



175 W. Jackson Blvd.  
 Suite 1650  
 Chicago, IL 60604  
 312-913-3200  
[www.rtachicago.org](http://www.rtachicago.org)

**To:** Board of Directors

**From:** Leanne P. Redden, Executive Director

**Date:** June 9, 2022

**Re:** Ordinances authorizing an amendment of the 2022-2026 Capital Program and funding changes for CTA, Metra, and Pace ICE funded projects

Staff are requesting Board approval of two ordinances. The first is to the 2022-2026 Capital Program. This amendment incorporates changes in projects, program revenue and expenses for CTA, Metra, and Pace. The second ordinance approves funding adjustments to the Innovation, Coordination, and Enhancement (ICE) program for CTA, Metra, and Pace.

**Previous Actions**

	<u>Ordinance No.</u>	<u>Purpose</u>
05/19/2022	2022-24	Approving the 2022-2026 Capital Program Amendment
03/17/2022	2022-10	Approving changes to the ICE program

**2022-2026 Capital Program Funding Changes: \$52.86M**

The funding for the 2022-2026 Capital Program includes changes to the approved funding and projects for CTA, Metra, and Pace. The overall program is increasing by \$52.86M.

The following table reflects proposed changes to the 2022-2026 capital program by Service Board.

2022-2026 Capital Program Funding Changes (Millions)	Current	Change	Proposed
Chicago Transit Authority	\$2,492.75	\$40.55	\$2,533.30
Metra	\$1,563.64	\$9.75	\$1,573.39
Pace	\$305.35	\$2.56	\$307.91
<b>2022 Capital Program Total</b>	<b>\$4,361.74</b>	<b>\$52.86</b>	<b>\$4,414.60</b>

**2022-2026 Capital Program Proposed Funding Changes CTA: \$40.55M (Schedule IIA)**

CTA's Five-Year Capital Program increases by \$40.55M. Details about changes to available funds can be found in the table below.

2022-2026 Capital Program Funding Changes CTA (Millions)			
Funding Source	Current	Change	Proposed
Federal Department of Homeland Security Funds	\$62.90	(\$32.90)	\$30.00
Local Transit Oriented Development Grant	\$0.00	\$0.80	\$0.80
State PAYGO	\$696.66	\$20.00	\$716.66
CTA Bonds	\$557.91	\$183.87	\$741.86
CTA Ground Transportation Tax Bonds	\$146.10	(\$146.10)	\$0.00
CTA Bond Repayment	(\$892.97)	(\$58.74)	(\$951.72)
CTA Ground Transportation Tax Bond Repayment	(\$146.10)	\$15.87	(\$130.23)
All other funding sources	\$2,795.93	\$0.00	\$2,795.93
<b>Total</b>	<b>\$2,492.75</b>	<b>\$40.55</b>	<b>\$2,533.30</b>

CTA’s funding sources have a few main changes. Federal funding has been reduced by \$32.90M because Department of Homeland Security funds were overstated. CTA received a Local Transit Oriented Development Grant of \$0.80M for work on the 95<sup>th</sup> Street Corridor to fully leverage the multi-modal transit investments. State funds increased by \$20.00M because previous PAYGO funds were reprogrammed to 2022. CTA funds had a net increase of \$37.85M which was caused by increasing the amount of debt that CTA plans to issue in the outyears of the programs. This has increased CTA overall bond repayment cost by \$42.88M during the 5-year period as well. Details by year can be found in the attached Schedule IIA.

### 2022-2026 CTA Proposed Project Changes (Schedule IIB)

CTA’s June amendment includes project changes and new projects that account for the \$40.55M of funding increase in this amendment as well as the projects that are being added as part of the Infrastructure Investment and Jobs Act (IIJA) totaling \$112.85M, whose funding was added to the program in the May amendment.

CTA is using \$35.49M of IIJA funding to advance their priority project: All Stations Accessible Program (ASAP). Funding will provide for Design Services and Elevator Replacement.

As part of the ASAP effort, the CTA developed the Elevator Replacement Program to strategically maintain existing passenger elevators across the rail system as vertical accessibility is expanded via ASAP. The Elevator Replacement Program will rehabilitate or replace all 155 existing passenger elevators that are dispersed at 86 stations along the CTA rail system to reduce the backlog of elevator rehabilitation and replacement needs and bring them into a state of good repair.

Another major priority project being advanced due to the additional funding is the Electric Bus Infrastructure Program, with \$14.59M being used to plan for electrification systemwide.

Finally, CTA continues to focus on safety for both operators and customers, programming \$6.31M to provide driver safety barriers on buses and to continue the Refresh and Renew Program. These projects come from the Bus Maintenance and Systemwide Station priority projects.

The Refresh and Renew Program is part of CTA’s ongoing efforts to provide customers with a healthy and comfortable ride, they will revitalize nearly 30 more stations in 2022. CTA’s Refresh and Renew crews will be making repairs at various rail stations around the city to provide riders with a more safe and welcoming transit travel experience

Additional project change details for CTA can be found in Schedule IIB.

**2022-2026 Capital Program Proposed Funding Changes Metra: \$9.75M (Schedule IIA)**

In this amendment, Metra’s 5-year capital program increases by \$9.75M. Details about changes to available funds can be found in the table below.

2022-2026 Capital Program Funding Changes Metra (Millions)			
Funding Source	Current	Change	Proposed
Federal 5307 Funds	\$449.94	(\$0.90)	\$449.04
Federal 5337 Funds	\$538.61	\$5.90	\$544.51
RTA ICE Funds	\$17.02	\$1.67	\$18.69
Service Board Funds	\$0.00	\$0.08	\$0.08
State Rebuild IL Bonds	\$0.00	\$3.00	\$3.00
Federal CMAQ Funds	\$28.80	\$29.02	\$57.82
State PAYGO	\$399.26	(\$29.02)	\$370.24
All other funding sources	\$130.00	\$0.00	\$130.00
<b>Total</b>	<b>\$1,563.64</b>	<b>\$9.75</b>	<b>\$1,573.39</b>

Metra’s funding source changes are as follows: There is a technical adjustment in 5307 and 5337 funding which adds a net \$5.00M in federal funding. Metra has programmed \$1.67M in ICE funds that were unprogrammed, and Metra is reprogramming \$0.08M in service board funds. Finally, Metra is programming \$3.00M in earmarked Rebuild Illinois Bonds for the Chicago State University project. Details by year can be found in the attached Schedule IIA. There was also a technical adjustment from a project that will be funded by CMAQ funds rather than PAYGO funds. This adjustment does not affect the total value of the capital program.

**2022-2026 Metra Proposed Project Changes (Schedule IIB)**

Metra’s amendment includes project changes and new projects that account for the \$9.75M of funding increase in this amendment as well as the projects that are being added as part of IIA totaling \$66.15M, the funding added to the program in the May amendment.

Metra is allocating \$15.00M in IIA funds to invest in Zero-Emission Trainsets, which is part of Metra’s Fleet Modernization Priority Project. This multi-year, multi-phase project will acquire battery-electric trainsets. Metra will be the first passenger rail transit agency to purchase and operate self-propelled trainsets that will not require the construction and maintenance of wayside

power. The new locomotives will significantly reduce the agency’s greenhouse gas footprint and improve regional air quality.

Another project Metra is adding \$4.00M in combined IJA funds and reprogrammed ICE funds to the GPS Train Tracking initiative, which is also part of the Fleet Modernization Priority Project. This project will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an information system. This project will enable Metra to track trains, count passengers, and provide information with one system.

Metra is also adding in \$3.00M in Rebuild Illinois bond funds for the 95<sup>th</sup> Street Station Chicago State University (CSU) project, which is part of Metra’s Rail Station Improvements Priority Project. Improvements to this station include installation of warming shelters, adding elevators, and other platform amenities. This project is being done in collaboration with CSU and will provide more equitable transportation for the university and community as a whole and also will provide improved accessibility by adding elevators and accessible station entrances.

Additional project change details for Metra can be found in Schedule IIB.

**2022-2026 Capital Program Proposed Funding Changes Pace: \$2.56M (Schedule IIA)**

In this proposed amendment, Pace’s 5-year capital program increases by \$2.56M. Details about changes to available funds can be found in the table below.

2022-2026 Capital Program Funding Changes Metra (Millions)			
Funding Source	Current	Change	Proposed
RTA ICE Funds	\$5.67	\$0.56	\$6.23
Service Board Funds	\$1.00	\$2.00	\$3.00
All other funding sources	\$298.68	\$0.00	\$298.68
<b>Total</b>	<b>\$305.35</b>	<b>\$2.56</b>	<b>\$307.91</b>

Pace’s funding sources have two changes. RTA ICE funds are increasing by \$0.56M as a result of programming older unprogrammed funds, and Service Board funds are increasing as Pace is adding an additional \$2.00M of available funds to capital projects. Details by year can be found in the attached Schedule IIA.

