

Attachment 1

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Scope of the Project

The Red Line Extension Project (the Project) is a planned 5.5-mile heavy rail extension to the existing Red Line Dan Ryan branch on Chicago's Far South Side from the present 95th Street Terminal to the 130th Street area. The Project plans to operate heavy rail rapid transit service on an elevated structure from approximately 95th Street to 118th Street, where it transitions to an at-grade profile and then continues at grade before terminating near 130th Street. The 103rd Street, 111th Street, and Michigan Avenue stations will be elevated, and the 130th Street station will be at-grade. The Project includes four stations, parking facilities with approximately 1,200 spaces, new traction power substations, a new railyard and maintenance shop near 120th Street, and the purchase of 78 rail cars.

Service is planned to operate 24 hours per day, seven days per week with trains every three to six minutes during weekday peak periods, every seven to eight minutes during weekday off-peak periods, every eight to 15 minutes during weekday evenings, and every seven to 15 minutes on weekends. The forecasted ridership on the Project, using current year inputs of population and employment, is 36,400 daily linked trips. This number is expected to grow to 41,500 daily linked trips by the horizon year of 2040.

The capital cost of the Project is estimated to be \$5,750,004,647 in year-of-expenditure (YOE) dollars. CTA is seeking \$1,973,978,348 (34.3 percent) in Section 5309 Capital Investment Grants (CIG) funds. The Revenue Service Date is August 5, 2031.

Attachment 1A

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Project Vicinity Map



Chicago Transit Authority
Chicago, Illinois



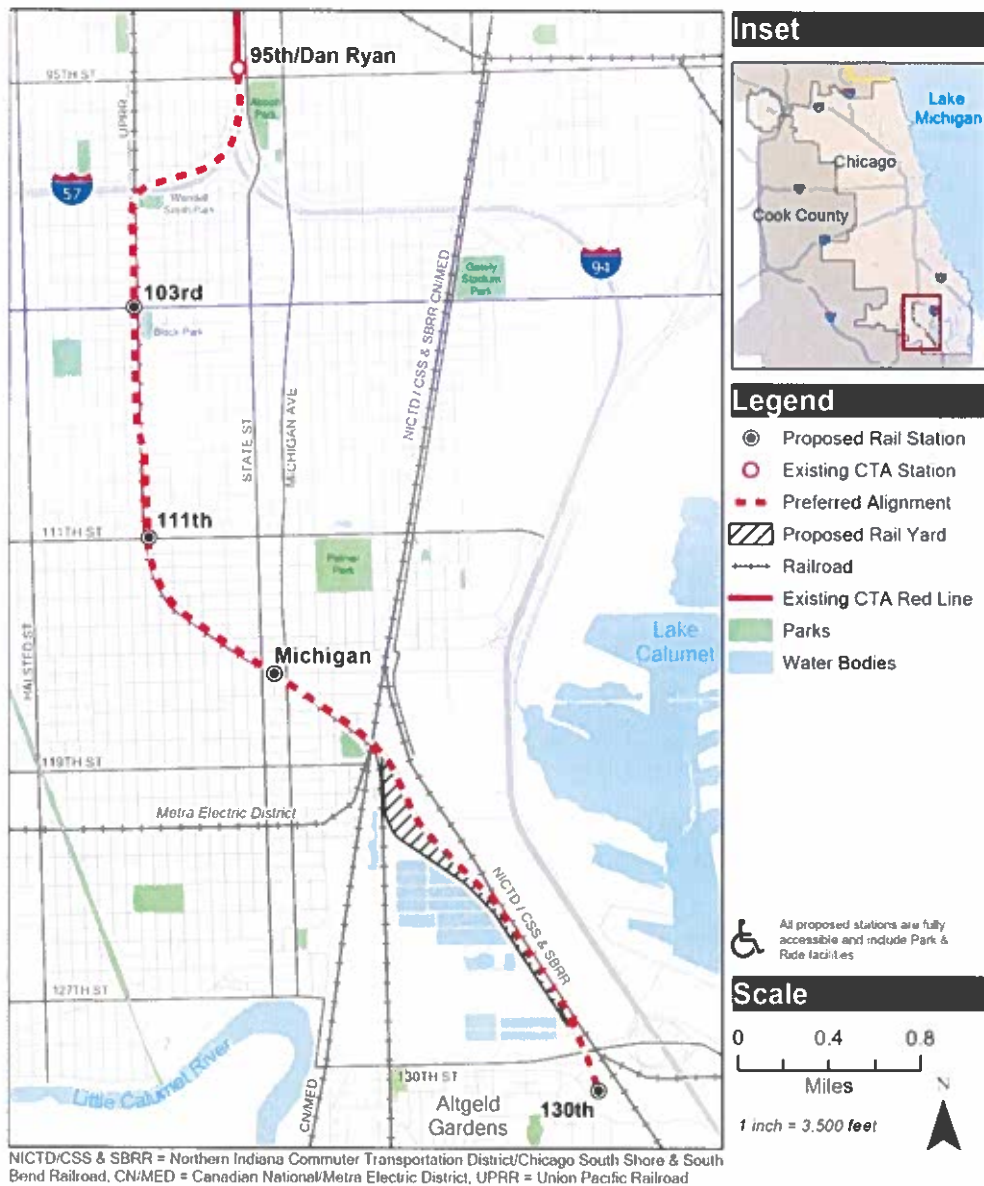
Attachment 1B

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Project Location Map



Chicago Transit Authority
Chicago, Illinois



Attachment 2

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Project Description

Narrative Description:

