307 Urbanized Area | \$87,069,708 | \$92,210,499 | \$97,014,535 | \$80,853,638 | \$66,493,638 | \$423,642,018 |
| 308.002 | CTA Bond Repayment - Principal/Interest | 5337 State of Good Repair | \$118,410,891 | \$118,923,327 | \$93,856,808 | \$126,221,505 | \$111,776,006 | \$569,188,537 |
| 308.002 | CTA Bond Repayment - Principal/Interest - OFFSET | 5307 Urbanized Area | -\$87,069,708 | -\$92,210,499 | -\$97,014,535 | -\$80,853,638 | -\$66,493,638 | -\$423,642,018 |
| 308.002 | CTA Bond Repayment - Principal/Interest - OFFSET | 5337 State of Good Repair | -\$118,410,891 | -\$118,923,327 | -\$93,856,808 | -\$126,221,505 | -\$111,776,006 | -\$569,188,537 |
| Total Debt Service | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | | | | |
| CTA Capital Program Total | | | \$886,877,231 | \$390,644,649 | \$494,793,313 | \$405,855,556 | \$444,480,422 | \$2,622,651,172 |

| Project Number | Description | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|------------------------------|--|---------------------------|---------------|--------------|---------------|---------------|---------------|---------------|
| Metra Capital Program | | | | | | | | |
| Rolling Stock - Rail | | | | | | | | |
| 5006 | New Bi-Level Rail Cars Purchase | 5307 Urbanized Area | \$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 | \$12,205,501 | \$58,420,000 | \$0 | \$70,625,501 |
| 5006 | New Bi-Level Rail Cars Purchase | State PAYGO | \$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 | \$0 | \$0 | \$0 | \$7,030,000 |
| 5009 | Car Rehab (Nippon Sharyo 05-09 Highliner Cars) | 5337 State of Good Repair | \$7,992,000 | \$0 | \$0 | \$0 | \$0 | \$7,992,000 |
| 5010 | Car And Locomotive Cameras | 5307 Urbanized Area | \$2,000,000 | \$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 | \$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 | \$5,000,000 | \$3,200,000 | \$0 | \$0 | \$19,820,000 |
| 5207 | Car Rehab (Nippon Sharyo P-5) | RTA Bonds | \$21,920,000 | \$0 | \$0 | \$0 | \$0 | \$21,920,000 |
| 5306 | F59 Locomotive Engine Upgrade | 5307 Urbanized Area | \$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 | \$1,120,000 | \$0 | \$0 | \$0 | \$9,670,000 |
| 5404 | Switcher Locomotive Procurement | State PAYGO | \$3,750,000 | \$0 | \$0 | \$0 | \$0 | \$3,750,000 |
| 5505 | PTC Renewal (Mechanical) | State PAYGO | \$1,750,000 | \$0 | \$0 | \$0 | \$0 | \$1,750,000 |
| 5605 | Zero-Emissions Trainsets | CMAQ | \$0 | \$29,024,137 | \$0 | \$0 | \$0 | \$29,024,137 |
| 5605 | Zero-Emissions Trainsets | State PAYGO | \$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 | \$825,000 | \$0 | \$0 | \$0 | \$1,325,000 |
| 5801 | Traction Motors | 5337 State of Good Repair | \$2,000,000 | \$1,800,000 | \$1,800,000 | \$1,600,000 | \$1,600,000 | \$8,800,000 |
| 5802 | Locomotive and Car Improvements | 5307 Urbanized Area | \$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 | \$0 | \$2,000,000 | \$0 | \$0 | \$5,000,000 |
| 5803 | Wheel Replacements | 5337 State of Good Repair | \$4,000,000 | \$4,000,000 | \$4,500,000 | \$4,500,000 | \$4,500,000 | \$21,500,000 |
| 5804 | Car Rehab - Midlife (Amrail) | 5307 Urbanized Area | \$0 | \$6,500,000 | \$10,825,000 | \$13,565,000 | \$15,500,000 | \$46,390,000 |
| 5804 | Car Rehab - Midlife (Amrail) | 5337 State of Good Repair | \$3,000,000 | \$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 | \$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 | \$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 | \$14,050,000 | \$0 | \$14,050,000 |
| Total Rolling Stock - Rail | | | \$93,112,000 | \$98,339,137 | \$102,020,501 | \$218,565,000 | \$139,165,000 | \$651,201,638 |