**2022-2026 Pace Proposed Project Changes (Schedule IIB)**

Pace’s proposed amendment includes project changes and new projects that account for the \$2.56M of additional funding in this amendment as well as the projects that are being added as part of IJA totaling \$15.57M, whose funding was added to the program in the May amendment.

Pace continues to focus on one of their priority projects, Charging Infrastructure for electrification of their system. This includes programming \$10.20M of federal funding to North Division Garage Improvements and will focus on preparing the garage to offer electric bus service in the coming years. Pace has already budgeted 2022 federal funds to purchase six Fixed Route Electric Buses that will operate out of the North Division Garage in Waukegan.

Pace is also programming \$5.50M from IJJA towards the Harvey Transportation Center improvements project, which is part of their Improve Passenger Facilities priority project. This project is designed to better integrate Metra and Pace service at one of Pace’s busiest transportation centers. In a collaborative effort Pace, Metra, IDOT and the City of Harvey are working together to move the bus facility closer to the Metra facility and rehab both the Metra station as well as build a new Pace bus facility. This project will deliver more equitable transit service to the region.

Additional project change details for Pace can be found in Schedule IIB.

**ICE Budget Adjustments**

This (second) ordinance adjusts the annual *estimates* of ICE funding previously approved by the Board to the *actual* ICE funding based on sales tax receipts and authorizes related changes to the funding allocated to certain projects listed below. The adjustments reflected in this table are being made for 2015-2021 funds for CTA and Metra and 2018-2021 funds for Pace (note, 2015-2017 adjustments for Pace were previously approved by the Board).

Ice Funding Year / Grant	Project	Action	Amount
2015 / CTA-2015-ICE	60184: Ventra Implementation Improvements	Add Funds	\$30,088
2016 / CTA-2016-ICE	60223: Install Oil Change System	Subtract Funds	-\$47,191
2017 / CTA-2017-ICE	2017-OPS: South Side Improvements	Add Funds	\$404
2018 / CTA-2018-ICE	2018-OPS: South Side Improvements - Year II	Subtract Funds	-\$18,697
2019 / CTA-2019A	2019-OPS: South Side Improvements - Year III	Subtract Funds	-\$78,708
2020 / CTA-2020A	2020-OPS: South Side Improvements - Year IV	Subtract Funds	-\$774,411
2021 / CTA-2021A	2021-OPS: COVID-19 Rapid Response: Flexible Bus Services	Add Funds	\$2,058,360
2015 / CRD-2015-ICE	4944: Passenger Information Displays	Subtract Funds	-\$22,628

2015 / CRD-2015-ICE	4951: Electronic Crew Calling	Subtract Funds	-\$70,383
2015 / CRD-2015-ICE	4993: Automated Field IT System	Subtract Funds	-\$46,023
2016 / CRD-2016-ICE	5075: Platform Heating Technology	Subtract Funds	-\$34,949
2016 / CRD-2016-ICE	5387: Ridership and Fare Enhancement Initiative	Subtract Funds	-\$2,831
2017 / CRD-2017-ICE	5176: Luminous Platform Signs	Add Funds	\$141
2018 / CRD-2018-ICE	5208: LED Conversion	Subtract Funds	-\$15,003
2019 / CRD-2019A	5171: GPS Train Tracking	Subtract Funds	-\$63,950
2020 / CRD-2020A	5171: GPS Train Tracking	Subtract Funds	-\$628,834
2021 / CRD-2021A	5171: GPS Train Tracking	Add Funds	\$692,784
2021 / CRD-2021A	4992: Hybrid Vehicles	Add Funds	\$979,196
2018 / SBD-2018-ICE	5109: IBS Equipment	Subtract Funds	-\$4,970
2019 / SBD-2019A	19OPS: Pulse Milwaukee Ops	Subtract Funds	-\$21,317
2020 / SBD-2020A	20OPS: Pulse Milwaukee Ops	Subtract Funds	-\$209,697
2021 / SBD-2021A	5724: Software as a System (SaaS)	Add Funds	\$557,432

**Actions Requested**

Staff requests adoption of the following ordinance:

1. Approval of the Amendment to the 2022-2026 Capital Program.
2. Approval of Budget Changes to the ICE Program.

Prepared by: Capital Programming & Planning.

LPR/JL/TS/TPO/BL/KS  
Attachments



175 W. Jackson Blvd.  
Suite 1650  
Chicago, IL 60604  
312-913-3200  
[www.rtachicago.org](http://www.rtachicago.org)

## **ORDINANCE NO. 2022-XX**

**WHEREAS**, Section 2.01c of the Regional Transportation Authority Act, as amended, (the “Act”) provides that the Regional Transportation Authority (the “Authority”) “shall establish an Innovation, Coordination, and Enhancement Fund...”;

**WHEREAS**, Section 2.01c of the Act provides that the Fund “be used to enhance the coordination and integration of public transportation and develop and implement innovations to improve the quality and delivery of public transportation.”

**WHEREAS**, Section 2.01c of the Act further states that “Any grantee that receives funds from the Innovation, Coordination, and Enhancement Fund for the operation of eligible programs must (i) implement such programs within one year of receipt of such funds and (ii) within 2 years following commencement of any program utilizing such funds, determine whether it is desirable to continue the program, and upon such a determination, either incorporate such program into its annual operating budget and capital program or discontinue such program. No additional funds from the Innovation, Coordination, and Enhancement Fund may be distributed to a grantee for any individual program beyond 2 years unless the Authority by the affirmative vote of at least 12 of its then Directors waives this limitation. Any such waiver will be with regard to an individual program and with regard to a one year-period, and any further waivers for such individual program require a subsequent vote of the Board.”

**WHEREAS**, CTA, Metra and Pace have requested to reallocate or program ICE funds based on actual sales tax receipts; and

**WHEREAS**, it is in the best interest of the Authority to facilitate the expeditious implementation of the approved projects and to correct the associated records.

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

CTA, Metra and Pace will hereby be authorized to amend the allocated funding for the following projects for consistency with actual ICE funds received:

Ice Funding Year / Grant	Project	Action	Amount
2015 / CTA-2015-ICE	60184: Ventra Implementation Improvements	Add Funds	\$30,088
2016 / CTA-2016-ICE	60223: Install Oil Change System	Subtract Funds	-\$47,191
2017 / CTA-2017-ICE	2017-OPS: South Side Improvements	Add Funds	\$404
2018 / CTA-2018-ICE	2018-OPS: South Side Improvements - Year II	Subtract Funds	-\$18,697
Ice Funding Year / Grant	Project	Action	Amount
2019 / CTA-2019A	2019-OPS: South Side Improvements - Year III	Subtract Funds	-\$78,708
2020 / CTA-2020A	2020-OPS: South Side Improvements - Year IV	Subtract Funds	-\$774,411
2021 / CTA-2021A	2021-OPS: COVID-19 Rapid Response: Flexible Bus Services	Add Funds	\$2,058,360
2015 / CRD-2015-ICE	4944: Passenger Information Displays	Subtract Funds	-\$22,628
2015 / CRD-2015-ICE	4951: Electronic Crew Calling	Subtract Funds	-\$70,383
2015 / CRD-2015-ICE	4993: Automated Field IT System	Subtract Funds	-\$46,023
2016 / CRD-2016-ICE	5075: Platform Heating Technology	Subtract Funds	-\$34,949
2016 / CRD-2016-ICE	5387: Ridership and Fare Enhancement Initiative	Subtract Funds	-\$2,831
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2019 / CRD-2019A	5171: GPS Train Tracking	Subtract Funds	-\$63,950
2020 / CRD-2020A	5171: GPS Train Tracking	Subtract Funds	-\$628,834
2021 / CRD-2021A	5171: GPS Train Tracking	Add Funds	\$692,784
2021 / CRD-2021A	4992: Hybrid Vehicles	Add Funds	\$979,196
2018 / SBD-2018-ICE	5109: IBS Equipment	Subtract Funds	-\$4,970
2019 / SBD-2019A	19OPS: Pulse Milwaukee Ops	Subtract Funds	-\$21,317
2020 / SBD-2020A	20OPS: Pulse Milwaukee Ops	Subtract Funds	-\$209,697
2021 / SBD-2021A	5724: Software as a System (SaaS)	Add Funds	\$557,432





**ORDINANCE NO. XX**

**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 Schedule II-A to Ordinance 2022-24 adopted on May 19, 2022, are hereby amended and restated as set forth in the attached revised Schedule II-A. 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 2022-24 not expressly amended or repealed by this amendatory ordinance remain in full force and effect.
4. The Executive Director is hereby authorized and directed to inform each of the Service Boards of the amounts and purposes of available funding sources, and to take such action as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and make conforming changes to the 2022-2026 Capital Program.