The Red Line Extension Project (the Project) is a planned 5.5-mile heavy rail extension to the existing Red Line Dan Ryan branch on Chicago's Far South Side from the present 95th Street Terminal to the 130th Street area. The Project plans to operate heavy rail rapid transit service on an elevated structure from approximately 95th Street to 118th Street, where it transitions to an at-grade profile and then continues at grade before terminating near 130th Street. The 103rd Street, 111th Street, and Michigan Avenue stations will be elevated, and the 130th Street station will be at-grade. The Project includes four stations, parking facilities with approximately 1,200 spaces, new traction power substations, a new railyard and maintenance shop near 120th Street, and the purchase of 78 rail cars.

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Project Description by Standard Cost Category:

The following descriptions follow the Federal Transit Administration (FTA) Standard Cost Categories (SCC) for construction. These SCCs are the basis for the Baseline Cost Estimate and the Baseline Schedule contained in Attachments 3 and 4, respectively.

SCC 10 – GUIDEWAY AND TRACK ELEMENTS

The Guideway SCC includes all the civil and structural costs directly associated with construction of the guideway structures, roadbed, and pavement or track.

10.01 Guideway: At-Grade Exclusive Right-of-Way

1.58 miles of at-grade guideway, primarily from the yard to the terminal station and from 95th Street station to the retained fill.

10.04 Guideway: Aerial Structure

3.76 miles of aerial structure carrying two tracks from south of the existing 95th/Dan Ryan station to south of the crossing over Metra/CN, adjacent to the 120th Street Yard and Shop. This aerial structure separates the Project guideway from Interstate 57, various railroads, and multiple city streets.

10.08 Guideway: Retained Cut or Fill

At the transitions between structure and at-grade, the inclines will be supported by retained fill. The total of the two retained fill sections are 0.11 miles.

10.09 Track: Direct Fixation

All track on the aerial structure (3.76 miles) is direct fixation.

10.11 Track: Ballasted

Track at-grade (1.58 miles) and on retained fill (0.11 miles) is ballasted (total of 1.69 miles).

10.12 Track: Special (Switches, Turnouts)

There are four groupings of special trackwork on the Project. At the transition from the existing Red Line, two turnouts and a diamond crossover are used. Near the 111th Street station platform, the emergency crossover is a diamond configuration. At the terminal station, a diamond configuration is used (allowing movement from one track to another). Finally, the yard leads include crossovers and turnouts.

SCC 20 - STATIONS, STOPS, TERMINALS, INTERMODAL

The Stations SCC includes construction costs for four station platforms, platform fixtures, canopies, and passenger amenities, along with costs for vertical circulation (elevators, escalators, and stairs) to the platform where necessary.

20.01 At-Grade Station, Stop, Shelter, Mall, Terminal, Platform

One station including station house, platform, paid and unpaid passenger areas, back-of-house operations, and all other stations appurtenances.

20.02 Aerial Station, Stop, Shelter, Mall, Terminal, Platform

Three stations including station house, platform, vertical circulation (not applicable at the 130th Street station), paid and unpaid passenger areas, back-of-house operations, and all other stations appurtenances.

20.06 Automobile Parking Multi-Story Structure

At the 130th Street station, a four-story, above-grade parking structure with approximately 620 spaces.

20.07 Elevators, Escalators

The 103rd Street, 111th Street, and Michigan Avenue stations have both elevators (meeting ADA requirements) and escalators. The 130th Street station will not feature elevators or escalators but will meet ADA requirements.

SCC 30 – SUPPORT FACILITIES: YARDS, SHOPS, ADMINISTRATION BUILDINGS

The Support Facilities SCC includes the capital costs of maintenance and railcar storage for the Project.

30.03 Heavy Maintenance Facility

The Project includes a new, modern maintenance facility for the railcars. This facility includes inspection and maintenance bays, wheel truing, a railcar washer, and a railcar interior care track

(for cleaning and care of the interior of the railcars). The shop also includes support areas including parts room, loading docks, locker rooms, supervisory offices, and other required appurtenances. The shop also supports the yard master office.

30.05 Yard and Yard Track

The Project includes a railcar storage yard, adjacent to and connected to the shop, where overnight and midday storage of railcars takes place. The yard includes all features such as storage tracks, lead tracks, turnouts, and switches.