| Track and Structure | | | | | | | | |
| 4840 | UP North Line - South 11 Bridges | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$200,000 | \$34,000,000 | \$34,200,000 |
| 4840 | UP North Line - South 11 Bridges | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$200,000 | \$22,000,000 | \$22,200,000 |
| 4840 | UP North Line - South 11 Bridges | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$5,816,923 | \$5,816,923 |
| 4840 | UP North Line - South 11 Bridges | USDOT Mega Grant | \$117,000,000 | \$0 | \$0 | \$0 | \$0 | \$117,000,000 |
| 5330 | CREATE - 75th St CIP | 5337 State of Good Repair | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |
| 5442 | Bridge A318 | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$2,000,000 | \$3,400,000 | \$5,400,000 |
| 5442 | Bridge A318 | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$2,000,000 | \$200,000 | \$2,200,000 |
| 5443 | Hickory Creek Bridge | State PAYGO | \$2,750,000 | \$0 | \$0 | \$0 | \$0 | \$2,750,000 |
| 5444 | Catenary Structure Rehabilitation | 5337 State of Good Repair | \$2,000,000 | \$1,200,000 | \$800,000 | \$800,000 | \$0 | \$4,800,000 |
| 5445 | CREATE EW-2 Bridge Lift | 5337 State of Good Repair | \$3,040,000 | \$0 | \$0 | \$0 | \$0 | \$3,040,000 |
| 5541 | Stoney Creek Bridge | State PAYGO | \$2,830,000 | \$0 | \$0 | \$0 | \$0 | \$2,830,000 |
| 5629 | Rock Island Intercity Improvements (RI3) | State PAYGO | \$0 | \$0 | \$13,500,000 | \$0 | \$0 | \$13,500,000 |
| 5641 | Bridge 86 - 78th St Entrance | State PAYGO | \$0 | \$8,295,000 | \$16,440,000 | \$8,425,000 | \$0 | \$33,160,000 |
| 5811 | Ties, Ballast, & Switches BNS | 5307 Urbanized Area | \$0 | \$0 | \$2,600,000 | \$0 | \$0 | \$2,600,000 |
| 5811 | Ties, Ballast, & Switches BNS | 5337 State of Good Repair | \$1,000,000 | \$2,400,000 | \$0 | \$1,000,000 | \$1,000,000 | \$5,400,000 |
| 5812 | Ties & Ballast MET | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$2,570,000 | \$0 | \$2,570,000 |
| 5812 | Ties & Ballast MET | 5337 State of Good Repair | \$0 | \$13,000,000 | \$14,500,000 | \$1,000,000 | \$12,250,000 | \$40,750,000 |
| 5812 | Ties & Ballast MET | State PAYGO | \$10,780,000 | \$0 | \$0 | \$7,446,484 | \$0 | \$18,226,484 |
| 5816 | Ties & Ballast UPR | 5307 Urbanized Area | \$0 | \$0 | \$750,000 | \$0 | \$0 | \$750,000 |
| 5816 | Ties & Ballast UPR | 5337 State of Good Repair | \$0 | \$1,750,000 | \$0 | \$0 | \$0 | \$1,750,000 |
| 5823 | Undercutting & Surfacing MET | 5337 State of Good Repair | \$3,440,000 | \$2,900,000 | \$2,760,000 | \$2,900,000 | \$3,000,000 | \$15,000,000 |
| 5826 | Rail Renewal MED | 5337 State of Good Repair | \$1,780,000 | \$1,700,000 | \$1,980,000 | \$1,917,000 | \$2,110,000 | \$9,487,000 |
| 5827 | Rail Renewal MWD | 5337 State of Good Repair | \$2,000,000 | \$4,400,000 | \$3,520,000 | \$3,100,000 | \$2,490,000 | \$15,510,000 |
| 5828 | Rail Renewal RID | 5307 Urbanized Area | \$0 | \$1,920,000 | \$0 | \$0 | \$0 | \$1,920,000 |
| 5828 | Rail Renewal RID | 5337 State of Good Repair | \$2,930,000 | \$0 | \$1,980,000 | \$1,910,000 | \$2,110,000 | \$8,930,000 |
| 5829 | Rail Renewal UPR | 5307 Urbanized Area | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| 5829 | Rail Renewal UPR | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$500,000 | \$500,000 | \$1,000,000 |
| 5831 | Crossings (Road & Track) MED | 5337 State of Good Repair | \$1,800,000 | \$2,100,000 | \$1,600,000 | \$2,300,000 | \$0 | \$7,800,000 |
| 5832 | Crossings (Road & Track) MWD | 5337 State of Good Repair | \$1,930,000 | \$0 | \$150,000 | \$0 | \$1,570,000 | \$3,650,000 |