Schedule IIA 2022-2026 Capital Program

June 16, 2022

2022-XX

	Prior Year Funding	2022	2023	2024	2025	2026	Total
<b>CTA</b>							
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
<b>Federal Formula</b>	<b>\$0</b>	<b>\$422,724,475</b>	<b>\$314,521,320</b>	<b>\$319,239,139</b>	<b>\$333,525,091</b>	<b>\$338,527,967</b>	<b>\$1,728,537,992</b>
CMAQ	\$0	\$0	\$38,693,631	\$0	\$0	\$74,255,332	\$112,948,963
5309C Core Capacity	\$0	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130
Department of Homeland Security	\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
Surface Transportation Planning (STP)	\$0	\$13,930,000	\$0	\$0	\$0	\$0	\$13,930,000
UWP	\$0	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
<b>Federal Flexible/Discretionary</b>	<b>\$0</b>	<b>\$120,350,000</b>	<b>\$145,113,631</b>	<b>\$71,896,130</b>	<b>\$6,420,000</b>	<b>\$80,675,332</b>	<b>\$424,455,093</b>
<b>FTA Funds</b>	<b>\$0</b>	<b>\$543,074,475</b>	<b>\$459,634,951</b>	<b>\$391,135,269</b>	<b>\$339,945,091</b>	<b>\$419,203,299</b>	<b>\$2,152,993,085</b>
RTA Bonds	\$2,013,674	\$0	\$0	\$0	\$0	\$0	\$2,013,674
Other Local Funds	\$0	\$401,550	\$0	\$0	\$0	\$0	\$401,550
TOD Grant	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
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	\$5,846,436	\$449,631,199	\$131,379,576	\$77,500,000	\$77,500,000	\$0	\$741,857,211
Ground Transportation Tax Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Service Board Funds	\$0	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000
<b>RTA/Service Board/ Local</b>	<b>\$27,860,110</b>	<b>\$592,812,749</b>	<b>\$273,359,576</b>	<b>\$219,480,000</b>	<b>\$213,124,000</b>	<b>\$135,624,000</b>	<b>\$1,462,260,435</b>
<b>Total CTA Funding</b>	<b>\$27,860,110</b>	<b>\$1,135,887,224</b>	<b>\$732,994,527</b>	<b>\$610,615,269</b>	<b>\$553,069,091</b>	<b>\$554,827,299</b>	<b>\$3,615,253,520</b>
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	(\$130,233,797)	\$0	\$0	\$0	\$0	(\$130,233,797)
<b>Subtotal Debt Repayment</b>	<b>\$0</b>	<b>(\$317,137,091)</b>	<b>(\$188,712,792)</b>	<b>(\$191,543,484)</b>	<b>(\$194,374,175)</b>	<b>(\$190,184,391)</b>	<b>(\$1,081,951,933)</b>
<b>Total CTA Available</b>	<b>\$27,860,110</b>	<b>\$818,750,133</b>	<b>\$544,281,735</b>	<b>\$419,071,785</b>	<b>\$358,694,916</b>	<b>\$364,642,908</b>	<b>\$2,533,301,587</b>
<b>METRA</b>							
5307/5340 Urbanized Area Formula	\$0	\$105,421,889	\$87,298,615	\$88,608,094	\$83,233,193	\$84,481,691	\$449,043,482
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
<b>Federal Formula</b>	<b>\$5,000,000</b>	<b>\$247,804,004</b>	<b>\$184,374,567</b>	<b>\$187,140,185</b>	<b>\$183,243,266</b>	<b>\$185,991,915</b>	<b>\$993,553,937</b>
CMAQ	\$0	\$0	\$28,800,000	\$0	\$29,024,137	\$0	\$57,824,137
<b>Federal Flexible/Discretionary</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,800,000</b>	<b>\$0</b>	<b>\$29,024,137</b>	<b>\$0</b>	<b>\$57,824,137</b>
<b>FTA Funds</b>	<b>\$5,000,000</b>	<b>\$247,804,004</b>	<b>\$213,174,567</b>	<b>\$187,140,185</b>	<b>\$212,267,403</b>	<b>\$185,991,915</b>	<b>\$1,051,378,074</b>
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
IDOT Multi-Modal Transportation Bond	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
PAYGO	\$0	\$73,775,000	\$73,775,000	\$73,775,000	\$74,456,000	\$74,456,000	\$370,237,000
<b>RTA/Service Board/State/ Local</b>	<b>\$1,748,621</b>	<b>\$82,305,000</b>	<b>\$209,440,000</b>	<b>\$79,604,000</b>	<b>\$74,456,000</b>	<b>\$74,456,000</b>	<b>\$522,009,621</b>
<b>Total METRA Available</b>	<b>\$6,748,621</b>	<b>\$330,109,004</b>	<b>\$422,614,567</b>	<b>\$266,744,185</b>	<b>\$286,723,403</b>	<b>\$260,447,915</b>	<b>\$1,573,387,695</b>
<b>Pace</b>							
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	\$0	\$1,746,463	\$1,838,967	\$1,866,552	\$1,894,550	\$1,922,968	\$9,269,500
<b>Federal Formula</b>	<b>\$0</b>	<b>\$58,306,824</b>	<b>\$43,382,251</b>	<b>\$44,032,986</b>	<b>\$41,900,137</b>	<b>\$42,528,639</b>	<b>\$230,150,837</b>
<b>FTA Funds</b>	<b>\$0</b>	<b>\$58,306,824</b>	<b>\$43,382,251</b>	<b>\$44,032,986</b>	<b>\$41,900,137</b>	<b>\$42,528,639</b>	<b>\$230,150,837</b>
RTA ICE Funds	\$557,432	\$1,843,261	\$1,888,236	\$1,942,995	\$0	\$0	\$6,231,924
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	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
<b>RTA/Service Board/ Local</b>	<b>\$982,432</b>	<b>\$16,193,261</b>	<b>\$13,238,236</b>	<b>\$13,292,995</b>	<b>\$17,025,000</b>	<b>\$17,025,000</b>	<b>\$77,756,924</b>
<b>Total Pace Available</b>	<b>\$982,432</b>	<b>\$74,500,085</b>	<b>\$56,620,487</b>	<b>\$57,325,981</b>	<b>\$58,925,137</b>	<b>\$59,553,639</b>	<b>\$307,907,761</b>

	Prior Year Funding	2022	2023	2024	2025	2026	Total
<b>Regional Total</b>							
5307/5340 Urbanized Area Formula	\$0	\$329,157,731	\$264,430,553	\$268,397,012	\$272,422,965	\$276,509,310	\$1,410,917,571
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	\$0	\$14,408,320	\$15,171,480	\$15,399,052	\$15,630,038	\$15,864,488	\$76,473,378
<b>Federal Formula</b>	<b>\$5,000,000</b>	<b>\$728,835,303</b>	<b>\$542,278,138</b>	<b>\$550,412,310</b>	<b>\$558,668,494</b>	<b>\$567,048,521</b>	<b>\$2,952,242,766</b>
CMAQ	\$0	\$0	\$67,493,631	\$0	\$29,024,137	\$74,255,332	\$170,773,100
Department of Homeland Security	\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$30,000,000
5309C Core Capacity	\$0	\$100,000,000	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130
UWP	\$0	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
Surface Transportation Planning (STP)	\$0	\$13,930,000	\$0	\$0	\$0	\$0	\$13,930,000
<b>Federal Flexible/Discretionary</b>	<b>\$0</b>	<b>\$120,350,000</b>	<b>\$173,913,631</b>	<b>\$71,896,130</b>	<b>\$35,444,137</b>	<b>\$80,675,332</b>	<b>\$482,279,230</b>
<b>FTA Funds</b>	<b>\$5,000,000</b>	<b>\$849,185,303</b>	<b>\$716,191,769</b>	<b>\$564,543,795</b>	<b>\$594,112,631</b>	<b>\$647,723,853</b>	<b>\$3,376,757,351</b>
Other Local Funds	\$0	\$401,550	\$0	\$0	\$0	\$0	\$401,550
RTA Bonds	\$2,013,674	\$0	\$130,000,000	\$0	\$0	\$0	\$132,013,674
RTA ICE Funds	\$2,229,553	\$7,373,261	\$7,553,236	\$7,771,995	\$0	\$0	\$24,928,045
TOD Grant	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Service Board Bond Proceeds	\$5,846,436	\$449,631,199	\$131,379,576	\$77,500,000	\$77,500,000	\$0	\$741,857,211
IDOT Multi-Modal Transportation Bond	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Ground Transportation Tax Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Service Board Funds	\$76,500	\$3,105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$3,601,500
PAYGO	\$20,425,000	\$227,000,000	\$227,000,000	\$227,000,000	\$227,000,000	\$227,000,000	\$1,155,425,000
<b>RTA/Service Board/ Local</b>	<b>\$30,591,163</b>	<b>\$691,311,010</b>	<b>\$496,037,812</b>	<b>\$312,376,995</b>	<b>\$304,605,000</b>	<b>\$227,105,000</b>	<b>\$2,062,026,980</b>
<b>Total Regional Funding</b>	<b>\$35,591,163</b>	<b>\$1,540,496,313</b>	<b>\$1,212,229,581</b>	<b>\$876,920,790</b>	<b>\$898,717,631</b>	<b>\$874,828,853</b>	<b>\$5,438,784,331</b>
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	(\$130,233,797)	\$0	\$0	\$0	\$0	(\$130,233,797)
<b>Debt Repayment</b>	<b>\$0</b>	<b>(\$317,137,091)</b>	<b>(\$188,712,792)</b>	<b>(\$133,778,839)</b>	<b>(\$194,374,175)</b>	<b>(\$190,184,391)</b>	<b>(\$1,024,187,288)</b>
<b>Total Regional Available</b>	<b>\$35,591,163</b>	<b>\$1,223,359,222</b>	<b>\$1,023,516,789</b>	<b>\$743,141,951</b>	<b>\$704,343,456</b>	<b>\$684,644,462</b>	<b>\$4,414,597,043</b>