SCC 40 – SITEWORK AND SPECIAL CONDITIONS

The Sitework and Special Conditions SCC includes estimated costs for all other construction elements that were not accounted for in the Guideway, Stations, Support Facilities, or Systems categories.

40.01 Demolition, Clearing, Earthwork

Scope of work primarily includes demolition of occupied buildings on acquired parcels which are in the path of the alignment. Clearing mainly includes the retained earth and at-grade portions of the Project but also includes station areas, parking facilities, traction power substations, and drainage facilities. Earthwork mainly includes the yard and at-grade track areas, the shop, the traction power substations (due to the vaults), stations (for elevator and escalator pits), and for drainage basins.

40.02 Site Utilities and Utility Relocation

Utility work includes both relocation of existing utilities that interfere with project components (e.g., relocation of an 8-inch watermain that obstructs a series of proposed caissons) and the installation of services to the various facilities (stations, traction power substations, and shop).

40.03 Hazardous Materials, Contaminated Soil Removal/Mitigation, Ground Water Treatments

The soil management plan (supported by field investigations and soil/groundwater sampling) is informing cost estimate quantities for various contaminated soil removals. Some areas have minimal soil removal (e.g., caisson drilling) while other areas have more extensive excavation with soil disposal (e.g., shop basement).

40.04 Environmental Mitigation, e.g., Wetlands, Historic/Archaeologic, Parks

Environmental mitigation scope includes soil remediation of Beaubien Woods for the Forest Preserves of Cook County.

40.05 Site Structures Including Retaining Walls, Sound Walls

Retaining walls associated with the track support are included in SCC 10. This SCC category only includes the structures associated with the bridge carrying 130th Street over the Project tracks (as the terminal tracks approach the 130th Street station).

40.06 Pedestrian/Bike Access and Landscaping

Each station includes improvements to pedestrian access as well as landscaping. (Some of the landscaping, particularly at surface parking lots, is required by local ordinance.) At the 130th Street station, this category includes a portion of multiuse (bike) trail associated with the station.

40.07 Automobile, bus, and van access, including roads, traffic signals and signs, parking lots, and pavement markings

Surface parking lots and the kiss-and-ride facility at the 103rd Street (approx. 225 parking spaces), 111th Street (approx. 175 parking spaces), Michigan Avenue (approx. 180 parking spaces) and 130th Street (approx. 620 spaces among structure and lot) stations are included in this category. Additionally, this category includes the relocation of alleys (as applicable), construction of cul-de-sacs (to prevent the dead-end of streets from being under the aerial structure, and relocating Cottage Grove Avenue outside the footprint of the yard facility. At the 111th Street station, this also includes the new (half-block long) accessway on the east side of Agape Community Center.

40.08 Temporary Facilities and Other Indirect Costs During Construction

This category mainly includes staging, laydown, and construction administration areas. At the connection to the existing Red Line, temporary elements include traction power cables necessary for operations during construction and cut-over. Maintenance of traffic costs are included in this category.

SCC 50 – SYSTEMS

The Systems SCC includes capital costs for many elements, including train control signals, communication systems, central control hardware and software, traction power systems substations, underground duct-banks, fare collection, grade crossing protection, and roadway traffic signal systems.

50.01 Train Control and Signals

This category includes all the mainline (including yard leads off the mainline) train control signal components, from wayside equipment to the relay houses.

50.02 Traffic Signals and Crossing Protection

Traffic signal work is limited on this project and includes one new signalized intersection, several signal timing modifications, and installation of a mid-block crossing warning light system. This category also includes the modification of at-grade railroad crossing devices at the applicable crossings. (These are entirely roadway and pedestrian crossing of nearby freight rail tracks, not the crossing of CTA tracks.)

50.03 Traction Power Supply Substations

Five traction power substations are proposed with the Project, including the yard substation.

50.04 Traction Power Distribution: Catenary and Third Rail

The CTA rail system uses third-rail distribution. This cost category includes the third-rail power sections as well as feeder cables and additional negative return (where applicable).

50.05 Communications

Communications includes all Supervisory Control and Data Acquisition (SCADA) the fiber optic backbone, closed-circuit television (CCTV), radio, phone, communication rooms (back-of-office at stations), and other technology associated with communications and security.

50.06 Fare Collection System and Equipment

Each station will have fare gates and fare vending consistent with the entire CTA system. The current system is Ventra, and fare payment is allowed with Ventra card, mobile device, or bank cards allowing the "tap and pay" feature.

50.07 Central Control

The CTA rail system already has a 24-hour-a-day, 365-day-a-year control center. This cost category includes the connection of the systems along the extension to this control center.

SCC 60 – RIGHT-OF-WAY (ROW), LAND, EXISTING IMPROVEMENTS

The Right of Way SCC includes costs for acquisition and any applicable relocation costs for right of way needed for construction and operation of the Project.

60.01 Purchase or Lease of Real Estate

Real estate is required throughout the corridor for the alignment, stations (with station-area features), traction power substations, and the shop and yard.