| 5833 | Crossings (Road & Track) RID | 5337 State of Good Repair | \$2,010,000 | \$2,000,000 | \$2,100,000 | \$2,200,000 | \$2,350,000 | \$10,660,000 |
| 5834 | Crossings (Road & Track) UPR | 5307 Urbanized Area | \$650,000 | \$650,000 | \$3,100,000 | \$585,000 | \$0 | \$4,985,000 |
| 5834 | Crossings (Road & Track) UPR | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$650,000 | \$650,000 |
| 5836 | Bridges & Retaining Walls MED | 5337 State of Good Repair | \$1,750,000 | \$2,200,000 | \$2,200,000 | \$2,100,000 | \$2,200,000 | \$10,450,000 |
| 5837 | Bridges & Retaining Walls MWD | 5307 Urbanized Area | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| 5837 | Bridges & Retaining Walls MWD | 5337 State of Good Repair | \$0 | \$1,500,000 | \$1,400,000 | \$1,500,000 | \$1,500,000 | \$5,900,000 |

| Project Number | Description | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|--|--|---------------------------|---------------|--------------|--------------|--------------|---------------|---------------|
| 5838 | Bridges & Retaining Walls RID | 5307 Urbanized Area | \$0 | \$2,200,000 | \$2,150,000 | \$1,750,000 | \$0 | \$6,100,000 |
| 5838 | Bridges & Retaining Walls RID | 5337 State of Good Repair | \$1,750,000 | \$0 | \$0 | \$0 | \$2,000,000 | \$3,750,000 |
| 5839 | Bridges & Retaining Walls BNS | 5337 State of Good Repair | \$2,800,000 | \$2,812,500 | \$2,700,000 | \$2,530,000 | \$0 | \$10,842,500 |
| 5840 | Bridges & Retaining Walls UPR | 5337 State of Good Repair | \$1,500,000 | \$3,500,000 | \$1,500,000 | \$2,200,000 | \$2,200,000 | \$10,900,000 |
| 5841 | Bridge Rehabilitation Program | State PAYGO | \$3,215,000 | \$3,310,000 | \$0 | \$0 | \$0 | \$6,525,000 |
| 5842 | Bridge Replacement Program | State PAYGO | \$6,660,000 | \$6,860,000 | \$0 | \$0 | \$0 | \$13,520,000 |
| 5843 | CREATE Ogden Junction (WA1) | State PAYGO | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| RA-11 | Elmwood Park Grade Separation | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$7,000,000 | \$7,000,000 |
| RA-11 | Elmwood Park Grade Separation | 5337 State of Good Repair | \$0 | \$0 | \$3,000,000 | \$0 | \$0 | \$3,000,000 |
| Total Track and Structure | | | \$184,615,000 | \$64,697,500 | \$79,230,000 | \$51,133,484 | \$108,346,923 | \$488,022,907 |
| Electrical, Signal, and Communications | | | | | | | | |
| 4746 | Impedance Bonds | 5307 Urbanized Area | \$0 | \$0 | \$990,000 | \$0 | \$0 | \$990,000 |
| 4746 | Impedance Bonds | 5337 State of Good Repair | \$800,000 | \$960,000 | \$0 | \$0 | \$0 | \$1,760,000 |
| 4842 | 16th St. Interlocker | 5337 State of Good Repair | \$0 | \$2,750,000 | \$0 | \$0 | \$0 | \$2,750,000 |
| 4842 | 16th St. Interlocker | RTA Bonds | \$12,910,000 | \$0 | \$0 | \$0 | \$0 | \$12,910,000 |
| 4947 | A-20 (Techny) Interlocker | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$10,900,000 | \$10,900,000 |
| 4947 | A-20 (Techny) Interlocker | State PAYGO | \$0 | \$0 | \$4,105,000 | \$0 | \$8,000,000 | \$12,105,000 |
| 5352 | Signal Standards | 5337 State of Good Repair | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$400,000 |
| 5361 | Morgan Interlocking | 5307 Urbanized Area | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| 5362 | Western Interlocking | State PAYGO | \$1,790,000 | \$5,220,000 | \$6,000,000 | \$0 | \$0 | \$13,010,000 |
| 5388 | Smart Gates | State PAYGO | \$4,000,000 | \$1,500,000 | \$0 | \$0 | \$2,000,000 | \$7,500,000 |
| 5554 | Switch Layout Standards | 5307 Urbanized Area | \$0 | \$1,450,000 | \$1,500,000 | \$0 | \$0 | \$2,950,000 |