Schedule IIB 2022-2026 Capital Program

June 16, 2022

2022-XX

Proposed Changes to RTA 2022 Capital Program

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
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CTA CAPITAL PROGRAM

Rolling Stock - Bus

2022 - Bus Maintenance	PAYGO	36000000	56000000	20000000	36000000	36000000	36000000	36000000	200000000
Bus Overhaul - Purchase and Install Driver Barrier Doors	5307	0	3309417	3309417	0	0	0	0	3309417
Life Extending Bus Overhaul - 430 Standard (1000 Series)	5339	0	0	0	9415428	665654	0	0	10081082
Life Extending Bus Overhaul - 430 Standard (1000 Series)	5307	15815340	13011397	-2803943	6682480	0	0	0	19693877
Life Extending Bus Overhaul - 430 Standard (1000 Series)	PAYGO	1893610	1893610	0	0	0	0	0	1893610
Purchase up to 6 Electric Buses with Charging Systems	PAYGO	3496667	3496667	0	0	0	0	0	3496667
Purchase up to 70 Electric Buses with Charging Systems	CMAQ	0	0	0	23493631	0	0	44255332	67748963
Replace Buses - Options to Purchase Up To 500 of 1,030	5339	12954210	12535238	-418972	3763761	12731521	13545938	13749127	56325585
Replace Buses - Options to Purchase Up To 500 of 1,030	5307	5545198	29944594	24399396	75659458	1098456	14006422	18070178	138779108
Replace Buses - Options to Purchase Up To 500 of 1,030	PAYGO	7378333	7378333	0	2875000	22875000	9226922	1822884	44178139

Total Rolling Stock - Bus

\$83,083,358      \$127,569,256      \$44,485,898      \$157,889,758      \$73,370,631      \$72,779,282      \$113,897,521      \$545,506,448

Rolling Stock - Rail

2022 - Rail Car Maintenance	PAYGO	18106390	18106390	0	18000000	18000000	18000000	18000000	90106390
5000 Series Rail Car Quarter Life Overhaul	5337	0	835000	835000	99087	0	0	0	934087
5000 Series Rail Car Quarter Life Overhaul	5307	0	0	0	0	4999910	0	0	4999910
5000 Series Rail Car Quarter Life Overhaul	CTA Bond	2399057	500000	-1899057	1899057	0	0	0	2399057
5000 Series Rail Car Quarter Life Overhaul	PAYGO	10000000	10000000	0	20000000	0	22292078	0	52292078
Purchase Rail Cars - 7000 Series (Base Order 400)	5337	14190261	21155656	6965395	0	39702294	0	0	60857950
Purchase Rail Cars - 7000 Series (Base Order 400)	5307	49030643	42465248	-6565395	0	43012529	0	0	85477777
Purchase Rail Cars - 7000 Series (Base Order 400)	CTA Bond	31235577	15135766	-16099811	15000000	0	0	0	30135766
Rail Cars - 7000 Series Option Three (100 cars)	5307	0	0	0	0	0	0	12629059	12629059
Rail Cars - 7000 Series Option Three (100 cars)	PAYGO	0	0	0	0	0	0	29696116	29696116
Rail Cars - 7000 Series Option Two (100 cars)	5337	0	0	0	0	0	21357465	37919601	59277066
Rail Cars - 7000 Series Option Two (100 cars)	5307	0	0	0	0	0	42444089	28441033	70885122

Total Rolling Stock - Rail

\$124,961,928      \$108,198,060      (\$16,763,868)      \$54,998,144      \$105,714,733      \$104,093,632      \$126,685,809      \$499,690,378

Track & Structure

Green & Pink Line West - Track Improvements	CTA Bond	9515414	832351	-8683063	0	0	0	0	832351
Red & Blue Line Subway - Track Improvements	CTA Bond	4973988	5639070	665082	0	0	0	0	5639070
Brown Line & Nagle Curve Improvements	CTA Bond	1096	75004	73908	0	0	0	0	75004
Congress Blue Line - P1 Track	CTA Bond	2312	2500000	2497688	0	0	0	0	2500000
Infrastructure - Congress Line (Fast Tracks)	CTA Bond	0	7024058	7024058	0	0	0	0	7024058
Infrastructure - DC Breakers (Fast Tracks)	CTA Bond	0	6571295	6571295	0	0	0	0	6571295
Infrastructure - Lake Street Line (Track and Structure)	5337	0	3903938	3903938	0	0	0	0	3903938
Rehabilitate Blue Line - Upgrade Special Track Work (Jeff Pa	RTA Bond	2013674	2013674	0	0	0	0	0	2013674
Subway Life Safety	5337	0	3000000	3000000	0	0	0	0	3000000
Cicero Grade Crossing	Other Local	401550	401550	0	0	0	0	0	401550
Cicero Grade Crossing	CTA Bond	401550	401550	0	0	0	0	0	401550
2022 - Elevated Track and Structure Maintenance Systemwide	PAYGO	38000000	38000000	0	38000000	38000000	38000000	38000000	190000000

Total Track & Structure

\$55,309,584      \$70,362,490      \$15,052,906      \$38,000,000      \$38,000,000      \$38,000,000      \$38,000,000      \$222,362,490

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
<b>Electrical, Signal, &amp; Communications</b>									
Blue Line O'Hare Branch Traction Power Improvements	CTA Bond	4431002	12405159	7974157	0	0	0	0	12405159
Public Address Communication Modernization & Upgrade	5307	0	0	0	0	0	6000000	6000000	12000000
Rail Station Communications Infrastructure Modernization	5337	0	0	0	0	0	5000000	0	5000000
Rail Station Communications Infrastructure Modernization	5307	0	0	0	0	0	0	5000000	5000000
Security Camera Modernization and Upgrade	5337	0	0	0	2000000	0	0	0	2000000
Security Camera Modernization and Upgrade	5307	0	0	0	0	2000000	4000000	3568629	9568629
Systemwide Security Cameras Improvements (Safe & Secure)	CTA Bond	4676520	4707200	30680	0	0	0	0	4707200
Tactical Traction Power (Equipment/Cable/Enclosures)	5337	3370921	3694555	323634	0	0	0	0	3694555
Tactical Traction Power (Equipment/Cable/Enclosures)	5307	323634	0	-323634	2125768	0	0	0	2125768
Tactical Traction Power (Equipment/Cable/Enclosures)	CTA Bond	2797792	7170347	4372555	0	0	0	0	7170347
<b>Total Electrical, Signal, &amp; Communications</b>		<b>\$15,599,869</b>	<b>\$27,977,261</b>	<b>\$12,377,392</b>	<b>\$4,125,768</b>	<b>\$2,000,000</b>	<b>\$15,000,000</b>	<b>\$14,568,629</b>	<b>\$63,671,658</b>
<b>Facilities and Equipment</b>									
2022 - Facilities Maintenance - Systemwide	PAYGO	12000000	12000000	0	12000000	12000000	12000000	12000000	60000000
CTA Open Fare Payment System - Equipment (Lease) - VENTRA	PAYGO	15000000	15000000	0	15000000	15000000	0	0	45000000
Equipment and Non-Revenue Vehicles Program	5337	0	0	0	4000000	0	4000000	0	8000000
Equipment and Non-Revenue Vehicles Program	5307	0	0	0	0	4000000	0	4000000	8000000
Equipment and Non-Revenue Vehicles Program - Diesel locomoti	CTA Bond	3333095	3333095	0	0	0	0	0	3333095
Improve Facilities - Diesel Locomotive Storage Shed	5337	0	1000000	1000000	0	0	0	0	1000000
Improve Facilities - Electric Bus Program Planning	5307	0	14590000	14590000	0	0	0	0	14590000
New Control & Training Center	CTA Bond	110000000	110000000	0	0	0	0	0	110000000
Non-Revenue Utility Vehicle Replacement	5307	0	1225000	1225000	0	0	0	0	1225000
Office Building Principle and Interest	5307	3565000	3565000	0	3760000	3960000	4175000	4400000	19860000
Office Building Principle and Interest	5307	2621456	2621456	0	2429175	2226525	2012981	1787888	11078025
Facilities Critical Needs	5337	0	10000000	10000000	0	0	0	0	10000000
60447 Facilities Critical Needs	CTA Bond	0	578000	578000	0	0	0	0	578000
60448 Infrastructure- Old Mannheim Replacement Footwalk	CTA Bond	0	250000	250000	0	0	0	0	250000
Rail Facilities (Yards)	5337	3950000	3950000	0	3950000	0	0	0	7900000
<b>Total Facilities and Equipment</b>		<b>\$150,469,551</b>	<b>\$178,112,551</b>	<b>\$27,643,000</b>	<b>\$41,139,175</b>	<b>\$37,186,525</b>	<b>\$22,187,981</b>	<b>\$22,187,888</b>	<b>\$300,814,120</b>
<b>Stations &amp; Passenger Facilities</b>									
Rehab Rail Stations - Refresh and Renew Program Expansion	5337	0	3000000	3000000	0	0	0	0	3000000
60442 REHAB RAIL STATIONS -Evanston Line - Central Station - St	CTA Bond	0	2414066	2414066	0	0	0	0	2414066
60443 Rehabilitate Rail Stations - TIF Quincy Loop Station Upgrad	CTA Bond	0	731332	731332	0	0	0	0	731332
60444 REHAB Rail Stations - Clark and Lake Stair Replacement De	CTA Bond	0	650000	650000	0	0	0	0	650000
60445 Rehabilitate Bus Garage - North Park Garage	CTA Bond	0	177485	177485	0	0	0	0	177485
60446 Rehabilitate Rail Stations -95th Terminal	CTA Bond	0	625384	625384	0	0	0	0	625384
43rd Street Station	5337	0	3696062	3696062	0	0	0	0	3696062
Loyola Station (North Main - Stair and Elevator Replacement)	5337	0	1500000	1500000	0	0	0	0	1500000
Western Station Reconstruction - Brown Line	5337	0	8800000	8800000	0	0	0	0	8800000
Station Security Enhancements	CTA Bond	8897100	3000000	-5897100	0	0	0	0	3000000
All Station Accessibility Program (Design/Consultant Services)	5337	0	26000000	26000000	0	0	0	0	26000000
All Stations Accessibility Program (Elevator Replacement)	5337	0	9485000	9485000	0	0	0	0	9485000
All Station Accessibility Program - Austin Station	STP	13930000	13930000	0	0	0	0	0	13930000
<b>Total Stations &amp; Passenger Facilities</b>		<b>\$22,827,100</b>	<b>\$71,009,329</b>	<b>\$51,182,229</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,009,329</b>

