



ORDINANCE NO. 2022-60

AMENDMENT TO THE 2022-2026 CAPITAL PROGRAM

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 2022-2026 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:

1. The amounts estimated to be available for capital projects for calendar years 2022-2026 set forth in Schedules IIA and IIB to Ordinance 2022-45 adopted on September 15, 2022, 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.
3. All provisions of previously adopted ordinances and resolutions, including but not limited to Ordinance 2022-45 not expressly amended or repealed by this amendatory ordinance remain in full force and effect.

ADOPTED DECEMBER 15, 2022

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 2022-2026 Capital Program.

Schedule IIA 2022-2026 Capital Program

| | | Prior Year Funding | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|---|--|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| CTA | 5307/5340 Urbanized Area Formula | \$0 | \$167,175,481 | \$135,588,654 | \$137,622,484 | \$149,184,185 | \$151,421,948 | \$740,992,752 |
| | 5339 Bus and Bus Facilities | \$0 | \$12,661,857 | \$13,332,513 | \$13,532,500 | \$13,735,488 | \$13,941,520 | \$67,203,878 |
| | 5337 State of Good Repair Formula | \$0 | \$242,887,137 | \$165,600,153 | \$168,084,155 | \$170,605,418 | \$173,164,499 | \$920,341,362 |
| | Subtotal Federal Formula | \$0 | \$422,724,475 | \$314,521,320 | \$319,239,139 | \$333,525,091 | \$338,527,967 | \$1,728,537,992 |
| | CMAQ | \$0 | \$0 | \$38,693,631 | \$0 | \$0 | \$74,255,332 | \$112,948,963 |
| | 5309C Core Capacity | \$0 | \$265,476,130 | \$0 | \$0 | \$0 | \$0 | \$265,476,130 |
| | Department of Homeland Security | \$0 | \$647,520 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$24,647,520 |
| | TOD Grant | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| | Surface Transportation Planning (STP) | \$0 | \$13,930,000 | \$0 | \$0 | \$0 | \$0 | \$13,930,000 |
| | UWP | \$0 | \$625,000 | \$420,000 | \$420,000 | \$420,000 | \$420,000 | \$2,305,000 |
| | 5339B Discretionary Bus and Bus Facilities | \$0 | \$28,836,080 | \$0 | \$0 | \$0 | \$0 | \$28,836,080 |
| | Community Project Funding (CPF) | \$0 | \$5,600,000 | \$0 | \$0 | \$0 | \$0 | \$5,600,000 |
| | Areas of Persistent Poverty (AoPP) | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| | Subtotal Federal Flexible/Discretionary | \$0 | \$316,364,730 | \$45,113,631 | \$6,420,000 | \$6,420,000 | \$80,675,332 | \$454,993,693 |
| | Total FTA Funds | \$0 | \$739,089,205 | \$359,634,951 | \$325,659,139 | \$339,945,091 | \$419,203,299 | \$2,183,531,685 |
| | RTA Bonds | \$4,213,865 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,213,865 |
| | Other Local Funds | \$0 | \$401,550 | \$0 | \$0 | \$0 | \$0 | \$401,550 |
| | State Bond Funds | \$43,673,325 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43,673,325 |
| | PAYGO | \$20,000,000 | \$141,875,000 | \$141,875,000 | \$141,875,000 | \$135,519,000 | \$135,519,000 | \$716,663,000 |
| | Service Board Bond Proceeds | \$5,827,817 | \$449,229,649 | \$171,379,576 | \$77,500,000 | \$77,500,000 | \$0 | \$781,437,042 |
| City of Chicago TIF | \$0 | \$37,213,938 | \$0 | \$0 | \$0 | \$0 | \$37,213,938 | |
| Ground Transportation Tax Bond Proceeds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Service Board Funds | \$0 | \$0 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$420,000 | |
| Total RTA/Service Board/State/Local | \$73,715,007 | \$628,720,137 | \$313,359,576 | \$219,480,000 | \$213,124,000 | \$135,624,000 | \$1,584,022,720 | |
| Total CTA Funding | | \$73,715,007 | \$1,367,809,342 | \$672,994,527 | \$545,139,139 | \$553,069,091 | \$554,827,299 | \$3,767,554,405 |
| CTA Debt Repayment (5307/5340) | \$0 | (\$46,465,239) | (\$39,288,977) | (\$71,448,839) | (\$63,086,952) | (\$63,935,538) | (\$284,225,545) | |
| CTA Debt Repayment (5309/5337) | \$0 | (\$140,438,055) | (\$149,423,815) | (\$120,094,645) | (\$131,287,223) | (\$126,248,853) | (\$667,492,591) | |
| CTA Debt Repayment (GTT) | \$0 | (\$131,037,514) | \$0 | \$0 | \$0 | \$0 | (\$131,037,514) | |
| Total Debt Repayment | | \$0 | (\$317,940,808) | (\$188,712,792) | (\$191,543,484) | (\$194,374,175) | (\$190,184,391) | (\$1,082,755,650) |
| Total CTA Available | | \$73,715,007 | \$1,049,868,534 | \$484,281,735 | \$353,595,655 | \$358,694,916 | \$364,642,908 | \$2,684,798,755 |

| | Prior Year Funding | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|--|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| Metra | | | | | | | |
| 5307/5340 Urbanized Area Formula | \$180,994 | \$105,421,889 | \$87,298,615 | \$88,608,094 | \$83,233,193 | \$84,481,691 | \$449,224,476 |
| 5337 State of Good Repair Formula | \$5,000,000 | \$142,382,115 | \$97,075,952 | \$98,532,091 | \$100,010,073 | \$101,510,224 | \$544,510,455 |
| Subtotal Federal Formula | \$5,180,994 | \$247,804,004 | \$184,374,567 | \$187,140,185 | \$183,243,266 | \$185,991,915 | \$993,734,931 |
| CMAQ | \$0 | \$0 | \$28,800,000 | \$0 | \$29,024,137 | \$0 | \$57,824,137 |
| Subtotal Federal Flexible/Discretionary | \$0 | \$0 | \$28,800,000 | \$0 | \$29,024,137 | \$0 | \$57,824,137 |
| Total FTA Funds | \$5,180,994 | \$247,804,004 | \$213,174,567 | \$187,140,185 | \$212,267,403 | \$185,991,915 | \$1,051,559,068 |
| RTA ICE Funds | \$1,672,121 | \$5,530,000 | \$5,665,000 | \$5,829,000 | \$0 | \$0 | \$18,696,121 |
| RTA Bonds | \$0 | \$0 | \$130,000,000 | \$0 | \$0 | \$0 | \$130,000,000 |
| Service Board Funds | \$76,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$76,500 |
| PAYGO | \$0 | \$73,775,000 | \$73,775,000 | \$73,775,000 | \$74,456,000 | \$74,456,000 | \$370,237,000 |
| IDOT Multi-Modal Transportation Bond | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 |
| State Bond Funds | \$19,040,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,040,000 |
| Invest in Cook | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| Total RTA/Service Board/State/Local | \$20,788,621 | \$82,705,000 | \$209,440,000 | \$79,604,000 | \$74,456,000 | \$74,456,000 | \$541,449,621 |
| Total Metra Available | \$25,969,615 | \$330,509,004 | \$422,614,567 | \$266,744,185 | \$286,723,403 | \$260,447,915 | \$1,593,008,689 |

Pace

| | Prior Year Funding | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|---|--------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| 5307/5340 Urbanized Area Formula | \$0 | \$56,560,361 | \$41,543,284 | \$42,166,434 | \$40,005,587 | \$40,605,671 | \$220,881,337 |
| 5339 Bus and Bus Facilities | \$20,717 | \$1,746,463 | \$1,838,967 | \$1,866,552 | \$1,894,550 | \$1,922,968 | \$9,290,217 |
| Subtotal Federal Formula | \$20,717 | \$58,306,824 | \$43,382,251 | \$44,032,986 | \$41,900,137 | \$42,528,639 | \$230,171,554 |
| Rebuilding American Infrastrucutre with Sustainability and Equity (RAISE) | \$0 | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 |
| Subtotal Federal Flexible/Discretionary | \$0 | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 |
| Total FTA Funds | \$20,717 | \$78,306,824 | \$43,382,251 | \$44,032,986 | \$41,900,137 | \$42,528,639 | \$250,171,554 |
| RTA ICE Funds | \$557,432 | \$1,843,261 | \$1,888,236 | \$1,942,995 | \$0 | \$0 | \$6,231,924 |
| RTA Bonds | \$1,750,058 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,750,058 |
| PAYGO | \$425,000 | \$11,350,000 | \$11,350,000 | \$11,350,000 | \$17,025,000 | \$17,025,000 | \$68,525,000 |
| Service Board Funds | \$0 | \$15,800,000 | \$0 | \$0 | \$0 | \$0 | \$15,800,000 |
| Total RTA/Service Board/State/Local | \$2,732,490 | \$28,993,261 | \$13,238,236 | \$13,292,995 | \$17,025,000 | \$17,025,000 | \$92,306,982 |
| Total Pace Available | \$2,753,207 | \$107,300,085 | \$56,620,487 | \$57,325,981 | \$58,925,137 | \$59,553,639 | \$342,478,536 |