| 5556 | Constant Tension Catenary | 5307 Urbanized Area | \$1,100,000 | \$4,105,000 | \$0 | \$0 | \$0 | \$5,205,000 |
| 5557 | MED Improvements | 5307 Urbanized Area | \$18,000,000 | \$4,000,000 | \$0 | \$0 | \$0 | \$22,000,000 |
| 5559 | Systemwide Cameras | 5307 Urbanized Area | \$0 | \$0 | \$550,000 | \$0 | \$0 | \$550,000 |
| 5559 | Systemwide Cameras | 5337 State of Good Repair | \$0 | \$2,450,000 | \$0 | \$0 | \$0 | \$2,450,000 |
| 5559 | Systemwide Cameras | State PAYGO | \$2,450,000 | \$0 | \$0 | \$0 | \$0 | \$2,450,000 |
| 5651 | PTC Renewal (Engineering) | 5337 State of Good Repair | \$690,000 | \$0 | \$0 | \$0 | \$0 | \$690,000 |
| 5652 | Centralized Traffic Control System Upgrade | 5307 Urbanized Area | \$500,000 | \$500,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| 5750 | Crossing Inventory Management System | State PAYGO | \$300,000 | \$170,000 | \$0 | \$0 | \$0 | \$470,000 |
| 5751 | Substation Improvements (Jackson) | 5337 State of Good Repair | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| 5751 | Substation Improvements (Jackson) | RTA Bonds | \$12,000,000 | \$0 | \$0 | \$0 | \$0 | \$12,000,000 |
| 5753 | Harvey Substation | 5337 State of Good Repair | \$300,000 | \$300,000 | \$4,035,000 | \$0 | \$0 | \$4,635,000 |
| 5754 | Homewood Substation | 5337 State of Good Repair | \$300,000 | \$300,000 | \$0 | \$0 | \$0 | \$600,000 |
| 5758 | Power Distribution System Monitoring | 5337 State of Good Repair | \$0 | \$0 | \$1,750,000 | \$690,000 | \$0 | \$2,440,000 |
| 5758 | Power Distribution System Monitoring | State PAYGO | \$1,750,000 | \$1,150,000 | \$0 | \$1,060,000 | \$0 | \$3,960,000 |
| 5765 | BNS Yards-Power Transformers | 5337 State of Good Repair | \$4,200,000 | \$3,650,000 | \$0 | \$0 | \$0 | \$7,850,000 |
| 5850 | Signal System Upgrades-MED | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$1,750,000 | \$1,750,000 |
| 5850 | Signal System Upgrades-MED | 5337 State of Good Repair | \$1,000,000 | \$1,500,000 | \$1,600,000 | \$1,650,000 | \$0 | \$5,750,000 |
| 5851 | Signal System Upgrades-MWD | 5337 State of Good Repair | \$1,000,000 | \$1,500,000 | \$1,600,000 | \$1,650,000 | \$1,800,000 | \$7,550,000 |
| 5852 | Signal System Upgrades-RID | 5307 Urbanized Area | \$1,000,000 | \$1,500,000 | \$0 | \$0 | \$1,785,000 | \$4,285,000 |
| 5852 | Signal System Upgrades-RID | 5337 State of Good Repair | \$0 | \$0 | \$1,600,000 | \$1,650,000 | \$0 | \$3,250,000 |
| 5853 | Signal System Upgrades-UPR | 5307 Urbanized Area | \$485,000 | \$485,000 | \$485,000 | \$485,000 | \$485,000 | \$2,425,000 |
| 5854 | Randolph St Interlocking | 5307 Urbanized Area | \$0 | \$855,000 | \$0 | \$0 | \$0 | \$855,000 |
| 5854 | Randolph St Interlocking | 5337 State of Good Repair | \$0 | \$6,845,000 | \$0 | \$0 | \$0 | \$6,845,000 |
| 5854 | Randolph St Interlocking | State PAYGO | \$860,000 | \$0 | \$0 | \$2,800,000 | \$0 | \$3,660,000 |
| 5855 | Signal Interlocking Microprocessors | State PAYGO | \$2,050,000 | \$2,800,000 | \$2,800,000 | \$0 | \$0 | \$7,650,000 |
| Total Electrical, Signal, and Communications | | | \$69,185,000 | \$44,390,000 | \$27,015,000 | \$9,985,000 | \$26,720,000 | \$177,295,000 |
| Information Technology | | | | | | | | |
| 5274 | Cybersecurity Systems | 5307 Urbanized Area | \$955,000 | \$0 | \$0 | \$0 | \$0 | \$955,000 |
| 5573 | IT Components & Services | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$500,000 |
| 5573 | IT Components & Services | 5337 State of Good Repair | \$0 | \$1,800,000 | \$400,000 | \$0 | \$0 | \$2,200,000 |
| 5573 | IT Components & Services | State PAYGO | \$3,100,000 | \$0 | \$0 | \$0 | \$0 | \$3,100,000 |