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
<b>Miscellaneous</b>									
Implement Security Projects - HLS Program	DHS	6000000	6000000	0	6000000	6000000	6000000	6000000	30000000
95th Corridor Transit Oriented Development Study	Other	0	800000	800000	0	0	0	0	800000
Bus Slow Zones Elimination Program	CMAQ	0	0	0	15200000	0	0	0	15200000
Upgrade Office Computer Systems	5307	1700000	1700000	0	1700000	0	0	0	3400000
Information Technology - MMIMS Upgrade	5307	0	0	0	0	2500000	0	0	2500000
Information Technology - Hastus Upgrade	5307	0	0	0	0	1000000	0	0	1000000
Information Technology - TOPS Upgrade II	CTA Bond	0	1700000	1700000	0	0	0	1500000	3200000
Information Technology - Bus Router Replacements (MP070's)	5307	0	0	0	0	0	4200000	0	4200000
Information Technology - IVN3/IVN4 Replacement	5307	0	0	0	0	0	7200000	0	7200000
<b>Total Miscellaneous</b>		<b>\$7,700,000</b>	<b>\$10,200,000</b>	<b>\$2,500,000</b>	<b>\$22,900,000</b>	<b>\$9,500,000</b>	<b>\$17,400,000</b>	<b>\$7,500,000</b>	<b>\$67,500,000</b>
<b>Extensions and Expansions</b>									
Red Line Extension - Planning, Preliminary Engineering	CMAQ	0	0	0	0	0	0	30000000	30000000
Red Line Extension - Planning, Preliminary Engineering	CTA Bond	95271335	58290816	-36980519	114480519	77500000	77500000	0	327771335
<b>Total Extensions and Expansions</b>		<b>\$95,271,335</b>	<b>\$58,290,816</b>	<b>(\$36,980,519)</b>	<b>\$114,480,519</b>	<b>\$77,500,000</b>	<b>\$77,500,000</b>	<b>\$30,000,000</b>	<b>\$357,771,335</b>
<b>Modernization</b>									
NML - Red/Purple Modernization - Phase 1	5309C Core Capacity	\$100,000,000	\$100,000,000	\$0	\$100,000,000	\$65,476,130	\$0	\$0	\$265,476,130
NML - Red/Purple Modernization - Phase 1	CTA Bond	\$79,371,605	\$79,371,605	\$0	\$0	\$0	\$0	\$0	\$79,371,605
<b>Total Modernization</b>		<b>\$179,371,605</b>	<b>\$179,371,605</b>	<b>\$0</b>	<b>\$100,000,000</b>	<b>\$65,476,130</b>	<b>\$0</b>	<b>\$0</b>	<b>\$344,847,735</b>
<b>Contingencies &amp; Administration</b>									
Program Development - UWP	UWP	\$420,000	\$420,000	\$0	\$420,000	\$420,000	\$420,000	\$420,000	\$2,100,000
Program Development - UWP	UWP	\$105,000	\$105,000	\$0	\$105,000	\$105,000	\$105,000	\$105,000	\$525,000
Program Management	5337	\$0	\$0	\$0	\$4,222,849	\$6,606,375	\$6,606,375	\$6,606,375	\$24,041,974
Program Management	5307	\$6,606,375	\$6,606,375	\$0	\$2,383,526	\$0	\$0	\$0	\$8,989,901
Support Services	CTA Bond	\$404,723	\$359,680	(\$45,043)	\$0	\$0	\$0	\$0	\$359,680
Support Services	5339	\$181,270	\$126,619	(\$54,651)	\$153,324	\$135,325	\$189,550	\$192,393	\$797,211
Support Services	5337	\$2,251,509	\$2,428,871	\$177,362	\$1,904,402	\$1,680,841	\$2,354,355	\$2,389,670	\$10,758,139
Support Services	5307	\$1,843,471	\$1,671,755	(\$171,716)	\$1,559,270	\$1,376,225	\$2,058,741	\$2,089,623	\$8,755,614
Support Services	CTA Bond	\$681,151	\$800,575	\$119,424	\$0	\$0	\$0	\$0	\$800,575
<b>Total Contingencies &amp; Administration</b>		<b>\$12,493,499</b>	<b>\$12,518,875</b>	<b>\$25,376</b>	<b>\$10,748,371</b>	<b>\$10,323,766</b>	<b>\$11,734,021</b>	<b>\$11,803,061</b>	<b>\$57,128,094</b>
<b>Debt Service</b>									
308.002 GTT_LOC REPAYMENT	CTA Bond	\$146,097,845	\$130,233,797	(\$15,864,048)	\$0	\$0	\$0	\$0	(\$15,864,048)
308.002 CTA Bond Repayment - Principal/Interest - 5307	5307	\$46,533,764	\$46,465,239	(\$68,525)	\$39,288,977	\$71,448,839	\$63,086,952	\$63,935,538	\$237,691,781
308.002 CTA Bond Repayment - Principal/Interest - 5337	5337	\$139,390,169	\$140,438,055	\$1,047,886	\$149,423,815	\$120,094,645	\$131,287,223	\$126,248,853	\$528,102,422
308.002 CTA Bond Repayment 5337 OFFSET	5337	(\$139,390,169)	(\$140,438,055)	(\$1,047,886)	(\$149,423,815)	(\$120,094,645)	(\$131,287,223)	(\$126,248,853)	(\$528,102,422)
308.002 CTA Bond Repayment 5307 OFFSET	5307	(\$46,533,764)	(\$46,465,239)	\$68,525	(\$39,288,977)	(\$71,448,839)	(\$63,086,952)	(\$63,935,538)	(\$237,691,781)
308.002 CTA Bond Repayment - GTT Funds OFFSET	CTA Bond	(\$146,097,845)	(\$130,233,797)	\$15,864,048	\$0	\$0	\$0	\$0	\$15,864,048
<b>Total Debt Service</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total CTA CAPITAL PROGRAM</b>		<b>\$747,087,829</b>	<b>\$846,610,243</b>	<b>\$99,522,414</b>	<b>\$544,281,735</b>	<b>\$419,071,785</b>	<b>\$358,694,916</b>	<b>\$364,642,908</b>	<b>\$2,533,301,587</b>