60.02 Relocation of Existing Households and Businesses

As per the Uniform Act, those properties with owners or renters will be relocated.

SCC 70 - VEHICLES

The Vehicles SCC includes costs for commuter rail vehicles and spare parts.

70.02 Heavy Rail

A total of 78 railcars to support the operating plan including spares.

70.07 Spare Parts

Spare parts associated with the purchase of railcars.

SCC 80 – PROFESSIONAL SERVICES

Estimates for CTA and major contract consultants are based on a detailed staffing plan that aligns with the Project Management Capacity and Capability Plan (MCCP), available under separate cover.

80.01 Project Development

Project Development phase services including NEPA and Preliminary Engineering

80.02 Engineering

This subcategory includes engineering services for the Project.

80.03 Project Management for Design and Construction

Program Management through the Design and Construction phases

80.04 Construction Administration and Management

Construction Management during the Construction phase (including a portion of the Procurement phase)

80.05 Professional Liability and other Non-Construction Insurance

Reflects owner-controlled insurances cost.

80.06 Legal; Permits; Review Fees by Other Agencies, Cities, Etc.

Includes costs for third party reviews.

80.08 Start Up

Start-up cost includes operator training on the extension and all safety-security and other certification taking place after Contractor turn-over of the facility to CTA prior to revenue operations.

SCC 90 – UNALLOCATED CONTINGENCY

This SCC includes Project contingency not specifically allocated to an individual cost category.

SCC 100 – FINANCE CHARGES

This category includes finance charges for the Project.

Attachment 3

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois Baseline Cost Estimate

Table 1 – BCE by Standard Cost Category

| Applicable Line Items Only | | YOE Dollars Total (\$) |
|---|---|---------------------------|
| 10 GUIDEWAY & TRACK ELEMENTS (5.45 Route Miles) | | 655,453,890 |
| 10.01 | Guideway: At-grade exclusive right-of-way | 49,175,031 |
| 10.04 | Guideway: Aerial structure | 442,575,283 |
| 10.08 | Guideway: Retained cut or fill | 30,883,659 |
| 10.09 | Track: Direct fixation | 79,067,998 |
| 10.11 | Track: Ballasted | 29,439,663 |
| 10.12 | Track: Special (switches, turnouts) | 17,690,200 |
| 10.13 | Track: Vibration and noise dampening | 6,622,055 |
| 20 STATIONS, STOPS, TERMINALS, INTERMODAL (4 Stations) | | 581,865,665 |
| 20.01 | At-grade station, stop, shelter, mall, terminal, platform | 130,653,113 |
| 20.02 | Aerial station, stop, shelter, mall, terminal, platform | 391,959,337 |
| 20.06 | Automobile parking multi-story structure | 29,999,979 |
| 20.07 | Elevators, escalators | 29,253,236 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | 312,546,290 |
| 30.02 | Light Maintenance Facility | 1,643,682 |
| 30.03 | Heavy Maintenance Facility | 160,778,986 |
| 30.05 | Yard and Yard Track | 150,123,622 |
| 40 SITEWORK & SPECIAL CONDITIONS | | 567,819,452 |
| 40.01 | Demolition, Clearing, Earthwork | 129,115,507 |
| 40.02 | Site Utilities, Utility Relocation | 56,776,112 |
| 40.03 | Haz. mat'l, contam'd soil removal/mitig. ground water treatments | 153,336,346 |
| 40.04 | Environmental mitigation, e.g., wetlands, historic/arch, parks | 7,433,359 |
| 40.06 | Pedestrian / bike access and accommodation, landscaping | 11,578,559 |
| 40.07 | Automobile, bus, van accessways including roads, parking lots | 63,999,555 |
| 40.08 | Temporary Facilities and other indirect costs during construction | 145,580,014 |
| 50 SYSTEMS | | 738,465,391 |
| 50.01 | Train control and signals | 330,313,299 |
| 50.02 | Traffic signals and crossing protection | 9,006,883 |
| 50.03 | Traction power supply: substations | 224,172,552 |
| 50.04 | Traction power distribution: catenary and third rail | 130,358,177 |
| 50.05 | Communications | 23,527,187 |
| 50.06 | Fare collection system and equipment | 17,008,624 |
| 50.07 | Central Control | 4,078,669 |

Table 1 – BCE by Standard Cost Category

| Applicable Line Items Only | | YOE Dollars Total (\$) |
|--|---|-----------------------------------|
| Construction Subtotal (10 - 50) | | 2,856,150,687 |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | | 116,019,157 |
| 60.01 | Purchase or lease of real estate | 103,038,708 |
| 60.02 | Relocation of existing households and businesses | 12,980,449 |
| 70 VEHICLES (78 Cars) | | 322,695,107 |
| 70.02 | Heavy Rail | 306,560,352 |
| 70.07 | Spare parts | 16,134,755 |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-50) | | 1,236,555,888 |
| 80.01 | Project Development | 52,010,036 |
| 80.02 | Engineering | 656,711,381 |
| 80.03 | Project Management for Design and Construction | 261,659,726 |
| 80.04 | Construction Administration & Management | 206,691,401 |
| 80.06 | Legal; Permits; Review Fees by other agencies, cities, etc. | 39,118,681 |
| 80.08 | Start up | 20,364,663 |
| Subtotal (10 - 80) | | 4,531,420,840 |
| 90 UNALLOCATED CONTINGENCY | | 745,176,579 |
| Subtotal (10 - 90) | | 5,276,597,420 |
| 100 FINANCE CHARGES | | 473,407,227 |
| Total Project Cost (10 - 100) | | 5,750,004,647 |