| 5672 | Asset Management | RTA ICE | \$0 | \$5,757,815 | \$4,967,815 | \$0 | \$0 | \$10,724,815 |
| 5774 | Engineering Cyber Security Systems | 5307 Urbanized Area | \$400,000 | \$0 | \$300,000 | \$0 | \$0 | \$700,000 |
| 5774 | Engineering Cyber Security Systems | RTA ICE | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600,000 |
| 5871 | Human Resources Software Upgrades | State PAYGO | \$1,750,000 | \$0 | \$0 | \$0 | \$0 | \$1,750,000 |
| 5872 | Timekeeping System Upgrade | State PAYGO | \$2,050,000 | \$0 | \$0 | \$0 | \$0 | \$2,050,000 |
| 5873 | Data Center HVAC System | State PAYGO | \$980,000 | \$0 | \$0 | \$0 | \$0 | \$980,000 |
| 5876 | Automatic Equipment ID Readers | 5337 State of Good Repair | \$720,000 | \$0 | \$0 | \$0 | \$0 | \$720,000 |
| 5876 | Automatic Equipment ID Readers | State PAYGO | \$0 | \$460,000 | \$0 | \$0 | \$0 | \$460,000 |
| Total Information Technology | | | \$9,955,000 | \$8,617,000 | \$5,667,815 | \$0 | \$500,000 | \$24,739,815 |

| Project Number | Description | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|--|--|--------------------------------|--------------|--------------|--------------|-------------|--------------|--------------|
| Support Facilities and Equipment | | | | | | | | |
| 5453 | Central Warehousing | 5307 Urbanized Area | \$0 | \$0 | \$6,175,000 | \$0 | \$0 | \$6,175,000 |
| 5453 | Central Warehousing | 5337 State of Good Repair | \$0 | \$0 | \$3,600,000 | \$0 | \$0 | \$3,600,000 |
| 5768 | Kensington Yard -Shop HVAC | State PAYGO | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 |
| 5860 | Yard Improvements BNS | 5307 Urbanized Area | \$0 | \$0 | \$2,700,000 | \$0 | \$0 | \$2,700,000 |
| 5860 | Yard Improvements BNS | 5337 State of Good Repair | \$3,150,000 | \$2,900,000 | \$0 | \$1,800,000 | \$0 | \$7,850,000 |
| 5861 | Yard Improvements MED | 5337 State of Good Repair | \$3,750,000 | \$3,320,000 | \$3,000,000 | \$0 | \$2,500,000 | \$12,570,000 |
| 5862 | Yard Improvements MWD | 5337 State of Good Repair | \$2,320,000 | \$1,800,000 | \$1,450,000 | \$1,150,000 | \$170,775 | \$6,890,775 |
| 5863 | Yard Improvements RID | 5307 Urbanized Area | \$0 | \$0 | \$730,000 | \$700,000 | \$840,000 | \$2,270,000 |
| 5863 | Yard Improvements RID | 5337 State of Good Repair | \$1,960,000 | \$1,700,000 | \$0 | \$0 | \$0 | \$3,660,000 |
| 5864 | Yard Improvements UPR | 5307 Urbanized Area | \$500,000 | \$500,000 | \$0 | \$500,000 | \$0 | \$1,500,000 |
| 5864 | Yard Improvements UPR | 5337 State of Good Repair | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | \$1,000,000 |
| 5865 | Crew Facilities LaSalle Street | State PAYGO | \$0 | \$0 | \$190,000 | \$0 | \$0 | \$190,000 |
| 5866 | Crew Facilities 14th Street Yard | 5337 State of Good Repair | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| 5867 | Crew Facilities University Park | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$2,475,000 | \$2,475,000 |
| 5868 | Right of Way Equipment | State PAYGO | \$0 | \$0 | \$2,495,129 | \$0 | \$2,000,000 | \$4,495,129 |
| 5869 | Vehicles & Equipment | State PAYGO | \$2,330,000 | \$5,670,000 | \$2,500,000 | \$1,910,930 | \$3,000,000 | \$15,410,930 |
| 5870 | Office Equipment | 5307 Urbanized Area | \$0 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,000,000 |
| 5870 | Office Equipment | 5337 State of Good Repair | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| 5874 | Fuel Storage Tank Upgrades | 5337 State of Good Repair | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| 5874 | Fuel Storage Tank Upgrades | State PAYGO | \$0 | \$350,000 | \$1,335,000 | \$0 | \$0 | \$1,685,000 |