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
<b>METRA CAPITAL PROGRAM</b>									
<i>Rolling Stock - Rail</i>									
5306 F59 Locomotive Engine Upgrade	CMAQ	\$0	\$0	\$0	\$28,800,000	\$0	\$0	\$0	\$28,800,000
5604 Zero-Emissions Locomotives	CMAQ	\$0	\$0	\$0	\$0	\$0	\$29,024,137	\$0	\$29,024,137
5006 New Bi-Level Rail Cars Purchase	5337	\$0	\$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	\$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	\$0	\$5,050,000
5207 Car Rehab (Nippon Sharyo P-5)	5337	\$1,700,000	\$5,300,000	\$3,600,000	\$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	\$0	\$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	\$0	\$4,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$17,000,000
5506 COVID-19 Modifications	5337	\$0	\$0	\$0	\$0	\$7,850,000	\$0	\$0	\$7,850,000
5404 Switch Locomotive Procurement	5337	\$0	\$0	\$0	\$7,850,000	\$16,150,000	\$0	\$0	\$24,000,000
5605 Zero-Emissions Trainsets	5337	\$0	\$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	\$0	\$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	\$0	\$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	\$0	\$2,800,000
5602 Locomotive and Car Improvements	5307	\$2,000,000	\$2,000,000	\$0	\$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	\$0	\$750,000
5006 New Bi-Level Rail Cars Purchase	RTA Bond	\$0	\$0	\$0	\$130,000,000	\$0	\$0	\$0	\$130,000,000
5006 New Bi-Level Rail Cars Purchase	PAYGO	\$0	\$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	\$0	\$15,000,000	\$16,000,000	\$0	\$0	\$38,000,000
5604 Zero-Emissions Locomotives	PAYGO	\$0	\$0	\$0	\$0	\$6,800,000	\$0	\$0	\$6,800,000
<i>Total Rolling Stock - Rail</i>		\$40,800,000	\$59,400,000	\$18,600,000	\$205,450,000	\$77,110,822	\$165,034,959	\$122,510,822	\$629,506,603
<i>Track &amp; Structure</i>									
5441 Bridge A110/56	5337	\$495,000	\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000
5442 Bridge A-318	5337	\$2,000,000	\$2,000,000	\$0	\$400,000	\$0	\$0	\$0	\$2,400,000
5611 Ties, Ballast & Switch Heaters BNS	5337	\$1,750,000	\$1,750,000	\$0	\$2,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$11,550,000
5615 Ties & Ballast RID	5337	\$0	\$0	\$0	\$0	\$0	\$4,950,000	\$0	\$4,950,000
5621 Undercutting & Surfacing MED	5337	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
5622 Undercutting & Surfacing MWD	5337	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
5623 Undercutting & Surfacing RID	5337	\$1,500,000	\$1,500,000	\$0	\$750,000	\$750,000	\$0	\$0	\$3,000,000
5624 Undercutting & Surfacing UPR	5337	\$750,000	\$750,000	\$0	\$250,000	\$250,000	\$0	\$0	\$1,250,000
5625 Rail Renewal BNS	5337	\$1,630,000	\$1,630,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$3,630,000
5626 Rail Renewal MED	5337	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$2,400,000
5627 Rail Renewal MWD	5337	\$0	\$2,000,000	\$2,000,000	\$1,300,000	\$0	\$0	\$0	\$3,300,000
5628 Rail Renewal RID	5337	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
5729 Rail Renewal UPR	5337	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
5637 Bridges & Retaining Walls MED	5337	\$600,000	\$600,000	\$0	\$400,000	\$3,200,000	\$0	\$0	\$4,200,000
5740 Bridges & Retaining Walls UPR	5337	\$0	\$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	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$4,250,000
5638 Bridges & Retaining Walls MWD-N	5337	\$0	\$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	\$0	\$1,000,000
5634 Crossings (Road & Track) RID	5337	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$3,000,000
5735 Crossings (Road & Track) UPR	5337	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
5631 Crossings (Road & Track) MED	5337	\$1,000,000	\$1,000,000	\$0	\$500,000	\$0	\$0	\$0	\$1,500,000
5631 Crossings (Road & Track) MED	5307	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$750,000	\$2,250,000
5632 Crossings (Road & Track) MWD	5307	\$2,500,000	\$2,500,000	\$0	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$11,500,000

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
5634 Crossings (Road & Track) RID	5307	\$0	\$0	\$0	\$1,500,000	\$1,000,000	\$1,500,000	\$0	\$4,000,000
5735 Crossings (Road & Track) UPR	5307	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,500,000
5444 Catenary Structure Rehabilitation	5307	\$1,100,000	\$1,100,000	\$0	\$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	\$0	\$6,825,000	\$6,825,000
5621 Undercutting & Surfacing MED	5307	\$1,000,000	\$1,000,000	\$0	\$0	\$750,000	\$750,000	\$750,000	\$3,250,000
5622 Undercutting & Surfacing MWD	5307	\$750,000	\$750,000	\$0	\$0	\$750,000	\$750,000	\$750,000	\$3,000,000
5623 Undercutting & Surfacing RID	5307	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$1,500,000
5624 Undercutting & Surfacing UPR	5307	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
5625 Rail Renewal BNS	5307	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
5626 Rail Renewal MED	5307	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$750,000	\$2,250,000
5627 Rail Renewal MWD	5307	\$2,000,000	\$0	(\$2,000,000)	\$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	\$0	\$1,368,000	\$1,368,000	\$1,368,000	\$5,104,000
5729 Rail Renewal UPR	5307	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$1,000,000
5637 Bridges & Retaining Walls MED	5307	\$0	\$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	\$0	\$3,200,000	\$3,200,000	\$7,100,000
5616 Ties & Ballast UPR	5307	\$6,200,000	\$6,200,000	\$0	\$750,000	\$0	\$750,000	\$750,000	\$8,450,000
5636 Bridges & Retaining Walls BNS	5307	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
5639 Bridges & Retaining Walls RID	5337	\$200,000	\$200,000	\$0	\$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	\$0	\$1,000,000
4840 UP North Line - South 11 Bridges	5307	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
5629 RI Connection and 3rd Main	5307	\$0	\$8,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
5442 Bridge A-318	PAYGO	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
5712 Ties & Ballast MED	PAYGO	\$0	\$0	\$0	\$6,475,000	\$0	\$0	\$0	\$6,475,000
5715 Ties & Ballast RID	PAYGO	\$0	\$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	\$0	\$10,075,000
5445 CREATE EW-2 Bridge Lift	PAYGO	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
5641 Bridge 86 - 78th St Entrance	PAYGO	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
5443 Hickory Creek Bridge	PAYGO	\$0	\$0	\$0	\$0	\$2,650,000	\$0	\$0	\$2,650,000
<b>Total Track &amp; Structure</b>		<b>\$46,200,000</b>	<b>\$54,200,000</b>	<b>\$8,000,000</b>	<b>\$30,775,000</b>	<b>\$41,818,000</b>	<b>\$32,818,000</b>	<b>\$54,193,000</b>	<b>\$213,804,000</b>
<b>Electrical, Signal, &amp; Communications</b>									
4746 Impedance Bonds	5337	\$800,000	\$800,000	\$0	\$800,000	\$850,000	\$200,000	\$200,000	\$2,850,000
4842 16th St. Interlocker	5337	\$3,500,000	\$3,500,000	\$0	\$6,000,000	\$2,500,000	\$0	\$0	\$12,000,000
4947 A-20 (Techny) Interlocker	5337	\$6,000,000	\$6,000,000	\$0	\$6,000,000	\$0	\$0	\$0	\$12,000,000
5149 Lake St. Interlocker	5337	\$0	\$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	\$0	\$3,000,000	\$0	\$0	\$0	\$5,500,000
5362 Western Interlocking	5337	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
5454 Substation Improvements (Jackson)	5337	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400,000	\$6,400,000
5457 Chicago Union Station Interlockers	5337	\$4,000,000	\$4,000,000	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000
5654 Facilities - Electrical MED	5337	\$400,000	\$400,000	\$0	\$900,000	\$900,000	\$900,000	\$900,000	\$4,000,000
5655 Facilities - Electrical MWD	5337	\$500,000	\$500,000	\$0	\$500,000	\$900,000	\$900,000	\$900,000	\$3,700,000
5656 Facilities - Electrical RID	5337	\$0	\$0	\$0	\$440,000	\$440,000	\$440,000	\$440,000	\$1,760,000
5647 Signal System Upgrades MED	5337	\$900,000	\$900,000	\$0	\$900,000	\$900,000	\$1,050,000	\$1,100,000	\$4,850,000
5648 Signal System Upgrades MWD	5337	\$900,000	\$900,000	\$0	\$900,000	\$900,000	\$1,000,000	\$1,100,000	\$4,800,000
5649 Signal System Upgrades RID	5337	\$0	\$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	\$0	\$2,000,000
5651 PTC Renewal (Engineering)	5337	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
5151 Fiber Optic - MED	5307	\$0	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$15,000,000
5388 Smart Gates	5307	\$3,000,000	\$3,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$7,000,000
5447 MWD Holding Signal (50/50)	5307	\$5,000,000	\$5,000,000	\$0	\$5,400,000	\$5,000,000	\$0	\$0	\$15,400,000
5656 Facilities - Electrical RID	5307	\$440,000	\$440,000	\$0	\$0	\$0	\$0	\$0	\$440,000