Attachment 3

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Baseline Cost Estimate

Table 2 – Inflated Cost to Year of Expenditure

| | Base Year Dollars w/o Contingency (\$) | Base Year Dollars Allocated Contingency (\$) | Base Year Dollars TOTAL (\$) | Inflation Factor | YOE Dollars TOTAL (\$) |
|---|--|---|------------------------------------|---------------------|---------------------------|
| 10 GUIDEWAY & TRACK ELEMENTS (5.45 route miles) | 598,652,351 | 0 | 598,652,351 | 1.0949 | 655,453,890 |
| 20 STATIONS, STOPS, TERMINALS, INTERMODAL (4) | 523,840,536 | 764,537 | 524,605,073 | 1.1091 | 581,865,665 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | 228,158,424 | 51,595,407 | 279,753,832 | 1.1172 | 312,546,290 |
| 40 SITEWORK & SPECIAL CONDITIONS | 476,968,119 | 49,355,885 | 526,324,004 | 1.0788 | 567,819,452 |
| 50 SYSTEMS | 633,233,488 | 12,798,812 | 646,032,300 | 1.1431 | 738,465,391 |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | 88,777,585 | 31,674,944 | 120,452,529 | 0.9632 | 116,019,157 |
| 70 VEHICLES (78 rail-cars) | 268,253,294 | 13,412,665 | 281,665,959 | 1.1457 | 322,695,107 |
| 80 PROFESSIONAL SERVICES | 1,094,880,447 | 44,220,945 | 1,139,101,392 | 1.0856 | 1,236,555,888 |
| 90 UNALLOCATED CONTINGENCY | | | 638,680,486 | 1.1667 | 745,176,579 |
| 100 FINANCE CHARGES | | | 402,933,662 | 1.1749 | 473,407,227 |
| Total Project Cost (10 - 100) | | | 5,158,201,589 | 1.1147 | 5,750,004,647 |

Attachment 3

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Baseline Cost Estimate

Table 3 – Baseline Cost Estimate by Funding Source

| | Total Project Cost in YO Dollars | Federal 5309 CIG in YO Dollars | Federal Other in YO Dollars | Local in YO Dollars |
|---|--|--------------------------------------|-----------------------------------|------------------------|
| 10 GUIDEWAY & TRACK ELEMENTS (5.45 route miles) | \$655,453,890 | \$232,997,104 | \$16,434,351 | \$406,022,435 |
| 20 STATIONS, STOPS, TERMINALS, INTERMODAL (4) | \$581,865,665 | \$206,838,371 | \$14,589,256 | \$360,438,038 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$312,546,290 | \$111,102,217 | \$7,836,547 | \$193,607,525 |
| 40 SITEWORK & SPECIAL CONDITIONS | \$567,819,452 | \$201,845,301 | \$14,237,072 | \$351,737,079 |
| 50 SYSTEMS | \$738,465,391 | \$262,505,571 | \$18,515,718 | \$457,444,102 |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | \$116,019,157 | \$13,826,889 | \$975,274 | \$101,216,994 |
| 70 VEHICLES (78) | \$322,695,107 | \$143,146,972 | \$10,096,811 | \$169,451,324 |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-50) | \$1,236,555,888 | \$405,914,133 | \$30,580,980 | \$800,060,775 |
| 90 UNALLOCATED CONTINGENCY | \$745,176,579 | \$264,891,227 | \$18,683,990 | \$461,601,363 |
| 100 FINANCE CHARGES | \$473,407,227 | \$130,910,563 | \$0 | \$342,496,664 |
| Total Project Cost (10 - 100) | \$5,750,004,647 | \$1,973,978,348 | \$131,950,000 | \$3,644,076,299 |

Attachment 3

**Chicago Transit Authority (CTA)
Red Line Extension Project
Chicago, Illinois**

Baseline Cost Estimate

Table 4 - Sources of Federal Funding and Matching Share Ratios

| | Costs Attributed to Source of Funds | Federal/ Local Matching Ratio | All Federal Funds | Local Funds |
|--|--|----------------------------------|------------------------|------------------------|
| Federal 5309 New Starts | \$5,585,504,647 | 35.34% | \$1,973,978,348 | \$3,611,526,299 |
| Congestion Mitigation and Air Quality (CMAQ) | \$37,500,000 | 80.00% | \$30,000,000 | \$7,500,000 |
| Carbon Reduction Program (CRP) | \$125,000,000 | 80.00% | \$100,000,000 | \$25,000,000 |
| HUD Community Project Funding | \$1,500,000 | 100.00% | \$1,500,000 | \$0 |
| FTA Areas of Persistent Poverty | \$500,000 | 90.00% | \$450,000 | \$50,000 |
| Total | \$5,750,004,647 | | \$2,105,928,348 | \$3,644,076,299 |
| Overall Federal Share of Project | | | 36.62% | |
| New Starts Share of Project | | | 34.33% | |