| 5875 | Western Ave Yard-Roof & HVAC Replacement | RTA Bonds | \$22,900,000 | \$0 | \$0 | \$0 | \$0 | \$22,900,000 |
| BI-241 | Roof Rehab-47th St Diesel-Coach | State PAYGO | \$0 | \$0 | \$160,000 | \$0 | \$0 | \$160,000 |
| BI-242 | Roof Rehab-49th St Shop | State PAYGO | \$0 | \$0 | \$370,000 | \$0 | \$0 | \$370,000 |
| BI-243 | Crew Facilities Chicago Union Station | 5337 State of Good Repair | \$0 | \$0 | \$700,000 | \$0 | \$0 | \$700,000 |
| BI-244 | Kensington Tower Rehabilitation | State PAYGO | \$0 | \$0 | \$405,000 | \$0 | \$0 | \$405,000 |
| Total Support Facilities and Equipment | | | \$37,410,000 | \$16,490,000 | \$27,260,129 | \$6,310,930 | \$11,735,775 | \$99,206,834 |
| Stations and Passenger Facilities | | | | | | | | |
| 4784 | Van Buren Street Station | RTA Bonds | \$28,500,000 | \$0 | \$0 | \$0 | \$0 | \$28,500,000 |
| 4878 | West Chicago Station | RTA Bonds | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 |
| 5174 | Olympia Fields Station | 5337 State of Good Repair | \$0 | \$17,700,000 | \$0 | \$0 | \$0 | \$17,700,000 |
| 5187 | Harvey Transportation Center - Metra | 5337 State of Good Repair | \$0 | \$0 | \$310,000 | \$0 | \$0 | \$310,000 |
| 5187 | Harvey Transportation Center - Metra | RTA Bonds | \$23,770,000 | \$0 | \$0 | \$0 | \$0 | \$23,770,000 |
| 5475 | Systemwide Station Signs | 5337 State of Good Repair | \$0 | \$0 | \$4,360,000 | \$0 | \$5,900,000 | \$10,260,000 |
| 5475 | Systemwide Station Signs | State PAYGO | \$3,075,000 | \$2,000,000 | \$530,000 | \$0 | \$0 | \$5,605,000 |
| 5478 | Elevator Replacement | 5307 Urbanized Area | \$0 | \$0 | \$8,300,000 | \$4,480,000 | \$0 | \$12,780,000 |
| 5478 | Elevator Replacement | 5337 State of Good Repair | \$0 | \$0 | \$5,515,000 | \$6,315,000 | \$1,000,000 | \$12,830,000 |
| 5478 | Elevator Replacement | State PAYGO | \$2,520,000 | \$15,770,000 | \$3,500,000 | \$620,000 | \$0 | \$22,410,000 |
| 5479 | Shelters | State PAYGO | \$1,025,000 | \$2,100,000 | \$0 | \$0 | \$0 | \$3,125,000 |
| 5487 | West Hinsdale Station | State PAYGO | \$0 | \$4,130,000 | \$0 | \$0 | \$0 | \$4,130,000 |
| 5585 | Evanston Davis St. Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$2,030,000 | \$2,030,000 |
| 5585 | Evanston Davis St. Station | 5337 State of Good Repair | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| 5585 | Evanston Davis St. Station | State PAYGO | \$0 | \$1,815,000 | \$5,414,000 | \$5,700,000 | \$0 | \$12,929,000 |
| 5685 | LaGrange Road Station | 5337 State of Good Repair | \$515,000 | \$0 | \$0 | \$0 | \$0 | \$515,000 |
| 5688 | Rogers Park Station | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$12,215,000 | \$12,215,000 |
| 5688 | Rogers Park Station | State PAYGO | \$1,400,000 | \$0 | \$5,900,000 | \$0 | \$0 | \$7,300,000 |
| 5781 | Station ADA Improvements | 5337 State of Good Repair | \$1,600,000 | \$0 | \$4,000,000 | \$1,000,000 | \$2,000,000 | \$8,600,000 |
| 5781 | Station ADA Improvements | State PAYGO | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$4,000,000 |
| 5784 | Forest Glen Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$860,000 | \$860,000 |
| 5787 | Chicago Union Station Concourse Reconstruction | 5307 Urbanized Area | \$0 | \$0 | \$11,000,000 | \$0 | \$0 | \$11,000,000 |
| 5787 | Chicago Union Station Concourse Reconstruction | 5337 State of Good Repair | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| 5787 | Chicago Union Station Concourse Reconstruction | State PAYGO | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| 5880 | Platform Improvements | 5307 Urbanized Area | \$1,800,000 | \$0 | \$0 | \$4,650,000 | \$0 | \$6,450,000 |