	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
5649 Signal System Upgrades RID	5307	\$900,000	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000
5554 Switch Layout Standards	5307	\$1,382,000	\$1,382,000	\$0	\$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	\$0	\$1,708,000	\$0	\$0	\$0	\$2,144,000
5557 MED Improvements	5307	\$500,000	\$500,000	\$0	\$11,500,000	\$0	\$0	\$0	\$12,000,000
5559 Systemwide Cameras	5307	\$400,000	\$400,000	\$0	\$400,000	\$600,000	\$0	\$0	\$1,400,000
5652 CTC Over ITCM	5307	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
5658 Communication Systems Improvements	5307	\$2,565,000	\$2,565,000	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$4,165,000
5659 Downtown Public Information Displays	5307	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,500,000	\$0	\$0	\$4,200,000
5454 Substation Improvements (Jackson)	PAYGO	\$0	\$0	\$0	\$14,500,000	\$14,500,000	\$0	\$0	\$29,000,000
5560 Milwaukee Signals North	PAYGO	\$4,500,000	\$4,500,000	\$0	\$4,500,000	\$0	\$0	\$0	\$9,000,000
<b>Total Electrical, Signal, &amp; Communications</b>		<b>\$50,623,000</b>	<b>\$50,623,000</b>	<b>\$0</b>	<b>\$73,330,000</b>	<b>\$61,672,000</b>	<b>\$20,322,000</b>	<b>\$26,922,000</b>	<b>\$232,869,000</b>
<b>Facilities and Equipment</b>									
5555 Consolidated Control Facility (CCF) - Generator & UPS	5337	\$447,000	\$447,000	\$0	\$0	\$0	\$0	\$0	\$447,000
5661 Yard Improvements BNS	5337	\$1,500,000	\$1,500,000	\$0	\$320,000	\$500,000	\$760,000	\$2,000,000	\$5,080,000
5662 Yard Improvements MED	5337	\$400,000	\$400,000	\$0	\$320,000	\$350,000	\$370,000	\$550,000	\$1,990,000
5663 Yard Improvements MWD	5337	\$400,000	\$400,000	\$0	\$400,000	\$440,000	\$480,000	\$650,000	\$2,370,000
5663 Yard Improvements MWD	5337	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
5664 Yard Improvements RID	5337	\$200,000	\$200,000	\$0	\$200,000	\$220,000	\$260,000	\$380,000	\$1,260,000
5665 Yard Improvements UPR	5337	\$0	\$0	\$0	\$520,000	\$580,000	\$620,000	\$800,000	\$2,520,000
5666 Systemwide Yard Improvements	5337	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
5666 Systemwide Yard Improvements	5337	\$0	\$12,823,598	\$12,823,598	\$0	\$0	\$0	\$0	\$12,823,598
5667 Systemwide Yard Improvements	5337	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
5666 Systemwide Yard Improvements	5307	\$0	\$413,402	\$413,402	\$0	\$0	\$0	\$0	\$413,402
4852 Financial System Replacement	5307	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
5062 Automatic Passenger Counters	5307	\$0	\$0	\$0	\$335,000	\$0	\$1,000,000	\$1,000,000	\$2,335,000
5453 Central Warehousing	5307	\$1,700,000	\$4,700,000	\$3,000,000	\$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	\$0	\$520,000
5668 Right of Way Equipment	5307	\$0	\$0	\$0	\$0	\$0	\$3,250,000	\$3,250,000	\$6,500,000
5669 Office Equipment	5307	\$500,000	\$500,000	\$0	\$0	\$0	\$775,000	\$775,000	\$2,050,000
5673 IT Components & Services	5307	\$750,000	\$750,000	\$0	\$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	\$0	\$1,671,000	\$0	\$0	\$4,671,000
5576 Building Improvements - 547 W Jackson	5307	\$0	\$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	\$0	\$5,500,000	\$0	\$5,250,000	\$5,250,000	\$18,750,000
5671 Transportation Division Software	5307	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
5274 Cyber Security Systems	5307	\$0	\$0	\$0	\$500,000	\$1,000,000	\$500,000	\$0	\$2,000,000
5576 547 - Building Improvements	5307	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
5171 GPS Train Tracking (Phase 2)	5307	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
4992 Hybrid & Alt Fuel Vehs	ICE	\$0	\$979,196	\$979,196	\$0	\$0	\$0	\$0	\$979,196
5171 GPS Train Tracking (Phase 2)	ICE	\$0	\$692,784	\$692,784	\$0	\$0	\$0	\$0	\$692,784
5171 GPS Train Tracking (Phase 2)	ICE	\$4,000,000	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$5,000,000
5062 Automatic Passenger Counters	ICE	\$0	\$0	\$0	\$4,665,000	\$0	\$0	\$0	\$4,665,000
5574 TROI - NET Station Displays	ICE	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$329,000
5672 Enterprise Asset Management System	ICE	\$0	\$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	\$0	\$1,000,000
5555 Consolidated Control Facility (CCF) - Generator & UPS	PAYGO	\$1,263,000	\$1,263,000	\$0	\$0	\$0	\$0	\$0	\$1,263,000
5668 Right of Way Equipment	PAYGO	\$9,000,000	\$9,000,000	\$0	\$5,000,000	\$7,000,000	\$0	\$0	\$21,000,000
5666 Systemwide Yard Improvements	PAYGO	\$6,000,000	\$6,000,000	\$0	\$6,000,000	\$5,000,000	\$0	\$0	\$17,000,000
<b>Total Facilities and Equipment</b>		<b>\$33,430,000</b>	<b>\$66,338,980</b>	<b>\$32,908,980</b>	<b>\$27,335,000</b>	<b>\$24,340,000</b>	<b>\$25,765,000</b>	<b>\$27,155,000</b>	<b>\$170,933,980</b>

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
<i>Stations &amp; Passenger Facilities</i>									
4784 Van Buren St. Station	5337	\$0	\$0	\$0	\$5,750,000	\$0	\$0	\$0	\$5,750,000
4878 West Chicago Station	5337	\$300,000	\$300,000	\$0	\$0	\$5,750,000	\$0	\$0	\$6,050,000
5485 Westmont Station	5337	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$2,000,000
5567 Millennium Station-MEP Upgrades	5337	\$800,000	\$800,000	\$0	\$2,610,000	\$0	\$240,000	\$0	\$3,650,000
5680 Platform Improvements	5337	\$4,500,000	\$4,500,000	\$0	\$4,800,000	\$4,500,000	\$4,000,000	\$4,000,000	\$21,800,000
5681 Station Improvements	5337	\$800,000	\$800,000	\$0	\$700,000	\$500,000	\$2,000,000	\$1,700,000	\$5,700,000
5683 Parking Lot Improvements	5337	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,500,000
4488 River Forest Station	5337	\$900,000	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000
5688 Rogers Park Station	5337	\$1,000,000	\$1,000,000	\$0	\$0	\$1,475,000	\$4,850,000	\$9,500,000	\$16,825,000
5686 Round Lake Station	5337	\$750,000	\$1,500,000	\$750,000	\$0	\$0	\$3,000,000	\$0	\$4,500,000
SP-117 Congress Park Station	5337	\$0	\$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	\$0	\$300,000
5675 University Park Station	5337	\$0	\$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	\$0	\$1,200,000
5682 Station ADA Improvements	5337	\$3,300,000	\$3,300,000	\$0	\$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	\$0	\$3,400,000	\$0	\$0	\$0	\$5,110,000
5487 West Hinsdale Station	5337	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$1,025,000	\$0	\$2,025,000
5184 95th Street Station CSU	5337	\$0	\$0	\$0	\$5,200,000	\$0	\$0	\$0	\$5,200,000
4983 Homewood Station	5337	\$2,100,000	\$7,717,185	\$5,617,185	\$0	\$0	\$0	\$0	\$7,717,185
5687 107th St. (Beverly Hills) Station	5337	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
5690 Kedzie Station-Retaining Wall	5337	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
5679 Congress Park Station	5337	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
5678 Highlands Station	5337	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$0	\$750,000
5187 Harvey Transportation Center	5337	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
4762 Hickory Creek Station	5337	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
4486 Peterson Ridge New Station	5307	\$200,000	\$200,000	\$0	\$450,000	\$0	\$0	\$0	\$650,000
5174 Olympia Fields Station & Parking	5307	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000
5475 Systemwide Station Signs	5307	\$1,500,000	\$1,500,000	\$0	\$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	\$0	\$2,500,000	\$11,100,000	\$0	\$0	\$15,050,000
5479 Shelters	5307	\$2,500,000	\$2,500,000	\$0	\$2,000,000	\$1,000,000	\$0	\$0	\$5,500,000
5484 115th St Station	5307	\$870,000	\$870,000	\$0	\$3,610,000	\$0	\$0	\$0	\$4,480,000
5584 Bicycle Parking	Metra Capital	\$0	\$76,500	\$76,500	\$0	\$0	\$0	\$0	\$76,500
5176 Luminous Platform Signs	ICE	\$0	\$141	\$141	\$0	\$0	\$0	\$0	\$141
5677 Downtown Station Signs	ICE	\$530,000	\$530,000	\$0	\$0	\$0	\$0	\$0	\$530,000
5184 95th Street Station CSU	IDOT	\$0	\$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	\$0	\$5,900,000	\$0	\$0	\$0	\$13,900,000
5384 Elmhurst Station	PAYGO	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
5185 103rd St. Station Rosemoor	PAYGO	\$3,000,000	\$3,000,000	\$0	\$5,900,000	\$0	\$0	\$0	\$8,900,000
5688 Rogers Park Station	PAYGO	\$0	\$0	\$0	\$0	\$9,275,000	\$0	\$0	\$9,275,000
4484 Auburn Park New Station	PAYGO	\$4,300,000	\$4,300,000	\$0	\$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	\$0	\$9,400,000
5183 87th Street Station Woodruff	PAYGO	\$0	\$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	\$0	\$6,237,000
<i>Total Stations &amp; Passenger Facilities</i>		\$59,397,000	\$75,790,826	\$16,393,826	\$59,820,000	\$41,480,000	\$26,915,000	\$23,600,000	\$227,605,826