Attachment 3A

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Project Budget

| SCOPE AND ACTIVITY DESCRIPTION | | | | | | | | | | | | | |
|-----------------------------------|----------|--|------|-----------------|---------------------------------------|---------------|---------------|---------------|------------|-------------|----------------|---------------|---------------|
| Scope Code | ALI Code | Scope and Activity Line Item Descriptions | Qty | | Section 5309 FTA New Starts CIG Funds | | | Federal Other | | | Project Totals | | |
| | | | | Total Federal % | Federal | Local | Total | Federal | Local | Total | Federal | Local | Total |
| 14010 | 140110 | GUIDEWAY & TRACK ELEMENTS | 5.45 | 38.05% | 232,997,104 | 402,401,290 | 635,398,393 | 16,434,351 | 3,621,145 | 20,055,496 | 249,431,455 | 406,022,435 | 655,453,890 |
| 14020 | 140220 | STATIONS, STOPS, TERMINALS, INTERMODAL | 4 | 38.05% | 206,838,371 | 357,223,441 | 564,061,812 | 14,589,256 | 3,214,597 | 17,803,853 | 221,427,627 | 360,438,038 | 581,865,665 |
| 14030 | 140330 | SUPPORT FACILITIES, YARDS, SHOPS, ADMIN. BLDGS | | 38.05% | 111,102,217 | 191,880,820 | 302,983,037 | 7,836,547 | 1,726,705 | 9,563,252 | 118,938,765 | 193,607,525 | 312,546,290 |
| 14040 | 140440 | SITework & SPECIAL CONDITIONS | | 38.05% | 201,845,301 | 348,600,082 | 550,445,384 | 14,237,072 | 3,136,997 | 17,374,069 | 216,082,374 | 351,737,079 | 567,819,452 |
| 14050 | 140550 | SYSTEMS | | 38.05% | 262,505,571 | 453,364,348 | 715,869,919 | 18,515,718 | 4,079,754 | 22,595,472 | 281,021,289 | 457,444,102 | 738,465,391 |
| 14060 | 140660 | ROW, LAND, EXISTING IMPROVEMENTS | | 12.76% | 13,826,889 | 100,314,282 | 114,141,171 | 975,274 | 902,712 | 1,877,986 | 14,802,163 | 101,216,994 | 116,019,157 |
| 14070 | | VEHICLES | 78 | 47.49% | 143,146,972 | 167,940,059 | 311,087,031 | 10,096,811 | 1,511,266 | 11,608,076 | 153,243,783 | 169,451,324 | 322,695,107 |
| 14080 | 140880 | PROFESSIONAL SERVICES | | 35.30% | 405,914,133 | 792,925,366 | 1,198,839,499 | 30,580,980 | 7,135,409 | 37,716,389 | 436,495,114 | 800,060,775 | 1,236,555,888 |
| 14090 | 140990 | UNALLOCATED CONTINGENCY | | 38.05% | 264,891,227 | 457,484,533 | 722,375,759 | 18,683,990 | 4,116,830 | 22,800,820 | 283,575,216 | 461,601,363 | 745,176,579 |
| 14100 | 141010 | FINANCE CHARGES | | 27.65% | 130,910,563 | 339,442,079 | 470,352,642 | - | 3,054,585 | 3,054,585 | 130,910,563 | 342,496,664 | 473,407,227 |
| Total Project Cost (SCC 10 - 100) | | | | 36.62% | 1,973,978,348 | 3,611,576,299 | 5,585,554,647 | 131,950,000 | 32,500,000 | 164,450,000 | 2,105,928,348 | 3,644,076,299 | 5,750,004,647 |