| | Prior Year Funding | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|---|----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------|
| Regional Total | | | | | | | |
| 5307/5340 Urbanized Area Formula | \$180,994 | \$329,157,731 | \$264,430,553 | \$268,397,012 | \$272,422,965 | \$276,509,310 | \$1,411,098,565 |
| 5337 State of Good Repair Formula | \$5,000,000 | \$385,269,252 | \$262,676,105 | \$266,616,246 | \$270,615,491 | \$274,674,723 | \$1,464,851,817 |
| 5339 Bus and Bus Facilities | \$20,717 | \$14,408,320 | \$15,171,480 | \$15,399,052 | \$15,630,038 | \$15,864,488 | \$76,494,095 |
| Subtotal Federal Formula | \$5,201,711 | \$728,835,303 | \$542,278,138 | \$550,412,310 | \$558,668,494 | \$567,048,521 | \$2,952,444,477 |
| CMAQ | \$0 | \$0 | \$67,493,631 | \$0 | \$29,024,137 | \$74,255,332 | \$170,773,100 |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | \$0 | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 |
| Department of Homeland Security | \$0 | \$647,520 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$6,000,000 | \$24,647,520 |
| 5309C Core Capacity | \$0 | \$265,476,130 | \$0 | \$0 | \$0 | \$0 | \$265,476,130 |
| 5339B Discretionary Bus and Bus Facilities | \$0 | \$28,836,080 | \$0 | \$0 | \$0 | \$0 | \$28,836,080 |
| Community Project Funding (CPF) | \$0 | \$5,600,000 | \$0 | \$0 | \$0 | \$0 | \$5,600,000 |
| Areas of Persistent Poverty (AoPP) | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| TOD Grant | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| UWP | \$0 | \$625,000 | \$420,000 | \$420,000 | \$420,000 | \$420,000 | \$2,305,000 |
| Surface Transportation Planning (STP) | \$0 | \$13,930,000 | \$0 | \$0 | \$0 | \$0 | \$13,930,000 |
| Subtotal Federal Flexible/Discretionary | \$0 | \$336,364,730 | \$73,913,631 | \$6,420,000 | \$35,444,137 | \$80,675,332 | \$532,817,830 |
| Total FTA Funds | \$5,201,711 | \$1,065,200,033 | \$616,191,769 | \$556,832,310 | \$594,112,631 | \$647,723,853 | \$3,485,262,307 |
| Other Local Funds | \$0 | \$401,550 | \$0 | \$0 | \$0 | \$0 | \$401,550 |
| RTA Bonds | \$5,963,923 | \$0 | \$130,000,000 | \$0 | \$0 | \$0 | \$135,963,923 |
| RTA ICE Funds | \$2,229,553 | \$7,373,261 | \$7,553,236 | \$7,771,995 | \$0 | \$0 | \$24,928,045 |
| Service Board Bond Proceeds | \$5,827,817 | \$449,229,649 | \$171,379,576 | \$77,500,000 | \$77,500,000 | \$0 | \$781,437,042 |
| City of Chicago TIF | | \$37,213,938 | \$0 | \$0 | \$0 | \$0 | \$37,213,938 |
| Invest in Cook | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| Ground Transportation Tax Bond Proceeds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Service Board Funds | \$76,500 | \$15,800,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$16,296,500 |
| IDOT Multi-Modal Transportation Bond | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 |
| State Bond Funds | \$62,713,325 | \$0 | \$0 | \$0 | \$0 | \$0 | \$62,713,325 |
| PAYGO | \$20,425,000 | \$227,000,000 | \$227,000,000 | \$227,000,000 | \$227,000,000 | \$227,000,000 | \$1,155,425,000 |
| RTA/Service Board/State/ Local | \$97,236,118 | \$740,418,398 | \$536,037,812 | \$312,376,995 | \$304,605,000 | \$227,105,000 | \$2,217,779,323 |
| Total Regional Funding | \$102,437,829 | \$1,805,618,431 | \$1,152,229,581 | \$869,209,305 | \$898,717,631 | \$874,828,853 | \$5,703,041,630 |
| CTA Debt Repayment (5307/5340) | \$0 | (\$46,465,239) | (\$39,288,977) | (\$71,448,839) | (\$63,086,952) | (\$63,935,538) | (\$284,225,545) |
| CTA Debt Repayment (5309/5337) | \$0 | (\$140,438,055) | (\$149,423,815) | (\$120,094,645) | (\$131,287,223) | (\$126,248,853) | (\$667,492,591) |
| CTA Debt Repayment (GTT) | \$0 | (\$131,037,514) | \$0 | \$0 | \$0 | \$0 | (\$131,037,514) |
| Total Debt Repayment | \$0 | (\$317,940,808) | (\$188,712,792) | (\$191,543,484) | (\$194,374,175) | (\$190,184,391) | (\$1,082,755,650) |
| Total Regional Available | \$102,437,829 | \$1,487,677,623 | \$963,516,789 | \$677,665,821 | \$704,343,456 | \$684,644,462 | \$4,620,285,980 |

Schedule IIB

2022-2026 Capital Program 12/16/2022

2022-XX

Proposed Changes to RTA 2022 Capital Program

| | | Funding source | Current 2022 | Proposed 2022 | Q4 Change | 2023 | 2024 | 2025 | 2026 | Total |
|--|---------------|----------------|--------------|---------------|------------|-------------|-------------|-------------|-------------|-------------|
| CTA CAPITAL PROGRAM | | | | | | | | | | |
| <i>Rolling Stock - Bus</i> | | | | | | | | | | |
| 021.803 2022 - Bus Maintenance | PAYGO | | 56,000,000 | 56,000,000 | - | 36,000,000 | 36,000,000 | 36,000,000 | 36,000,000 | 200,000,000 |
| 021.807 Bus Overhaul - Purchase and Insall Driver Barrier Doors | 5307 | | 3,309,417 | 3,309,417 | - | - | - | - | - | 3,309,417 |
| 021.806 Life Extending Bus Overhaul - 430 Standard (1000 Series) | 5339 | | - | - | - | 9,415,428 | 665,654 | - | - | 10,081,082 |
| 021.806 Life Extending Bus Overhaul - 430 Standard (1000 Series) | 5307 | | 13,011,397 | 13,011,397 | - | 6,682,480 | - | - | - | 19,693,877 |
| 021.806 Life Extending Bus Overhaul - 430 Standard (1000 Series) | PAYGO | | 1,893,610 | 1,893,610 | - | - | - | - | - | 1,893,610 |
| 031.054 Purchase up to 6 Electric Buses with Charging Systems | PAYGO | | 3,496,667 | 3,496,667 | - | - | - | - | - | 3,496,667 |
| 031.054 Purchase Articulated Electric Buses and Charging Equipment (4000 Series) | CMAQ | | - | - | - | 23,493,631 | - | - | 44,255,332 | 67,748,963 |
| 031.054 Purchase Articulated Electric Buses and Charging Equipment (4000 Series) | 5339B | | - | 5,843,016 | 5,843,016 | - | - | - | - | 5,843,016 |
| 031.054 Replace Buses - Options to Purchase Up To 500 of 1,030 | 5339 | | 12,535,238 | 12,535,238 | - | 3,763,761 | 12,731,521 | 13,545,938 | 13,749,127 | 56,325,585 |
| 031.054 Replace Buses - Options to Purchase Up To 500 of 1,030 | 5307 | | 29,944,594 | 29,944,594 | - | 75,659,458 | 1,098,456 | 14,006,422 | 18,070,178 | 138,779,108 |
| 031.054 Replace Buses - Options to Purchase Up To 500 of 1,030 | PAYGO | | 7,378,333 | 7,378,333 | - | 2,875,000 | 22,875,000 | 9,226,922 | 1,822,884 | 44,178,139 |
| Total Rolling Stock - Bus | | | | | | | | | | |
| | | | 127,569,256 | 133,412,272 | 5,843,016 | 157,889,758 | 73,370,631 | 72,779,282 | 113,897,521 | 551,349,464 |
| <i>Rolling Stock - Rail</i> | | | | | | | | | | |
| 022.906 2022 - Rail Car Maintenance | PAYGO | | 18,106,390 | 18,106,390 | - | 18,000,000 | 18,000,000 | 18,000,000 | 18,000,000 | 90,106,390 |
| 022.903 5000 Series Rail Car Quarter Life Overhaul | 5337 | | 835,000 | 835,000 | - | 99,087 | - | - | - | 934,087 |
| 022.903 5000 Series Rail Car Quarter Life Overhaul | 5307 | | - | - | - | - | 4,999,910 | - | - | 4,999,910 |
| 022.903 5000 Series Rail Car Quarter Life Overhaul | CTA Bond | | 500,000 | 500,000 | - | 1,899,057 | - | - | - | 2,399,057 |
| 022.903 5000 Series Rail Car Quarter Life Overhaul | PAYGO | | 10,000,000 | 10,000,000 | - | 20,000,000 | - | 22,292,078 | - | 52,292,078 |
| 132.056 Purchase Rail Cars - 7000 Series (Base Order 400) | 5337 | | 21,155,656 | 21,155,656 | - | - | 39,702,294 | - | - | 60,857,950 |
| 132.056 Purchase Rail Cars - 7000 Series (Base Order 400) | 5307 | | 42,465,248 | 42,465,248 | - | - | 43,012,529 | - | - | 85,477,777 |
| 132.056 Purchase Rail Cars - 7000 Series (Base Order 400) | CTA Bond | | 15,135,766 | 15,135,766 | - | 15,000,000 | - | - | - | 30,135,766 |
| 132.056 Rail Cars - 7000 Series Option Three (100 cars) | 5307 | | - | - | - | - | - | - | 12,629,059 | 12,629,059 |
| 132.056 Rail Cars - 7000 Series Option Three (100 cars) | PAYGO | | - | - | - | - | - | - | 29,696,116 | 29,696,116 |
| 132.056 Rail Cars - 7000 Series Option Two (100 cars) | 5337 | | - | - | - | - | - | 21,357,465 | 37,919,601 | 59,277,066 |
| 132.056 Rail Cars - 7000 Series Option Two (100 cars) | 5307 | | - | - | - | - | - | 42,444,089 | 28,441,033 | 70,885,122 |
| Total Rolling Stock - Rail | | | | | | | | | | |
| | | | 108,198,060 | 108,198,060 | - | 54,998,144 | 105,714,733 | 104,093,632 | 126,685,809 | 499,690,378 |
| Track & Structure | | | | | | | | | | |
| 181.5 Green & Pink Line West - Track Improvements | CTA Bond | | 1,308,465 | 1,308,465 | - | - | - | - | - | 1,308,465 |
| 181.5 Red & Blue Line Subway - Track Improvements | CTA Bond | | 5,639,070 | 5,639,070 | - | - | - | - | - | 5,639,070 |
| 181.5 Brown Line & Nagle Curve Improvements | CTA Bond | | 75,004 | 75,004 | - | - | - | - | - | 75,004 |
| 181.5 Congress Blue Line - P1 Track | CTA Bond | | 2,500,000 | 2,500,000 | - | - | - | - | - | 2,500,000 |
| 60398 Trackwork - Forest Park Branch (Halsted to IMD) | Rebuild IL | | 3,206,842 | 3,206,842 | - | - | - | - | - | 3,206,842 |
| XXXXX Trackwork - Forest Park Branch (Halsted to IMD) | TIF | | - | 21,560,000 | 21,560,000 | - | - | - | - | 21,560,000 |
| 181.5 Infrastructure - Congress Line (Fast Tracks) | CTA Bond | | 7,024,058 | 7,024,058 | - | - | - | - | - | 7,024,058 |
| 181.5 Infrastructure - DC Breakers (Fast Tracks) | CTA Bond | | 6,571,295 | 6,571,295 | - | - | - | - | - | 6,571,295 |
| 181.5 Infrastructure - Lake Street Line (Track and Structure) | 5337 | | 3,903,938 | 3,903,938 | - | - | - | - | - | 3,903,938 |
| 195.027 Rehabilitate Blue Line - Upgrade Special Track Work (Jeff Pa | 2018 RTA Bond | | 2,013,674 | 2,013,674 | - | - | - | - | - | 2,013,674 |
| 195.027 Rehabilitate Blue Line - Barry, Damen & Canal Substations | 2017 RTA Bond | | - | 2,200,191 | 2,200,191 | - | - | - | - | 2,200,191 |
| 150.207 Subway Life Safety | 5337 | | 3,000,000 | 3,000,000 | - | - | - | - | - | 3,000,000 |
| 164.017 Cicero Grade Crossing | Other Local | | 401,550 | 401,550 | - | - | - | - | - | 401,550 |
| 164.017 Cicero Grade Crossing | CTA Bond | | 401,550 | 401,550 | - | - | - | - | - | 401,550 |
| 181.5 2022 - Elevated Track and Structure Maintenance Systemwide | PAYGO | | 38,000,000 | 38,000,000 | - | 38,000,000 | 38,000,000 | 38,000,000 | 38,000,000 | 190,000,000 |
| Total Track & Structure | | | | | | | | | | |
| | | | 74,045,446 | 97,805,637 | 23,760,191 | 38,000,000 | 38,000,000 | 38,000,000 | 38,000,000 | 249,805,637 |
| Electrical, Signal, & Communications | | | | | | | | | | |
| 121.500 Blue Line O'Hare Branch Traction Power Improvements | CTA Bond | | 12,405,159 | 12,405,159 | - | - | - | - | - | 12,405,159 |
| 150.028 Public Address Communication Modernization & Upgrade | 5307 | | - | - | - | - | - | 6,000,000 | 6,000,000 | 12,000,000 |
| 150.028 Rail Station Communications Infrastructure Modernization | 5337 | | - | - | - | - | - | 5,000,000 | - | 5,000,000 |
| 150.028 Rail Station Communications Infrastructure Modernization | 5307 | | - | - | - | - | - | - | 5,000,000 | 5,000,000 |
| 150.028 Security Camera Modernization and Upgrade | 5337 | | - | - | - | 2,000,000 | - | - | - | 2,000,000 |
| 150.028 Security Camera Modernization and Upgrade | 5307 | | - | - | - | - | 2,000,000 | 4,000,000 | 3,568,629 | 9,568,629 |
| 150.028 Systemwide Security Cameras Improvements (Safe & Secure) | CTA Bond | | 4,707,200 | 4,707,200 | - | - | - | - | - | 4,707,200 |
| 121.500 Tactical Traction Power (Equipment/Cable/Enclosures) | 5337 | | 3,694,555 | 3,694,555 | - | - | - | - | - | 3,694,555 |
| 121.500 Tactical Traction Power (Equipment/Cable/Enclosures) | 5307 | | - | - | - | 2,125,768 | - | - | - | 2,125,768 |
| 121.500 Tactical Traction Power (Equipment/Cable/Enclosures) | CTA Bond | | 7,170,347 | 7,170,347 | - | - | - | - | - | 7,170,347 |