| 5880 | Platform Improvements | 5337 State of Good Repair | \$4,020,000 | \$0 | \$0 | \$0 | \$4,110,000 | \$8,130,000 |
| 5880 | Platform Improvements | State PAYGO | \$0 | \$2,690,000 | \$2,030,000 | \$0 | \$0 | \$4,720,000 |
| 5882 | Parking Lot Improvements | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$1,200,000 | \$1,200,000 |
| 5882 | Parking Lot Improvements | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| 5882 | Parking Lot Improvements | State PAYGO | \$1,210,000 | \$1,521,960 | \$1,090,000 | \$0 | \$0 | \$3,821,960 |
| 5883 | Pingree Road Station | 5337 State of Good Repair | \$200,000 | \$0 | \$2,680,000 | \$0 | \$0 | \$2,880,000 |
| 5884 | Woodstock Station-Warming Shelter | State PAYGO | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| 5574 | Station Displays (TROI Net) | 5307 Urbanized Area | \$0 | \$0 | \$2,250,200 | \$0 | \$0 | \$2,250,200 |
| 5574 | Station Displays (TROI Net) | 5337 State of Good Repair | \$0 | \$1,000,000 | \$1,205,000 | \$0 | \$0 | \$2,205,000 |
| 5574 | Station Displays (TROI Net) | State PAYGO | \$5,900,000 | \$0 | \$0 | \$0 | \$0 | \$5,900,000 |
| 5574 | Station Displays (TROI Net) | RTA ICE | \$0 | \$0 | \$1,593,000 | \$0 | \$0 | \$1,593,000 |
| 5574 | Station Displays (TROI Net) | 5310 Enhanced Mobility Program | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |

| Project Number | Description | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|--|--|-----------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| 5575 | Ticket Vending Machines | 5337 State of Good Repair | \$0 | \$7,500,000 | \$0 | \$0 | \$0 | \$7,500,000 |
| EC-110 | Glen Ellyn Station | State PAYGO | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$4,000,000 |
| SP-136 | 91st Street-Beverly Station | 5337 State of Good Repair | \$0 | \$0 | \$0 | \$0 | \$1,930,000 | \$1,930,000 |
| SP-140 | Indian Hill Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$1,110,000 | \$0 | \$1,110,000 |
| SP-241 | 115th St. (Kensington) Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$0 | \$1,300,000 | \$1,300,000 |
| SP-242 | Highlands Station | 5337 State of Good Repair | \$0 | \$261,000 | \$0 | \$0 | \$0 | \$261,000 |
| SP-243 | Kedzie Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$155,000 | \$310,000 | \$465,000 |
| SP-244 | Matteson Station | 5307 Urbanized Area | \$0 | \$0 | \$0 | \$1,390,000 | \$0 | \$1,390,000 |
| SP-245 | Riverdale Station | State PAYGO | \$0 | \$0 | \$1,390,000 | \$0 | \$0 | \$1,390,000 |
| Total Stations and Passenger Facilities | | | \$89,535,000 | \$63,487,960 | \$61,067,200 | \$29,420,000 | \$34,855,000 | \$278,365,160 |
| Miscellaneous | | | | | | | | |
| 5771 | Protective Asset Acquisition | 5307 Urbanized Area | \$55,000,000 | \$30,100,000 | \$0 | \$0 | \$0 | \$85,100,000 |
| Total Miscellaneous | | | \$55,000,000 | \$30,100,000 | \$0 | \$0 | \$0 | \$85,100,000 |
| Contingencies and Administration | | | | | | | | |
| 5488 | Project Development | 5307 Urbanized Area | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,100,000 | \$5,100,000 |
| 5489 | Program Management | 5307 Urbanized Area | \$541,191 | \$20,999,910 | \$7,060,509 | \$497,100 | \$14,273,471 | \$43,372,181 |
| 5489 | Program Management | 5337 State of Good Repair | \$29,737,104 | \$6,546,511 | \$20,029,960 | \$16,063,516 | \$1,539,546 | \$73,916,637 |
| 5890 | Capital Delivery Support Contracts | 5337 State of Good Repair | \$1,275,000 | \$0 | \$0 | \$0 | \$0 | \$1,275,000 |