Attachment 4

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Baseline Schedule

| | Start Date | End Date | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 10 GUIDEWAY & TRACK ELEMENTS | 12/13/24 | 04/18/29 | | | | | | | | | | | | | |
| 20 STATIONS, STOPS, TERMINALS, INTERMODAL | 01/02/26 | 12/13/28 | | | | | | | | | | | | | |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | 05/22/26 | 12/20/29 | | | | | | | | | | | | | |
| 40 SITEWORK & SPECIAL CONDITIONS | 10/07/24 | 07/23/29 | | | | | | | | | | | | | |
| 50 SYSTEMS | 08/26/26 | 07/31/29 | | | | | | | | | | | | | |
| 60 ROW, LAND, EXISTING IMPROVEMENTS | 01/14/20 | 05/23/25 | | | | | | | | | | | | | |
| 70 VEHICLES | 01/04/27 | 06/29/29 | | | | | | | | | | | | | |
| 80 PROFESSIONAL SERVICES (applies to Ctr. 10-50) | 07/01/19 | 02/28/31 | | | | | | | | | | | | | |
| 90 UNALLOCATED CONTINGENCY | 10/02/24 | 02/28/31 | | | | | | | | | | | | | |
| 100 FINANCE CHARGES | 06/01/24 | 12/01/30 | | | | | | | | | | | | | |
| PFGA REVENUE OPERATIONS (with Contingency) | 08/05/31 | 08/05/31 | | | | | | | | | | | | | |
| CLOSEOUT | 08/06/31 | 03/02/32 | | | | | | | | | | | | | |

Attachment 5

**Chicago Transit Authority (CTA)
Red Line Extension Project
Chicago, Illinois**

Related Documents and Grants

I. Prior Grants (Not included in the FFGA)

| Project Number | Federal Amount | Funding Source | Purpose |
|-----------------------|-----------------------|-----------------------------|---|
| IL-2023-042 | \$450,000 | Areas of Persistent Poverty | Development and Implementation of Locally Led Engagement Plan |

II. Related Documents

| Milestone | Date |
|--|-------------------|
| Selection of Locally Preferred Alternative (LPA) | August 12, 2009 |
| Adoption of LPA into financially constrained Regional Long-Range Transportation Plan | October 1, 2010 |
| Selection of Preferred Alignment | January 26, 2018 |
| Entry into New Starts Project Development | December 15, 2020 |
| NEPA Completion – Receipt of a Record of Decision (ROD) | August 12, 2022 |
| Approval of Project Development Extension Request | November 30, 2022 |
| FTA Approval of Entry into Engineering | August 28, 2023 |
| NEPA Reevaluation due to Yard Shop Relocation | March 25, 2024 |
| NEPA Reevaluation due to scope changes during contract procurement | October 3, 2024 |
| Revenue Service Date | August 5, 2031 |

III. FFGA Grant History (Grants Under the FFGA)

| Project Number | Federal Amount | Funding Source | Purpose |
|-----------------------|-----------------------|-----------------------|----------------|
| N/A | N/A | N/A | N/A |

Attachment 6

**Chicago Transit Authority (CTA)
Red Line Extension Project
Chicago, Illinois**

Schedule of Federal Funds

Section 30005 of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58; November 15, 2021) authorizes FTA to award Federal Capital Investment Grants (CIG) Program funds for design and construction of the Red Line Extension Project (the Project). In accordance with the Federal transit law at 49 U.S.C. Chapter 53 and FTA Circular 5200.1A, Full Funding Grant Agreements Guidance (December 5, 2002), by the execution of this Agreement the Government is limiting its commitment to provide CIG funding for the Project to those funds that have been or may be appropriated during the term of IIJA and subsequent authorizations. The Government and the Grantee recognize, however, that the period of time necessary to complete the Project may extend beyond the IIJA, as evidenced below and by Attachment 4 of this Agreement (Baseline Schedule).

Currently, the Government and the Grantee anticipate that the CIG funds will be provided for the Project as follows:

**Proposed Schedule of Federal Funds
(Based on Federal Fiscal Year of Appropriation)**

| Fiscal Year | Section 5309 New Starts Funds | Other Federal Funding | State/Local Funding | Total |
|-------------------|----------------------------------|--------------------------|------------------------|------------------------|
| FY 2024 and prior | \$746,000,000 | \$31,950,000 | \$251,170,974 | \$1,029,120,974 |
| FY 2025 | \$350,000,000 | \$0 | \$153,233,106 | \$503,233,106 |
| FY 2026 | \$350,000,000 | \$40,000,000 | \$264,154,067 | \$654,154,067 |
| FY 2027 | \$132,000,000 | \$15,000,000 | \$964,759,462 | \$1,111,759,462 |
| FY 2028 | \$132,000,000 | \$45,000,000 | \$1,125,767,996 | \$1,302,767,996 |
| FY 2029 | \$132,000,000 | \$0 | \$617,002,745 | \$749,002,745 |
| FY 2030 | \$131,978,348 | \$0 | \$191,989,386 | \$323,967,734 |
| FY 2031 | \$0 | \$0 | \$75,998,563 | \$75,998,563 |
| Total | \$1,973,978,348 | \$131,950,000 | \$3,644,076,299 | \$5,750,004,647 |

Attachment 7

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Measures to Mitigate Environmental Impacts

In accordance with National Environmental Policy Act (NEPA) requirements, the combined Final Environmental Impact Statement, Record of Decision (combined Final EIS/ROD),¹ and Section 4(f) Evaluation for the Project was signed by the Federal Transit Administration (FTA) on July 28, 2022, and published on August 12, 2022. The combined Final EIS/ROD documents the evaluation of the impacts and benefits of the Preferred Alignment in comparison to the No Build Alternative, includes corresponding public and agency coordination, and establishes final mitigation measures to address any environmental impacts to the surrounding community. In 2023, the Project's combined Final EIS/ROD received the Outstanding Achievement Award for Excellence in Environmental Document Preparation from the FTA.