| | | | | | | | | | | |
|--|--|-------|-------------|-------------|-------------|-------------|------------|------------|------------|-------------|
| Total Electrical, Signal, & Communications | | | 27,977,261 | 27,977,261 | - | 4,125,768 | 2,000,000 | 15,000,000 | 14,568,629 | 63,671,658 |
| Facilities and Equipment | | | | | | | | | | |
| 073.500 2022 - Facilities Maintenance - Systemwide | PAYGO | | 12,000,000 | 12,000,000 | - | 12,000,000 | 12,000,000 | 12,000,000 | 12,000,000 | 60,000,000 |
| 086.500 CTA Open Fare Payment System - Equipment (Lease) - VENTRA | PAYGO | | 15,000,000 | 15,000,000 | - | 15,000,000 | 15,000,000 | - | - | 45,000,000 |
| 086.500 Equipment and Non-Revenue Vehicles Program | 5337 | | - | - | - | 4,000,000 | - | 4,000,000 | - | 8,000,000 |
| 086.500 Equipment and Non-Revenue Vehicles Program | 5307 | | - | - | - | - | 4,000,000 | - | 4,000,000 | 8,000,000 |
| 086.500 Equipment and Non-Revenue Vehicles Program - Diesel locomotives | CTA Bond | | 3,333,095 | 3,333,095 | - | - | - | - | - | 3,333,095 |
| 073.500 Improve Facilities - Diesel Locomitve Storage Shed | 5337 | | 1,000,000 | 1,000,000 | - | - | - | - | - | 1,000,000 |
| 073.501 Improve Facilities - Electric Bus Program Planning | 5307 | | 14,590,000 | 14,590,000 | - | - | - | - | - | 14,590,000 |
| 073.501 Improve Facilities - Electric Bus Program Chicago | 5339B | | - | 22,993,064 | 22,993,064 | - | - | - | - | 22,993,064 |
| 073.501 Improve Facilities - Electric Bus Program 103rd | Community Project Funding | | - | 2,000,000 | 2,000,000 | - | - | - | - | 2,000,000 |
| 291.500 New Control & Training Center | CTA Bond | | 110,000,000 | 110,000,000 | - | - | - | - | - | 110,000,000 |
| 291.500 New Control & Training Center | Rebuild IL | | 32,270,670 | 32,270,670 | - | - | - | - | - | 32,270,670 |
| 086.500 Non-Revenue Utility Vehicle Replacement | 5307 | | 1,225,000 | 1,225,000 | - | - | - | - | - | 1,225,000 |
| 073.500 Office Building Principle and Interest | 5307 | | 3,565,000 | 3,565,000 | - | 3,760,000 | 3,960,000 | 4,175,000 | 4,400,000 | 19,860,000 |
| 073.500 Office Building Principle and Interest | 5307 | | 2,621,456 | 2,621,456 | - | 2,429,175 | 2,226,525 | 2,012,981 | 1,787,888 | 11,078,025 |
| 073.500 Facilities Critical Needs | 5337 | | 10,000,000 | 10,000,000 | - | - | - | - | - | 10,000,000 |
| 60447 Facilities Critical Needs | CTA Bond | | 578,000 | 578,000 | - | - | - | - | - | 578,000 |
| 60448 Infrastructure- Old Mannheim Replacement Footwalk | CTA Bond | | 250,000 | 250,000 | - | - | - | - | - | 250,000 |
| 073.500 Rail Facilities (Yards) | 5337 | | 3,950,000 | 3,950,000 | - | 3,950,000 | - | - | - | 7,900,000 |
| Total Facilities and Equipment | | | | | | | | | | |
| | | | 210,383,221 | 235,376,285 | 24,993,064 | 41,139,175 | 37,186,525 | 22,187,981 | 22,187,888 | 358,077,854 |
| Stations & Passenger Facilities | | | | | | | | | | |
| 141.273 Rehab Rail Stations - Refresh and Renew Program Expansion | 5337 | | 3,000,000 | 3,000,000 | - | - | - | - | - | 3,000,000 |
| 60442 REHAB RAIL STATIONS -Evanston Line - Central Station - Stair Replacement | CTA Bond | | 2,414,066 | 2,414,066 | - | - | - | - | - | 2,414,066 |
| 60443 Rehabilitate Rail Stations - TIF Quincy Loop Station Upgrade | CTA Bond | | 731,332 | 731,332 | - | - | - | - | - | 731,332 |
| 60444 REHAB Rail Stations - Clark and Lake Stair Replacement Dearborn Subway | CTA Bond | | 650,000 | 650,000 | - | - | - | - | - | 650,000 |
| 60445 Rehabilitate Bus Garage - North Park Garage | CTA Bond | | 177,485 | 177,485 | - | - | - | - | - | 177,485 |
| 60446 Rehabilitate Rail Stations -95th Terminal | CTA Bond | | 625,384 | 625,384 | - | - | - | - | - | 625,384 |
| 60438 Kedzie Bus Garage Building Exterior | Rebuild IL | | 1,875,813 | 1,875,813 | - | - | - | - | - | 1,875,813 |
| 141.273 43rd Street Station | 5337 | | 3,696,062 | 3,696,062 | - | - | - | - | - | 3,696,062 |
| 141.273 43rd Street Station | Rebuild IL | | 6,320,000 | 6,320,000 | - | - | - | - | - | 6,320,000 |
| 141.273 43rd Street Station | TIF | | - | 1,983,938 | 1,983,938 | - | - | - | - | 1,983,938 |
| 141.273 Loyola Station (North Main - Stair and Elevator Replacement) | 5337 | | 1,500,000 | 1,500,000 | - | - | - | - | - | 1,500,000 |
| 141.273 Western Station Reconstruction - Brown Line | 5337 | | 8,800,000 | 8,800,000 | - | - | - | - | - | 8,800,000 |
| 141.273 Western Station Reconstruction - Brown Line | TIF | | - | 8,000,000 | 8,000,000 | - | - | - | - | 8,000,000 |
| 141.273 Station Security Enhancements | CTA Bond | | 3,000,000 | 3,000,000 | - | - | - | - | - | 3,000,000 |
| 141.273 All Station Accessibility Program (Design/Consultant Services) | 5337 | | 26,000,000 | 26,000,000 | - | - | - | - | - | 26,000,000 |
| 141.273 All Stations Accessibility Program (Elevator Replacement) | 5337 | | 9,485,000 | 9,485,000 | - | - | - | - | - | 9,485,000 |
| 141.273 All Stations Accessibility Program (Elevator Replacement) | CPF | | - | 2,100,000 | 2,100,000 | - | - | - | - | 2,100,000 |
| 141.273 All Station Accessibility Program - California Station | TIF | | - | 5,670,000 | 5,670,000 | - | - | - | - | 5,670,000 |
| 141.273 All Station Accessibility Program - Austin Station | STP | | 13,930,000 | 13,930,000 | - | - | - | - | - | 13,930,000 |
| Total Stations & Passenger Facilities | | | | | | | | | | |
| | | | 82,205,142 | 99,959,080 | 17,753,938 | - | - | - | - | 99,959,080 |
| Miscellaneous | | | | | | | | | | |
| Miscellaneous change budget | 150.028 Implement Security Projects - HLS Program | DHS | 6,000,000 | 647,520 | (5,352,480) | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 24,647,520 |
| | 406.501 95th Corridor Transit Oriented Development Study | Other | 800,000 | 800,000 | - | - | - | - | - | 800,000 |
| | 404.035 Bus Slow Zones Elimination Program | CMAQ | - | - | - | 15,200,000 | - | - | - | 15,200,000 |
| | 061.059 Upgrade Office Computer Systems | 5307 | - | - | - | 1,700,000 | - | - | - | 1,700,000 |
| | 061.059 Information Technology - MMIMS Upgrade | 5307 | - | - | - | - | 2,500,000 | - | - | 2,500,000 |
| | 061.059 Information Technology - Hastus Upgrade | 5307 | - | - | - | - | 1,000,000 | - | - | 1,000,000 |
| | 061.059 Information Technology - TOPS Upgrade II | 5307 | 1,700,000 | 1,700,000 | - | - | - | - | 1,500,000 | 3,200,000 |
| | 061.059 Information Technology - Bus Router Replacements (MP070's) | 5307 | - | - | - | - | - | 4,200,000 | - | 4,200,000 |
| | 061.059 Information Technology - IVN3/IVN4 Replacement | 5307 | - | - | - | - | - | 7,200,000 | - | 7,200,000 |
| Total Miscellaneous | | | | | | | | | | |
| | | | 8,500,000 | 3,147,520 | (5,352,480) | 22,900,000 | 9,500,000 | 17,400,000 | 7,500,000 | 60,447,520 |
| Extensions and Expansions | | | | | | | | | | |
| 254.001 Red Line Extension - Planning, Preliminary Engineering | CMAQ | | - | - | - | - | - | - | 30,000,000 | 30,000,000 |
| 254.001 Red Line Extension - Planning, Preliminary Engineering | CPF | | - | 1,500,000 | 1,500,000 | - | - | - | - | 1,500,000 |
| 254.001 Red Line Extension - Planning, Preliminary Engineering | AoPP | | - | 450,000 | 450,000 | - | - | - | - | 450,000 |
| 254.001 Red Line Extension - Planning, Preliminary Engineering | CTA Bond | | 58,290,816 | 58,290,816 | - | 154,480,519 | 77,500,000 | 77,500,000 | - | 367,771,335 |
| Total Extensions and Expansions | | | | | | | | | | |
| | | | 58,290,816 | 60,240,816 | 1,950,000 | 154,480,519 | 77,500,000 | 77,500,000 | 30,000,000 | 399,721,335 |
| Modernization | | | | | | | | | | |
| 304.004 NML - Red/Purple Modernization - Phase 1 | 5309C Core Capacity | | 265,476,130 | 265,476,130 | - | - | - | - | - | 265,476,130 |
| 304.004 NML - Red/Purple Modernization - Phase 1 | CTA Bond | | 79,371,605 | 79,371,605 | - | - | - | - | - | 79,371,605 |