| 5890 | Capital Delivery Support Contracts | State PAYGO | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| 5894 | Infrastructure Engineering-MET | 5307 Urbanized Area | \$400,000 | \$800,000 | \$1,575,000 | \$200,000 | \$600,000 | \$3,575,000 |
| 5894 | Infrastructure Engineering-MET | 5337 State of Good Repair | \$400,000 | \$800,000 | \$675,000 | \$2,200,000 | \$1,900,000 | \$5,975,000 |
| 5898 | Project Administration | 5307 Urbanized Area | \$900,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,100,000 | \$5,000,000 |
| 5899 | Contingencies | 5307 Urbanized Area | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$2,000,000 |
| 5899 | Contingencies | 5337 State of Good Repair | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$2,000,000 |
| Total Contingencies and Administration | | | \$36,053,295 | \$31,946,421 | \$32,140,469 | \$21,760,616 | \$21,313,017 | \$143,213,818 |
| Metra Capital Program Total | | | \$574,865,295 | \$358,068,018 | \$334,401,114 | \$337,175,030 | \$342,635,715 | \$1,947,145,172 |
| Pace Capital Program | | | | | | | | |
| Rolling Stock - Bus | | | | | | | | |
| 5900 | Fixed Route Electric Buses | 5307 Urbanized Area | \$0 | \$0 | \$11,700,000 | \$19,500,000 | \$41,414,500 | \$72,614,500 |
| 5900 | Fixed Route Electric Buses | State PAYGO | \$0 | \$0 | \$0 | \$0 | \$5,394,628 | \$5,394,628 |
| 5901 | Purchase 15-passenger Paratransit Vehicles | 5307 Urbanized Area | \$0 | \$3,762,556 | \$3,706,182 | \$4,999,610 | \$9,509,106 | \$21,977,454 |
| 5901 | Purchase 15-passenger Paratransit Vehicles | 5339 Bus and Bus Facilities | \$1,801,859 | \$1,801,679 | \$1,819,695 | \$1,837,892 | \$1,856,271 | \$9,117,396 |
| Total Rolling Stock - Bus | | | \$1,801,859 | \$5,564,235 | \$17,225,877 | \$26,337,502 | \$58,174,505 | \$109,103,978 |
| Electrical, Signal, and Communications | | | | | | | | |
| 5910 | Onboard Digital Screens | 5307 Urbanized Area | \$2,513,505 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$10,513,505 |
| Total Electrical, Signal, and Communications | | | \$2,513,505 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$10,513,505 |
| Support Facilities and Equipment | | | | | | | | |
| 5526 | River Division Electrification/Expansion | State PAYGO | \$0 | \$17,620,875 | \$18,237,606 | \$17,869,206 | \$13,100,000 | \$66,827,687 |
| 5528 | Southwest Division Electrification/Expansion | 5307 Urbanized Area | \$0 | \$41,000,000 | \$37,500,000 | \$25,900,000 | \$0 | \$104,400,000 |
| 5726 | North Division Electrification/Expansion | 5307 Urbanized Area | \$55,000,000 | \$7,600,000 | \$0 | \$0 | \$0 | \$62,600,000 |
| Total Support Facilities and Equipment | | | \$55,000,000 | \$66,220,875 | \$55,737,606 | \$43,769,206 | \$13,100,000 | \$233,827,687 |
| Stations and Passenger Facilities | | | | | | | | |
| 5830 | Pulse 95th Street | CMAQ | \$15,654,000 | \$0 | \$0 | \$0 | \$0 | \$15,654,000 |
| 5830 | Pulse 95th Street | State PAYGO | \$3,913,500 | \$0 | \$0 | \$0 | \$0 | \$3,913,500 |
| 5930 | Pulse Halsted | CRP | \$12,137,334 | \$0 | \$0 | \$0 | \$0 | \$12,137,334 |
| 5930 | Pulse Halsted | RAISE | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 |
| 5930 | Pulse Halsted | Pace PAYGO (223170303) | \$7,436,500 | \$0 | \$0 | \$0 | \$0 | \$7,436,500 |
| Total Stations and Passenger Facilities | | | \$59,141,334 | \$0 | \$0 | \$0 | \$0 | \$59,141,334 |
| Pace Capital Program Total | | | \$118,456,698 | \$73,785,110 | \$74,963,483 | \$72,106,708 | \$73,274,505 | \$412,586,504 |
| Regional Capital Program Total | | | \$1,580,199,224 | \$822,497,777 | \$904,157,910 | \$815,137,294 | \$860,390,642 | \$4,982,382,848 |