After the signing of the Project's combined Final EIS/ROD, a NEPA re-evaluation was undertaken in early 2024 due to refinements to the location of the 120th Street Yard and Shop. CTA received concurrence from FTA on March 25, 2024, that the modifications described in the NEPA re-evaluation will not result in no new impacts to the environment, that appropriate measures have been incorporated into the project to mitigate the impacts of the changes where needed, and that the findings of the signed combined Final EIS/ROD and Section 4(f) Evaluation published on August 12, 2022, remain in effect and valid.

An additional NEPA re-evaluation was completed for the Project due to refinements from contractor negotiations as part of CTA's Design-Build procurement process, specifically during the Best and Final Offer stage, as well as a displacement type change to two real estate parcels. On October 9, 2024, FTA provided concurrence that these refinements will not result in new significant, or potentially significant, environmental impacts, and therefore the findings of the signed combined Final EIS/ROD and Section 4(f) Evaluation published on August 12, 2022, remain in effect and valid.

The Mitigation Plan for the Project is available in the ROD as Attachment A: Commitments and Mitigation Summary.

CTA understands that these mitigation measures may not be substantially changed or eliminated from the Project except by FTA's written consent. CTA will ensure the mitigation commitments are implemented in accordance with the Final EIS/ROD. CTA has established a tracker to monitor the implementation of mitigation commitments during final design and construction of the Project.

¹ Accessible at: <https://www.transitchicago.com/rle/finaeis/>

Attachment 8

Chicago Transit Authority (CTA) Red Line Extension Project Chicago, Illinois

Information Collection and Analysis Plan

The CTA will conduct an Information Collection and Analysis Plan for the Red Line Extension Project to assess the consistency between the predicted Project characteristics and performance and actual Project characteristics and performance. CTA will collect and analyze information to document actual outcomes of the Project, evaluate the accuracy of forecasts prepared during the development of the Project, and identify any lessons learned that may be useful to future projects.

I. Information

CTA will assemble information on five key characteristics of the Project and its associated transit services in addition to information on the current public transportation system regarding transit services levels and ridership patterns:

1. **Project scope**: The physical components of the Project, including environmental mitigation and other related elements;
2. **Capital cost**: The total Project capital costs in constant dollars, formatted in FTA's Standard Cost Categories, and annual expenditures in year-of-expenditure dollars;
3. **Transit service levels**: The service levels of the Project and feeder bus services;
4. **Operation and maintenance (O&M) costs**: O&M costs for the Project and the transit system as a whole;
5. **Ridership**: Trips on the Project, in the Project corridor, and on the transit system as a whole; and

CTA has also elected to document the following supporting characteristic:

- **Access to jobs**: Estimates the Project's impact on the number of newly accessible jobs within an hour commute of the Project Area. This analysis will estimate the increase in the number of jobs accessible via transit after the completion of the Project as compared with the No-Build scenario.

II. Milestones

CTA will assemble documentation at four Project milestones: two decision milestones during development of the Project to document predicted outcomes, as well as before and after Project

opening to document actual conditions and outcomes. At each milestone, the CTA will archive the assembled information, data, and documentation and provide to FTA a copy of the archive.

1. Predicted Outcomes at Entry into Engineering: Assembly, documentation, and archiving of the predicted outcomes on all six characteristics of the Project at the point when CTA requested FTA approval for Entry into Engineering;
2. Predicted Outcomes at the Full Funding Grant Agreement: Assembly, documentation, and archiving of the predicted outcomes on all six characteristics of the Project at the signing of the FFGA and an analysis of any significant differences in the predicted outcomes compared to the predictions at Entry into Engineering;
3. Actual Conditions Before Project Opening: Collection, documentation, and archiving of data on existing transit services, O&M costs, transit ridership, and access to jobs immediately prior to any significant changes in transit service levels caused by the opening of the Project; and
4. Actual Conditions After Project Opening: Collection, documentation, and archiving of data on the actual outcomes of the Project on all six characteristics for two years after the start of service, and analysis of any significant differences in the actual conditions after Project opening compared to predictions at FFGA or actual conditions before Project opening.

III. Final Report

Within 36 months after Project opening, CTA will complete a final report that (1) documents the actual outcomes of the Project on all six characteristics and (2) analyzes the accuracy of predictions of those outcomes that were prepared during the Project's development. The body of the final report will highlight findings, conclusions, and lessons learned. To support the findings and conclusions, CTA will include appendices to document the detailed analysis of each Project outcome.

IV. Coordination with FTA

CTA will maintain communication with FTA on progress in implementing the plan and provide opportunities for early review and for commenting on draft products. CTA must obtain approval in advance of any changes in the scope or schedule for the plan approved by FTA.