| | | | | | | | | | |
|--|----------|----------------------|----------------------|-------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| | | | | | | | | | |
| Total Modernization | | 344,847,735 | 344,847,735 | - | - | - | - | - | 344,847,735 |
| Contingencies & Administration | | | | | | | | | |
| 310.001 Program Development - UWP | UWP | 420,000 | 625,000 | 205,000 | 420,000 | 420,000 | 420,000 | 420,000 | 2,305,000 |
| 310.001 Program Development - UWP | UWP | 105,000 | - | (105,000) | 105,000 | 105,000 | 105,000 | 105,000 | 420,000 |
| 310.001 Program Management | 5337 | - | - | - | 4,222,849 | 6,606,375 | 6,606,375 | 6,606,375 | 24,041,974 |
| 310.001 Program Management | 5307 | 6,606,375 | 6,606,375 | - | 2,383,526 | - | - | - | 8,989,901 |
| 310.001 Support Services | CTA Bond | 359,680 | 359,680 | - | - | - | - | - | 359,680 |
| 310.001 Support Services | 5339 | 126,619 | 126,619 | - | 153,324 | 135,325 | 189,550 | 192,393 | 797,211 |
| 310.001 Support Services | 5337 | 2,428,871 | 2,428,871 | - | 1,904,402 | 1,680,841 | 2,354,355 | 2,389,670 | 10,758,139 |
| 310.001 Support Services | 5307 | 1,671,755 | 1,671,755 | - | 1,559,270 | 1,376,225 | 2,058,741 | 2,089,623 | 8,755,614 |
| 310.001 Support Services | CTA Bond | 800,575 | 800,575 | - | - | - | - | - | 800,575 |
| | | | | | | | | | |
| Total Contingencies & Administration | | 12,518,875 | 12,618,875 | 100,000 | 10,748,371 | 10,323,766 | 11,734,021 | 11,803,061 | 57,228,094 |
| Debt Service | | | | | | | | | |
| 308.002 GTT LOC REPAYMENT | CTA Bond | \$131,037,514 | \$131,037,514 | - | \$0 | \$0 | \$0 | \$0 | 131,037,514 |
| 308.002 CTA Bond Repayment - Principal/Interest - 5307 | 5307 | \$46,465,239 | \$46,465,239 | - | \$39,288,977 | \$71,448,839 | \$63,086,952 | \$63,935,538 | 284,225,545 |
| 308.002 CTA Bond Repayment - Principal/Interest - 5337 | 5337 | \$140,438,055 | \$140,438,055 | - | \$149,423,815 | \$120,094,645 | \$131,287,223 | \$126,248,853 | 667,492,591 |
| 308.002 CTA Bond Repayment 5337 OFFSET | 5337 | (\$140,438,055) | (\$140,438,055) | - | (\$149,423,815) | (\$120,094,645) | (\$131,287,223) | (\$126,248,853) | (667,492,591) |
| 308.002 CTA Bond Repayment 5307 OFFSET | 5307 | (\$46,465,239) | (\$46,465,239) | - | (\$39,288,977) | (\$71,448,839) | (\$63,086,952) | (\$63,935,538) | (284,225,545) |
| 308.002 CTA Bond Repayment - GTT Funds OFFSET | CTA Bond | (\$131,037,514) | (\$131,037,514) | - | \$0 | \$0 | \$0 | \$0 | (131,037,514) |
| | | | | | | | | | |
| Total Debt Service | | - | - | - | - | - | - | - | - |
| Total CTA CAPITAL PROGRAM | | 1,054,535,812 | 1,123,583,541 | 69,047,729 | 484,281,735 | 353,595,655 | 358,694,916 | 364,642,908 | 2,684,798,755 |

METRA CAPITAL PROGRAM

Rolling Stock - Rail

| | | | | | | | | | | |
|-----------|---|-----------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|-------------|
| | 5306 F59 Locomotive Engine Upgrade | CMAQ | \$0 | \$0 | - | \$28,800,000 | \$0 | \$0 | \$0 | 28,800,000 |
| | 5604 Zero-Emissions Locomotives | CMAQ | \$0 | \$0 | - | \$0 | \$0 | \$29,024,137 | \$0 | 29,024,137 |
| | 5006 New Bi-Level Rail Cars Purchase | 5337 | \$0 | \$0 | - | \$0 | \$0 | \$20,544,000 | \$7,044,000 | 27,588,000 |
| | 5009 Car Rehab (Nippon Sharyo Highliners) | 5337 | \$12,000,000 | \$12,000,000 | - | \$0 | \$7,510,822 | \$7,510,822 | \$7,510,822 | 34,532,466 |
| | 5204 Locomotive Rehab Units 100-149,215,216 | 5337 | \$5,050,000 | \$5,050,000 | - | \$0 | \$0 | \$0 | \$0 | 5,050,000 |
| | 5207 Car Rehab (Nippon Sharyo P-5) | 5337 | \$5,300,000 | \$5,300,000 | - | \$7,000,000 | \$5,200,000 | \$12,500,000 | \$19,000,000 | 49,000,000 |
| | 5601 Traction Motors | 5337 | \$1,800,000 | \$1,800,000 | - | \$1,800,000 | \$1,800,000 | \$1,500,000 | \$1,500,000 | 8,400,000 |
| | 5603 Wheel Replacement | 5337 | \$4,000,000 | \$4,000,000 | - | \$4,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | 17,000,000 |
| | 5506 COVID-19 Modifications | 5337 | \$0 | \$0 | - | \$0 | \$7,850,000 | \$0 | \$0 | 7,850,000 |
| | 5404 Switch Locomotive Procurement | 5337 | \$0 | \$0 | - | \$7,850,000 | \$16,150,000 | \$0 | \$0 | 24,000,000 |
| | 5605 Zero-Emissions Trainsets | 5337 | \$15,000,000 | \$15,000,000 | - | \$0 | \$0 | \$0 | \$0 | 15,000,000 |
| | 5010 Car and Locomotive Cameras | 5307 | \$2,000,000 | \$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 | \$1,700,000 | \$1,700,000 | - | \$7,000,000 | \$8,800,000 | \$12,500,000 | \$6,000,000 | 36,000,000 |
| | 5505 PTC - Renewal (Mechanical) | 5307 | \$2,800,000 | \$2,800,000 | - | \$0 | \$0 | \$0 | \$0 | 2,800,000 |
| | 5602 Locomotive and Car Improvements | 5307 | \$2,000,000 | \$2,000,000 | - | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | 10,000,000 |
| | 5604 Zero-Emissions Locomotives | 5307 | \$750,000 | \$750,000 | - | \$0 | \$0 | \$0 | \$0 | 750,000 |
| | 5006 New Bi-Level Rail Cars Purchase | 2023 RTA Bond | \$0 | \$0 | - | \$130,000,000 | \$0 | \$0 | \$0 | 130,000,000 |
| | 5006 New Bi-Level Rail Cars Purchase | PAYGO | \$0 | \$0 | - | \$0 | \$0 | \$74,456,000 | \$74,456,000 | 148,912,000 |
| | 5207 Car Rehab (Nippon Sharyo P-5) | PAYGO | \$7,000,000 | \$7,000,000 | - | \$15,000,000 | \$16,000,000 | \$0 | \$0 | 38,000,000 |
| | 5604 Zero-Emissions Locomotives | PAYGO | \$0 | \$0 | - | \$0 | \$6,800,000 | \$0 | \$0 | 6,800,000 |
| reprogram | 5207 Car Rehab (Nippon Sharyo P-5) | 5307 | \$0 | \$180,994 | \$180,994 | \$0 | \$0 | \$0 | \$0 | 180,994 |
| reprogram | 5207 Car Rehab (Nippon Sharyo P-5) | Rebuild IL Bond | \$0 | \$13,040,000 | \$13,040,000 | \$0 | \$0 | \$0 | \$0 | 13,040,000 |

Total Rolling Stock - Rail 59,400,000 72,620,994 13,220,994 205,450,000 77,110,822 165,034,959 122,510,822 642,727,597

Track & Structure

| | | | | | | | | | |
|---|------|-------------|-------------|---|-------------|-------------|-------------|--------------|------------|
| 5441 Bridge A110/56 | 5337 | \$495,000 | \$495,000 | - | \$0 | \$0 | \$0 | \$0 | 495,000 |
| 5442 Bridge A-318 | 5337 | \$2,000,000 | \$2,000,000 | - | \$400,000 | \$0 | \$0 | \$0 | 2,400,000 |
| 5611 Ties, Ballast & Switch Heaters BNS | 5337 | \$1,750,000 | \$1,750,000 | - | \$2,300,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | 11,550,000 |
| 5615 Ties & Ballast RID | 5337 | \$0 | \$0 | - | \$0 | \$0 | \$4,950,000 | \$0 | 4,950,000 |
| 5621 Undercutting & Surfacing MED | 5337 | \$0 | \$0 | - | \$750,000 | \$0 | \$0 | \$0 | 750,000 |
| 5622 Undercutting & Surfacing MWD | 5337 | \$0 | \$0 | - | \$750,000 | \$0 | \$0 | \$0 | 750,000 |
| 5623 Undercutting & Surfacing RID | 5337 | \$1,500,000 | \$1,500,000 | - | \$750,000 | \$750,000 | \$0 | \$0 | 3,000,000 |
| 5624 Undercutting & Surfacing UPR | 5337 | \$750,000 | \$750,000 | - | \$250,000 | \$250,000 | \$0 | \$0 | 1,250,000 |
| 5625 Rail Renewal BNS | 5337 | \$1,630,000 | \$1,630,000 | - | \$1,000,000 | \$1,000,000 | \$0 | \$0 | 3,630,000 |
| 5626 Rail Renewal MED | 5337 | \$1,200,000 | \$1,200,000 | - | \$1,200,000 | \$0 | \$0 | \$0 | 2,400,000 |
| 5627 Rail Renewal MWD | 5337 | \$2,000,000 | \$2,000,000 | - | \$1,300,000 | \$0 | \$0 | \$0 | 3,300,000 |
| 5628 Rail Renewal RID | 5337 | \$0 | \$0 | - | \$1,500,000 | \$0 | \$0 | \$0 | 1,500,000 |
| 5729 Rail Renewal UPR | 5337 | \$0 | \$0 | - | \$500,000 | \$0 | \$0 | \$0 | 500,000 |
| 5637 Bridges & Retaining Walls MED | 5337 | \$600,000 | \$600,000 | - | \$400,000 | \$3,200,000 | \$0 | \$0 | 4,200,000 |
| 5740 Bridges & Retaining Walls UPR | 5337 | \$0 | \$0 | - | \$500,000 | \$500,000 | \$500,000 | \$500,000 | 2,000,000 |
| 5636 Bridges & Retaining Walls BNS | 5337 | \$2,250,000 | \$2,250,000 | - | \$1,000,000 | \$1,000,000 | \$0 | \$0 | 4,250,000 |
| 5638 Bridges & Retaining Walls MWD-N | 5337 | \$0 | \$0 | - | \$500,000 | \$3,200,000 | \$0 | \$0 | 3,700,000 |
| 4337 Gresham Bridges | 5337 | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 5634 Crossings (Road & Track) RID | 5337 | \$1,500,000 | \$1,500,000 | - | \$0 | \$0 | \$0 | \$1,500,000 | 3,000,000 |
| 5735 Crossings (Road & Track) UPR | 5337 | \$0 | \$0 | - | \$0 | \$0 | \$0 | \$500,000 | 500,000 |
| 5631 Crossings (Road & Track) MED | 5337 | \$1,000,000 | \$1,000,000 | - | \$500,000 | \$0 | \$0 | \$0 | 1,500,000 |
| 5631 Crossings (Road & Track) MED | 5307 | \$0 | \$0 | - | \$0 | \$750,000 | \$750,000 | \$750,000 | 2,250,000 |
| 5632 Crossings (Road & Track) MWD | 5307 | \$2,500,000 | \$2,500,000 | - | \$2,250,000 | \$2,250,000 | \$2,250,000 | \$2,250,000 | 11,500,000 |
| 5634 Crossings (Road & Track) RID | 5307 | \$0 | \$0 | - | \$1,500,000 | \$1,000,000 | \$1,500,000 | \$0 | 4,000,000 |
| 5735 Crossings (Road & Track) UPR | 5307 | \$0 | \$0 | - | \$500,000 | \$500,000 | \$500,000 | \$0 | 1,500,000 |
| 5444 Catenary Structure Rehabilitation | 5307 | \$1,100,000 | \$1,100,000 | - | \$1,100,000 | \$1,100,000 | \$1,100,000 | \$1,100,000 | 5,500,000 |
| 6013 Ties & Ballast MWD-N | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$0 | \$6,825,000 | 6,825,000 |
| 5621 Undercutting & Surfacing MED | 5307 | \$1,000,000 | \$1,000,000 | - | \$0 | \$750,000 | \$750,000 | \$750,000 | 3,250,000 |
| 5622 Undercutting & Surfacing MWD | 5307 | \$750,000 | \$750,000 | - | \$0 | \$750,000 | \$750,000 | \$750,000 | 3,000,000 |
| 5623 Undercutting & Surfacing RID | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$750,000 | \$750,000 | 1,500,000 |
| 5624 Undercutting & Surfacing UPR | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$250,000 | \$250,000 | 500,000 |
| 5625 Rail Renewal BNS | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 2,000,000 |
| 5626 Rail Renewal MED | 5307 | \$0 | \$0 | - | \$0 | \$750,000 | \$750,000 | \$750,000 | 2,250,000 |
| 5627 Rail Renewal MWD | 5307 | \$0 | \$0 | - | \$0 | \$1,300,000 | \$1,300,000 | \$1,300,000 | 3,900,000 |
| 5628 Rail Renewal RID | 5307 | \$1,000,000 | \$1,000,000 | - | \$0 | \$1,368,000 | \$1,368,000 | \$1,368,000 | 5,104,000 |
| 5729 Rail Renewal UPR | 5307 | \$0 | \$0 | - | \$0 | \$500,000 | \$500,000 | \$0 | 1,000,000 |
| 5637 Bridges & Retaining Walls MED | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$3,200,000 | \$3,200,000 | 6,400,000 |
| 5638 Bridges & Retaining Walls MWD | 5307 | \$700,000 | \$700,000 | - | \$0 | \$0 | \$3,200,000 | \$3,200,000 | 7,100,000 |
| 5616 Ties & Ballast UPR | 5307 | \$6,200,000 | \$6,200,000 | - | \$750,000 | \$0 | \$750,000 | \$750,000 | 8,450,000 |
| 5636 Bridges & Retaining Walls BNS | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 2,000,000 |
| 5639 Bridges & Retaining Walls RID | 5337 | \$200,000 | \$200,000 | - | \$200,000 | \$3,200,000 | \$3,200,000 | \$3,200,000 | 10,000,000 |
| 4337 Gresham Area Bridges | 5307 | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 4840 UP North Line - South 11 Bridges | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$0 | \$20,000,000 | 20,000,000 |
| 5629 RI Connection and 3rd Main | 5307 | \$8,000,000 | \$8,000,000 | - | \$0 | \$0 | \$0 | \$0 | 8,000,000 |

| | | | | | | | | | | |
|-----------|-----------------------------------|-----------------|--------------|--------------|-------------|-------------|--------------|-----|-----|------------|
| | 5442 Bridge A-318 | PAYGO | \$0 | \$0 | - | \$1,600,000 | \$0 | \$0 | \$0 | 1,600,000 |
| | 5712 Ties & Ballast MED | PAYGO | \$0 | \$0 | - | \$6,475,000 | \$0 | \$0 | \$0 | 6,475,000 |
| | 5715 Ties & Ballast RID | PAYGO | \$0 | \$0 | - | \$2,800,000 | \$12,550,000 | \$0 | \$0 | 15,350,000 |
| | 5614 Ties & Ballast MWD-W | PAYGO | \$10,075,000 | \$10,075,000 | - | \$0 | \$0 | \$0 | \$0 | 10,075,000 |
| | 5445 CREATE EW-2 Bridge Lift | PAYGO | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| | 5641 Bridge 86 - 78th St Entrance | PAYGO | \$3,000,000 | \$3,000,000 | - | \$0 | \$0 | \$0 | \$0 | 3,000,000 |
| | 5443 Hickory Creek Bridge | PAYGO | \$0 | \$0 | - | \$0 | \$2,650,000 | \$0 | \$0 | 2,650,000 |
| reprogram | 5441 Bridge A110/56 | Rebuild IL Bond | \$ | \$2,100,000 | \$2,100,000 | \$0 | \$0 | \$0 | \$0 | 2,100,000 |
| reprogram | 5541 Stoney Creek Bridge | Rebuild IL Bond | \$ | \$3,900,000 | \$3,900,000 | \$0 | \$0 | \$0 | \$0 | 3,900,000 |

| | | | | | | | | | | |
|------------------------------------|--|--|------------|------------|-----------|------------|------------|------------|------------|-------------|
| Total Track & Structure | | | 54,200,000 | 60,200,000 | 6,000,000 | 30,775,000 | 41,818,000 | 32,818,000 | 54,193,000 | 219,804,000 |
|------------------------------------|--|--|------------|------------|-----------|------------|------------|------------|------------|-------------|

Electrical, Signal, & Communications

| | | | | | | | | | | |
|--|---|-------|-------------|-------------|---|--------------|--------------|-------------|-------------|------------|
| | 4746 Impedance Bonds | 5337 | \$800,000 | \$800,000 | - | \$800,000 | \$850,000 | \$200,000 | \$200,000 | 2,850,000 |
| | 4842 16th St. Interlocker | 5337 | \$3,500,000 | \$3,500,000 | - | \$6,000,000 | \$2,500,000 | \$0 | \$0 | 12,000,000 |
| | 4947 A-20 (Techny) Interlocker | 5337 | \$6,000,000 | \$6,000,000 | - | \$6,000,000 | \$0 | \$0 | \$0 | 12,000,000 |
| | 5149 Lake St. Interlocker | 5337 | \$0 | \$0 | - | \$6,000,000 | \$9,000,000 | \$9,000,000 | \$9,000,000 | 33,000,000 |
| | 5361 Morgan Interlocking | 5337 | \$2,500,000 | \$2,500,000 | - | \$3,000,000 | \$0 | \$0 | \$0 | 5,500,000 |
| | 5362 Western Interlocking | 5337 | \$3,000,000 | \$3,000,000 | - | \$0 | \$0 | \$0 | \$0 | 3,000,000 |
| | 5454 Substation Improvements (Jackson) | 5337 | \$0 | \$0 | - | \$0 | \$0 | \$0 | \$6,400,000 | 6,400,000 |
| | 5457 Chicago Union Station Interlockers | 5337 | \$4,000,000 | \$4,000,000 | - | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | 20,000,000 |
| | 5654 Facilities - Electrical MED | 5337 | \$400,000 | \$400,000 | - | \$900,000 | \$900,000 | \$900,000 | \$900,000 | 4,000,000 |
| | 5655 Facilities - Electrical MWD | 5337 | \$500,000 | \$500,000 | - | \$500,000 | \$900,000 | \$900,000 | \$900,000 | 3,700,000 |
| | 5656 Facilities - Electrical RID | 5337 | \$0 | \$0 | - | \$440,000 | \$440,000 | \$440,000 | \$440,000 | 1,760,000 |
| | 5647 Signal System Upgrades MED | 5337 | \$900,000 | \$900,000 | - | \$900,000 | \$900,000 | \$1,050,000 | \$1,100,000 | 4,850,000 |
| | 5648 Signal System Upgrades MWD | 5337 | \$900,000 | \$900,000 | - | \$900,000 | \$900,000 | \$1,000,000 | \$1,100,000 | 4,800,000 |
| | 5649 Signal System Upgrades RID | 5337 | \$0 | \$0 | - | \$900,000 | \$900,000 | \$1,050,000 | \$1,100,000 | 3,950,000 |
| | 5657 Networking Equipment | 5337 | \$2,000,000 | \$2,000,000 | - | \$0 | \$0 | \$0 | \$0 | 2,000,000 |
| | 5651 PTC Renewal (Engineering) | 5337 | \$5,000,000 | \$5,000,000 | - | \$0 | \$0 | \$0 | \$0 | 5,000,000 |
| | 5151 Fiber Optic - MED | 5307 | \$0 | \$0 | - | \$0 | \$15,000,000 | \$0 | \$0 | 15,000,000 |
| | 5388 Smart Gates | 5307 | \$3,000,000 | \$3,000,000 | - | \$2,000,000 | \$2,000,000 | \$0 | \$0 | 7,000,000 |
| | 5447 MWD Holding Signal (50/50) | 5307 | \$5,000,000 | \$5,000,000 | - | \$5,400,000 | \$5,000,000 | \$0 | \$0 | 15,400,000 |
| | 5656 Facilities - Electrical RID | 5307 | \$440,000 | \$440,000 | - | \$0 | \$0 | \$0 | \$0 | 440,000 |
| | 5649 Signal System Upgrades RID | 5307 | \$900,000 | \$900,000 | - | \$0 | \$0 | \$0 | \$0 | 900,000 |
| | 5554 Switch Layout Standards | 5307 | \$1,382,000 | \$1,382,000 | - | \$1,382,000 | \$1,382,000 | \$1,382,000 | \$1,382,000 | 6,910,000 |
| | 5556 Constant Tension Catenary System | 5307 | \$436,000 | \$436,000 | - | \$1,708,000 | \$0 | \$0 | \$0 | 2,144,000 |
| | 5557 MED Improvements | 5307 | \$500,000 | \$500,000 | - | \$11,500,000 | \$0 | \$0 | \$0 | 12,000,000 |
| | 5559 Systemwide Cameras | 5307 | \$400,000 | \$400,000 | - | \$400,000 | \$600,000 | \$0 | \$0 | 1,400,000 |
| | 5652 CTC Over ITCM | 5307 | \$500,000 | \$500,000 | - | \$0 | \$0 | \$0 | \$0 | 500,000 |
| | 5658 Communication Systems Improvements | 5307 | \$2,565,000 | \$2,565,000 | - | \$400,000 | \$400,000 | \$400,000 | \$400,000 | 4,165,000 |
| | 5659 Downtown Public Information Displays | 5307 | \$1,500,000 | \$1,500,000 | - | \$1,200,000 | \$1,500,000 | \$0 | \$0 | 4,200,000 |
| | 5454 Substation Improvements (Jackson) | PAYGO | \$0 | \$0 | - | \$14,500,000 | \$14,500,000 | \$0 | \$0 | 29,000,000 |
| | 5560 Milwaukee Signals North | PAYGO | \$4,500,000 | \$4,500,000 | - | \$4,500,000 | \$0 | \$0 | \$0 | 9,000,000 |

| | | | | | | | | | | |
|---|--|--|------------|------------|---|------------|------------|------------|------------|-------------|
| Total Electrical, Signal, & Communications | | | 50,623,000 | 50,623,000 | - | 73,330,000 | 61,672,000 | 20,322,000 | 26,922,000 | 232,869,000 |
|---|--|--|------------|------------|---|------------|------------|------------|------------|-------------|

Facilities and Equipment

| | | | | | | | | | | |
|--|--|------|--------------|--------------|---|-------------|-------------|-------------|-------------|------------|
| | 5555 Consolidated Control Facility (CCF) - Generator & UPS | 5337 | \$447,000 | \$447,000 | - | \$0 | \$0 | \$0 | \$0 | 447,000 |
| | 5661 Yard Improvements BNS | 5337 | \$1,500,000 | \$1,500,000 | - | \$320,000 | \$500,000 | \$760,000 | \$2,000,000 | 5,080,000 |
| | 5662 Yard Improvements MED | 5337 | \$400,000 | \$400,000 | - | \$320,000 | \$350,000 | \$370,000 | \$550,000 | 1,990,000 |
| | 5663 Yard Improvements MWD | 5337 | \$400,000 | \$400,000 | - | \$400,000 | \$440,000 | \$480,000 | \$650,000 | 2,370,000 |
| | 5663 Yard Improvements MWD | 5337 | \$5,000,000 | \$5,000,000 | - | \$0 | \$0 | \$0 | \$0 | 5,000,000 |
| | 5664 Yard Improvements RID | 5337 | \$200,000 | \$200,000 | - | \$200,000 | \$220,000 | \$260,000 | \$380,000 | 1,260,000 |
| | 5665 Yard Improvements UPR | 5337 | \$0 | \$0 | - | \$520,000 | \$580,000 | \$620,000 | \$800,000 | 2,520,000 |
| | 5666 Systemwide Yard Improvements | 5337 | \$0 | \$0 | - | \$0 | \$0 | \$5,000,000 | \$5,000,000 | 10,000,000 |
| | 5666 Systemwide Yard Improvements | 5337 | \$12,823,598 | \$12,823,598 | - | \$0 | \$0 | \$0 | \$0 | 12,823,598 |
| | 5667 Systemwide Yard Improvements | 5337 | \$2,000,000 | \$2,000,000 | - | \$0 | \$0 | \$0 | \$0 | 2,000,000 |
| | 5666 Systemwide Yard Improvements | 5307 | \$413,402 | \$413,402 | - | \$0 | \$0 | \$0 | \$0 | 413,402 |
| | 4852 Financial System Replacement | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 2,000,000 |
| | 5062 Automatic Passenger Counters | 5307 | \$0 | \$0 | - | \$335,000 | \$0 | \$1,000,000 | \$1,000,000 | 2,335,000 |
| | 5453 Central Warehousing | 5307 | \$4,700,000 | \$4,700,000 | - | \$825,000 | \$1,000,000 | \$500,000 | \$500,000 | 7,525,000 |
| | 5665 Yard Improvements UPR | 5307 | \$520,000 | \$520,000 | - | \$0 | \$0 | \$0 | \$0 | 520,000 |
| | 5668 Right of Way Equipment | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$3,250,000 | \$3,250,000 | 6,500,000 |
| | 5669 Office Equipment | 5307 | \$500,000 | \$500,000 | - | \$0 | \$0 | \$775,000 | \$775,000 | 2,050,000 |
| | 5673 IT Components & Services | 5307 | \$750,000 | \$750,000 | - | \$750,000 | \$750,000 | \$1,000,000 | \$1,000,000 | 4,250,000 |
| | 5574 TROI - NET Station Displays | 5307 | \$3,000,000 | \$3,000,000 | - | \$0 | \$1,671,000 | \$0 | \$0 | 4,671,000 |
| | 5576 Building Improvements - 547 W Jackson | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$5,000,000 | \$5,000,000 | 10,000,000 |
| | 5672 Enterprise Asset Management System | 5307 | \$2,750,000 | \$2,750,000 | - | \$5,500,000 | \$0 | \$5,250,000 | \$5,250,000 | 18,750,000 |
| | 5671 Transportation Division Software | 5307 | \$0 | \$0 | - | \$1,000,000 | \$0 | \$0 | \$0 | 1,000,000 |
| | 5274 Cyber Security Systems | 5307 | \$0 | \$0 | - | \$500,000 | \$1,000,000 | \$500,000 | \$0 | 2,000,000 |
| | 5576 547 - Building Improvements | 5307 | \$5,000,000 | \$5,000,000 | - | \$0 | \$0 | \$0 | \$0 | 5,000,000 |
| | 5171 GPS Train Tracking (Phase 2) | 5307 | \$3,000,000 | \$3,000,000 | - | \$0 | \$0 | \$0 | \$0 | 3,000,000 |
| | 4992 Hybrid & Alt Fuel Vehs | ICE | \$979,196 | \$979,196 | - | \$0 | \$0 | \$0 | \$0 | 979,196 |
| | 5171 GPS Train Tracking (Phase 2) | ICE | \$692,784 | \$692,784 | - | \$0 | \$0 | \$0 | \$0 | 692,784 |

| | | | | | | | | | |
|--|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| 5171 GPS Train Tracking (Phase 2) | ICE | \$4,000,000 | \$3,000,000 | (\$1,000,000) | \$1,000,000 | \$0 | \$0 | \$0 | 4,000,000 |
| 5062 Automatic Passenger Counters | ICE | \$0 | \$0 | - | \$4,665,000 | \$0 | \$0 | \$0 | 4,665,000 |
| 5574 TROI - NET Station Displays | ICE | \$0 | \$0 | - | \$0 | \$329,000 | \$0 | \$0 | 329,000 |
| 5672 Enterprise Asset Management System | ICE | \$0 | \$0 | - | \$0 | \$5,500,000 | \$0 | \$0 | 5,500,000 |
| 5671 Transportation Division Software | ICE | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 5555 Consolidated Control Facility (CCF) - Generator & UPS | PAYGO | \$1,263,000 | \$1,263,000 | - | \$0 | \$0 | \$0 | \$0 | 1,263,000 |
| 5668 Right of Way Equipment | PAYGO | \$9,000,000 | \$9,000,000 | - | \$5,000,000 | \$7,000,000 | \$0 | \$0 | 21,000,000 |
| 5666 Systemwide Yard Improvements | PAYGO | \$6,000,000 | \$6,000,000 | - | \$6,000,000 | \$5,000,000 | \$0 | \$0 | 17,000,000 |
| Total Facilities and Equipment | | 66,338,980 | 65,338,980 | (1,000,000) | 27,335,000 | 24,340,000 | 25,765,000 | 27,155,000 | 169,933,980 |
| Stations & Passenger Facilities | | | | | | | | | |
| 4784 Van Buren St. Station | 5337 | \$0 | \$0 | - | \$5,750,000 | \$0 | \$0 | \$0 | 5,750,000 |
| 4878 West Chicago Station | 5337 | \$300,000 | \$300,000 | - | \$0 | \$5,750,000 | \$0 | \$0 | 6,050,000 |
| 5485 Westmont Station | 5337 | \$1,000,000 | \$1,000,000 | - | \$1,000,000 | \$0 | \$0 | \$0 | 2,000,000 |
| 5567 Millennium Station-MEP Upgrades | 5337 | \$800,000 | \$800,000 | - | \$2,610,000 | \$0 | \$240,000 | \$0 | 3,650,000 |
| 5680 Platform Improvements | 5337 | \$4,500,000 | \$4,500,000 | - | \$4,800,000 | \$4,500,000 | \$4,000,000 | \$4,000,000 | 21,800,000 |
| 5681 Station Improvements | 5337 | \$800,000 | \$800,000 | - | \$700,000 | \$500,000 | \$2,000,000 | \$1,700,000 | 5,700,000 |
| 5683 Parking Lot Improvements | 5337 | \$500,000 | \$500,000 | - | \$0 | \$0 | \$1,000,000 | \$1,000,000 | 2,500,000 |
| 4488 River Forest Station | 5337 | \$900,000 | \$900,000 | - | \$0 | \$0 | \$0 | \$0 | 900,000 |
| 5688 Rogers Park Station | 5337 | \$1,000,000 | \$1,000,000 | - | \$0 | \$1,475,000 | \$4,850,000 | \$9,500,000 | 16,825,000 |
| 5686 Round Lake Station | 5337 | \$1,500,000 | \$1,500,000 | - | \$0 | \$0 | \$3,000,000 | \$0 | 4,500,000 |
| SP-117 Congress Park Station | 5337 | \$0 | \$0 | - | \$2,500,000 | \$2,250,000 | \$0 | \$0 | 4,750,000 |
| 5684 Western Ave Station BNS | 5337 | \$300,000 | \$300,000 | - | \$0 | \$0 | \$0 | \$0 | 300,000 |
| 5675 University Park Station | 5337 | \$1,200,000 | \$1,200,000 | - | \$0 | \$700,000 | \$3,000,000 | \$3,000,000 | 7,900,000 |
| 5689 Kenilworth Station | 5337 | \$1,200,000 | \$1,200,000 | - | \$0 | \$0 | \$0 | \$0 | 1,200,000 |
| 5682 Station ADA Improvements | 5337 | \$3,300,000 | \$3,300,000 | - | \$1,900,000 | \$730,000 | \$1,900,000 | \$2,000,000 | 9,830,000 |
| 5685 LaGrange Road Station | 5337 | \$1,710,000 | \$1,710,000 | - | \$3,400,000 | \$0 | \$0 | \$0 | 5,110,000 |
| 5487 West Hinsdale Station | 5337 | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$1,025,000 | \$0 | 2,025,000 |
| 5184 95th Street Station CSU | 5337 | \$0 | \$0 | - | \$5,200,000 | \$0 | \$0 | \$0 | 5,200,000 |
| 4983 Homewood Station | 5337 | \$7,717,185 | \$7,717,185 | - | \$0 | \$0 | \$0 | \$0 | 7,717,185 |
| 5687 107th St. (Beverly Hills) Station | 5337 | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 5690 Kedzie Station-Retaining Wall | 5337 | \$250,000 | \$250,000 | - | \$0 | \$0 | \$0 | \$0 | 250,000 |
| 5679 Congress Park Station | 5337 | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 5678 Highlands Station | 5337 | \$750,000 | \$750,000 | - | \$0 | \$0 | \$0 | \$0 | 750,000 |
| 5187 Harvey Transportation Center | 5337 | \$2,000,000 | \$2,000,000 | - | \$0 | \$0 | \$0 | \$0 | 2,000,000 |
| 4762 Hickory Creek Station | 5337 | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 4486 Peterson Ridge New Station | 5307 | \$200,000 | \$200,000 | - | \$450,000 | \$0 | \$0 | \$0 | 650,000 |
| 5174 Olympia Fields Station & Parking | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$3,500,000 | \$0 | 3,500,000 |
| 5475 Systemwide Station Signs | 5307 | \$1,500,000 | \$1,500,000 | - | \$5,500,000 | \$4,200,000 | \$2,400,000 | \$2,400,000 | 16,000,000 |
| 5478 Elevator Replacement | 5307 | \$1,450,000 | \$1,450,000 | - | \$2,500,000 | \$11,100,000 | \$0 | \$0 | 15,050,000 |
| 5479 Shelters | 5307 | \$2,500,000 | \$2,500,000 | - | \$2,000,000 | \$1,000,000 | \$0 | \$0 | 5,500,000 |
| 5484 115th St Station | 5307 | \$870,000 | \$870,000 | - | \$3,610,000 | \$0 | \$0 | \$0 | 4,480,000 |
| 5584 Bicycle Parking | Metra Capital | \$76,500 | \$76,500 | - | \$0 | \$0 | \$0 | \$0 | 76,500 |
| 5176 Luminous Platform Signs | ICE | \$141 | \$141 | - | \$0 | \$0 | \$0 | \$0 | 141 |
| 5677 Downtown Station Signs | ICE | \$530,000 | \$1,530,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | 1,530,000 |
| 5184 95th Street Station CSU | IDOT | \$3,000,000 | \$3,000,000 | - | \$0 | \$0 | \$0 | \$0 | 3,000,000 |
| 5182 79th St. Station Chatham | PAYGO | \$8,000,000 | \$8,000,000 | - | \$5,900,000 | \$0 | \$0 | \$0 | 13,900,000 |
| 5384 Elmhurst Station | PAYGO | \$1,000,000 | \$1,000,000 | - | \$0 | \$0 | \$0 | \$0 | 1,000,000 |
| 5185 103rd St. Station Rosemoor | PAYGO | \$3,000,000 | \$3,000,000 | - | \$5,900,000 | \$0 | \$0 | \$0 | 8,900,000 |
| 5688 Rogers Park Station | PAYGO | \$0 | \$0 | - | \$0 | \$9,275,000 | \$0 | \$0 | 9,275,000 |
| 4484 Auburn Park New Station | PAYGO | \$4,300,000 | \$4,300,000 | - | \$2,200,000 | \$0 | \$0 | \$0 | 6,500,000 |
| 5180 147th St. - Sibley Station | PAYGO | \$9,400,000 | \$9,400,000 | - | \$0 | \$0 | \$0 | \$0 | 9,400,000 |
| 5183 87th Street Station Woodruff | PAYGO | \$0 | \$0 | - | \$3,900,000 | \$0 | \$0 | \$0 | 3,900,000 |
| 5676 Arlington Park Station-Parking | PAYGO | \$6,237,000 | \$6,237,000 | - | \$0 | \$0 | \$0 | \$0 | 6,237,000 |
| 5688 Rogers Park Station | Invest in Cook | \$0 | \$400,000 | \$400,000 | \$0 | \$0 | \$0 | \$0 | 400,000 |
| Total Stations & Passenger Facilities | | 75,790,826 | 77,190,826 | 1,400,000 | 59,820,000 | 41,480,000 | 26,915,000 | 23,600,000 | 229,005,826 |
| Contingencies & Administration | | | | | | | | | |
| 5698 Project Administration | 5337 | \$450,000 | \$450,000 | - | \$450,000 | \$450,000 | \$500,000 | \$500,000 | 2,350,000 |
| 5699 Contingencies | 5337 | \$659,332 | \$659,332 | - | \$965,952 | \$311,269 | \$460,251 | \$735,402 | 3,132,206 |
| 5694 Infrastructure Engineering | 5337 | \$1,250,000 | \$1,250,000 | - | \$1,250,000 | \$1,375,000 | \$1,500,000 | \$1,500,000 | 6,875,000 |
| 5195 Transit Asset Management | 5307 | \$500,000 | \$500,000 | - | \$500,000 | \$500,000 | \$500,000 | \$500,000 | 2,500,000 |
| 5488 Project Development | 5307 | \$425,000 | \$425,000 | - | \$675,000 | \$500,000 | \$500,000 | \$500,000 | 2,600,000 |
| 5489 Program Management | 5307 | \$25,000,000 | \$25,000,000 | - | \$20,000,000 | \$15,000,000 | \$10,000,000 | \$0 | 70,000,000 |
| 5698 Project Administration | 5307 | \$450,000 | \$450,000 | - | \$450,000 | \$450,000 | \$500,000 | \$500,000 | 2,350,000 |
| 5699 Contingencies | 5307 | \$520,487 | \$520,487 | - | \$363,615 | \$362,094 | \$408,193 | \$331,691 | 1,986,080 |
| 5694 Infrastructure Engineering | 5307 | \$1,250,000 | \$1,250,000 | - | \$1,250,000 | \$1,375,000 | \$1,500,000 | \$1,500,000 | 6,875,000 |
| Total Contingencies & Administration | | 30,504,819 | 30,504,819 | - | 25,904,567 | 20,323,363 | 15,868,444 | 6,067,093 | 98,668,286 |
| Total METRA CAPITAL PROGRAM | | 336,857,625 | 356,478,619 | 19,620,994 | 422,614,567 | 266,744,185 | 286,723,403 | 260,447,915 | 1,593,008,689 |

PACE CAPITAL PROGRAM
Rolling Stock - Bus

| | | | | | | | | | |
|---|---------------|--------------|--------------|------------|--------------|-------------|--------------|--------------|------------|
| 5703 Purchase 15-passenger Paratransit Vehicles | 5339 | \$1,746,463 | \$1,767,180 | 20,717 | \$1,838,967 | \$1,866,552 | \$1,894,550 | \$1,922,968 | 9,290,217 |
| 5700 Fixed Route CNG Buses | 5307 | \$28,050,000 | \$28,050,000 | - | \$20,350,000 | \$0 | \$0 | \$0 | 48,400,000 |
| 5702 Fixed Route Coach Buses | 5307 | \$0 | \$0 | - | \$0 | \$9,100,000 | \$0 | \$0 | 9,100,000 |
| 5703 Purchase 15-passenger Paratransit Vehicles | 5307 | \$3,800,000 | \$3,800,000 | - | \$3,800,000 | \$2,660,000 | \$2,660,000 | \$2,660,000 | 15,580,000 |
| 5704 Community Transit/On Demand Vehicles | 5307 | \$0 | \$0 | - | \$1,615,000 | \$1,615,000 | \$1,615,000 | \$1,710,000 | 6,555,000 |
| 5705 Purchase 7-passenger Vanpool Vehicles | 5307 | \$0 | \$0 | - | \$0 | \$0 | \$1,360,000 | \$1,360,000 | 2,720,000 |
| 5706 Engine/Transmission Retrofits & Associated Capital | 5307 | \$0 | \$0 | - | \$6,778,284 | \$6,791,434 | \$7,370,587 | \$7,875,671 | 28,815,976 |
| 5701 Fixed Route Electric Buses | Service Board | \$0 | \$12,800,000 | 12,800,000 | \$0 | \$0 | \$0 | \$0 | 12,800,000 |
| 5701 Fixed Route Electric Buses | 5307 | \$6,000,000 | \$6,000,000 | - | \$9,000,000 | \$9,000,000 | \$14,000,000 | \$14,000,000 | 52,000,000 |
| 5701 Fixed Route Electric Buses | 2014 RTA Bond | \$837,982 | \$837,982 | - | \$0 | \$0 | \$0 | \$0 | 837,982 |
| 5701 Fixed Route Electric Buses | 2016 RTA Bond | \$912,076 | \$912,076 | - | \$0 | \$0 | \$0 | \$0 | 912,076 |

Total Rolling Stock - Bus 41,346,521 54,167,238 12,820,717 43,382,251 31,032,986 28,900,137 29,528,639 187,011,251

Electrical, Signal, & Communications

| | | | | | | | | | |
|------------------------------------|-------|-------------|-------------|---|-------------|-------------|-----------|-----------|-----------|
| 5710 Transit Signal Priority (TSP) | ICE | \$2,400,693 | \$2,400,693 | - | \$1,888,236 | \$0 | \$0 | \$0 | 4,288,929 |
| 5712 Bus Security Cameras | ICE | \$0 | \$0 | - | \$0 | \$1,942,995 | \$0 | \$0 | 1,942,995 |
| 5711 Intelligent Bus System (IBS) | PAYGO | \$2,250,000 | \$2,250,000 | - | \$1,500,000 | \$2,300,000 | \$475,000 | \$600,000 | 7,125,000 |

Total Electrical, Signal, & Communications 4,650,693 4,650,693 - 3,388,236 4,242,995 475,000 600,000 13,356,924

Facilities and Equipment

| | | | | | | | | | |
|---|-------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|------------|
| 5413 Farebox System Replacement | 5307 | \$3,079,344 | \$3,079,344 | - | \$0 | \$0 | \$0 | \$0 | 3,079,344 |
| 5720 Improve Support Facilities | PAYGO | \$0 | \$0 | - | \$1,800,000 | \$1,000,000 | \$8,500,000 | \$8,000,000 | 19,300,000 |
| 5726 North Division Garage Improvements | 5307 | \$10,181,017 | \$10,181,017 | - | \$0 | \$0 | \$0 | \$0 | 10,181,017 |
| 5724 Computer Systems - Hardware & Software | PAYGO | \$0 | \$0 | - | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | 4,000,000 |
| 5724 Computer Systems - Hardware & Software | ICE | \$0 | \$0 | - | \$0 | \$0 | \$0 | \$0 | - |
| 5725 Support Equipment - Non-Revenue Vehicles | PAYGO | \$0 | \$0 | - | \$500,000 | \$500,000 | \$500,000 | \$500,000 | 2,000,000 |
| 5721 Charging Infrastructure | PAYGO | \$4,000,000 | \$5,500,000 | 1,500,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | 21,500,000 |
| 5722 Fire Loop System | PAYGO | \$2,050,000 | \$2,050,000 | - | \$0 | \$0 | \$0 | \$0 | 2,050,000 |
| 5723 Security System | PAYGO | \$1,500,000 | \$0 | (1,500,000) | \$0 | \$0 | \$0 | \$0 | - |
| I-55 Bus Maintenance and Storage Facility (Plainfield Garage) | PAYGO | \$425,000 | \$425,000 | - | \$0 | \$0 | \$0 | \$0 | 425,000 |

Total Facilities and Equipment 21,235,361 21,235,361 - 7,300,000 6,500,000 14,000,000 13,500,000 62,535,361

Stations & Passenger Facilities

| | | | | | | | | | |
|---|-------|-------------|--------------|------------|--------------|--------------|--------------|--------------|------------|
| 5307 | \$0 | \$0 | - | \$0 | \$13,000,000 | \$13,000,000 | \$13,000,000 | \$13,000,000 | 39,000,000 |
| 5535 Harvey Transport Center Renovation | RAISE | \$0 | \$20,000,000 | 20,000,000 | | | | | 20,000,000 |
| 5535 Harvey Transport Center Renovation | 5307 | \$5,450,000 | \$5,450,000 | - | \$0 | \$0 | \$0 | \$0 | 5,450,000 |
| 5731 Bus Stop Shelters, Benches, Pads & Signs | PAYGO | \$1,125,000 | \$1,125,000 | - | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,375,000 | 9,500,000 |
| 5732 Bus Tracker Signs | PAYGO | \$425,000 | \$425,000 | - | \$550,000 | \$550,000 | \$550,000 | \$550,000 | 2,625,000 |

Total Stations & Passenger Facilities 7,000,000 27,000,000 20,000,000 2,550,000 15,550,000 15,550,000 15,925,000 76,575,000

Contingencies & Administration

| | | | | | | | | | |
|----------------------------|---------------|-------------|-------------|---|-----|-----|-----|-----|-----------|
| 5740 Unanticipated Capital | Service Board | \$3,000,000 | \$3,000,000 | - | \$0 | \$0 | \$0 | \$0 | 3,000,000 |
|----------------------------|---------------|-------------|-------------|---|-----|-----|-----|-----|-----------|

Total Contingencies & Administration 3,000,000 3,000,000 - - - - - 3,000,000

Total PACE CAPITAL PROGRAM 77,232,575 110,053,292 32,820,717 56,620,487 57,325,981 58,925,137 59,553,639 342,478,536

Grand Total: 1,468,626,012 1,590,115,452 121,489,440 963,516,789 677,665,821 704,343,456 684,644,462 4,620,285,980