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
<b>Contingencies &amp; Administration</b>									
	5698 Project Administration	\$450,000	\$450,000	\$0	\$450,000	\$450,000	\$500,000	\$500,000	\$2,350,000
	5699 Contingencies	\$659,332	\$659,332	\$0	\$965,952	\$311,269	\$460,251	\$735,402	\$3,132,206
	5694 Infrastructure Engineering	\$1,250,000	\$1,250,000	\$0	\$1,250,000	\$1,375,000	\$1,500,000	\$1,500,000	\$6,875,000
	5195 Transit Asset Management	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
	5488 Project Development	\$425,000	\$425,000	\$0	\$675,000	\$500,000	\$500,000	\$500,000	\$2,600,000
	5489 Program Management	\$25,000,000	\$25,000,000	\$0	\$20,000,000	\$15,000,000	\$10,000,000	\$0	\$70,000,000
	5698 Project Administration	\$450,000	\$450,000	\$0	\$450,000	\$450,000	\$500,000	\$500,000	\$2,350,000
	5699 Contingencies	\$520,487	\$520,487	\$0	\$363,615	\$362,094	\$408,193	\$331,691	\$1,986,080
	5694 Infrastructure Engineering	\$1,250,000	\$1,250,000	\$0	\$1,250,000	\$1,375,000	\$1,500,000	\$1,500,000	\$6,875,000
<b>Total Contingencies &amp; Administration</b>		<b>\$30,504,819</b>	<b>\$30,504,819</b>	<b>\$0</b>	<b>\$25,904,567</b>	<b>\$20,323,363</b>	<b>\$15,868,444</b>	<b>\$6,067,093</b>	<b>\$98,668,286</b>
<b>Total METRA CAPITAL PROGRAM</b>		<b>\$260,954,819</b>	<b>\$336,857,625</b>	<b>\$75,902,806</b>	<b>\$422,614,567</b>	<b>\$266,744,185</b>	<b>\$286,723,403</b>	<b>\$260,447,915</b>	<b>\$1,573,387,695</b>
<b>PACE CAPITAL PROGRAM</b>									
<b>Rolling Stock - Bus</b>									
	5703 Purchase 15-passenger Paratransit Vehicles	\$1,811,790	\$1,746,463	(\$65,327)	\$1,838,967	\$1,866,552	\$1,894,550	\$1,922,968	\$9,269,500
	5700 Fixed Route CNG Buses	\$28,050,000	\$28,050,000	\$0	\$20,350,000	\$0	\$0	\$0	\$48,400,000
	5702 Fixed Route Coach Buses	\$0	\$0	\$0	\$0	\$9,100,000	\$0	\$0	\$9,100,000
	5703 Purchase 15-passenger Paratransit Vehicles	\$3,800,000	\$3,800,000	\$0	\$3,800,000	\$2,660,000	\$2,660,000	\$2,660,000	\$15,580,000
	5704 Community Transit/On Demand Vehicles	\$0	\$0	\$0	\$1,615,000	\$1,615,000	\$1,615,000	\$1,710,000	\$6,555,000
	5705 Purchase 7-passenger Vanpool Vehicles	\$0	\$0	\$0	\$0	\$0	\$1,360,000	\$1,360,000	\$2,720,000
	5706 Engine/Transmission Retrofits & Associated Capital	\$0	\$0	\$0	\$6,778,284	\$6,791,434	\$7,370,587	\$7,875,671	\$28,815,976
	5701 Fixed Route Electric Buses	\$6,000,000	\$6,000,000	\$0	\$9,000,000	\$9,000,000	\$14,000,000	\$14,000,000	\$52,000,000
<b>Total Rolling Stock - Bus</b>		<b>\$39,661,790</b>	<b>\$39,596,463</b>	<b>(\$65,327)</b>	<b>\$43,382,251</b>	<b>\$31,032,986</b>	<b>\$28,900,137</b>	<b>\$29,528,639</b>	<b>\$172,440,476</b>
<b>Electrical, Signal, &amp; Communications</b>									
	5710 Transit Signal Priority (TSP)	\$1,843,261	\$1,843,261	\$0	\$1,888,236	\$0	\$0	\$0	\$3,731,497
	5712 Bus Security Cameras	\$0	\$0	\$0	\$0	\$1,942,995	\$0	\$0	\$1,942,995
	5711 Intelligent Bus System (IBS)	\$2,250,000	\$2,250,000	\$0	\$1,500,000	\$2,300,000	\$475,000	\$600,000	\$7,125,000
<b>Total Electrical, Signal, &amp; Communications</b>		<b>\$4,093,261</b>	<b>\$4,093,261</b>	<b>\$0</b>	<b>\$3,388,236</b>	<b>\$4,242,995</b>	<b>\$475,000</b>	<b>\$600,000</b>	<b>\$12,799,492</b>
<b>Facilities and Equipment</b>									
	5413 Farebox System Replacement	\$3,079,344	\$3,079,344	\$0	\$0	\$0	\$0	\$0	\$3,079,344
	5720 Improve Support Facilities	\$0	\$0	\$0	\$1,800,000	\$1,000,000	\$8,500,000	\$8,000,000	\$19,300,000
	5726 North Division Garage Improvements	\$0	\$10,181,017	\$10,181,017	\$0	\$0	\$0	\$0	\$10,181,017
	5724 Computer Systems - Hardware & Software	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
	5724 Computer Systems - Hardware & Software	\$0	\$557,432	\$557,432	\$0	\$0	\$0	\$0	\$557,432
	5725 Support Equipment - Non-Revenue Vehicles	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
	5721 Charging Infrastructure	\$4,000,000	\$4,000,000	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000
	5722 Fire Loop System	\$2,050,000	\$2,050,000	\$0	\$0	\$0	\$0	\$0	\$2,050,000
	5723 Security System	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
	I-55 Bus Maintenance and Storage Facility (Plainfield Garage)	\$425,000	\$425,000	\$0	\$0	\$0	\$0	\$0	\$425,000
<b>Total Facilities and Equipment</b>		<b>\$11,054,344</b>	<b>\$21,792,793</b>	<b>\$10,738,449</b>	<b>\$7,300,000</b>	<b>\$6,500,000</b>	<b>\$14,000,000</b>	<b>\$13,500,000</b>	<b>\$63,092,793</b>

	Funding source	Current	Proposed	Proposed Vs. Current	2023	2024	2025	2026	Total
<b><u>Stations &amp; Passenger Facilities</u></b>									
	5730 Improve Passenger Facilities	5307	\$0	\$0	\$0	\$13,000,000	\$13,000,000	\$13,000,000	\$39,000,000
	5535 Harvey Transport Center Renovation	5307	\$0	\$5,450,000	\$5,450,000	\$0	\$0	\$0	\$5,450,000
	5731 Bus Stop Shelters, Benches, Pads & Signs	PAYGO	\$1,125,000	\$1,125,000	\$0	\$2,000,000	\$2,000,000	\$2,375,000	\$9,500,000
	5732 Bus Tracker Signs	PAYGO	\$425,000	\$425,000	\$0	\$550,000	\$550,000	\$550,000	\$2,625,000
<b>Total Stations &amp; Passenger Facilities</b>			\$1,550,000	\$7,000,000	\$5,450,000	\$2,550,000	\$15,550,000	\$15,925,000	\$56,575,000
<b><u>Contingencies &amp; Administration</u></b>									
	5740 Unanticipated Capital	Service Board	\$1,000,000	\$3,000,000	\$2,000,000	\$0	\$0	\$0	\$3,000,000
<b>Total Contingencies &amp; Administration</b>			\$1,000,000	\$3,000,000	\$2,000,000	\$0	\$0	\$0	\$3,000,000
<b>Total PACE CAPITAL PROGRAM</b>			\$57,359,395	\$75,482,517	\$18,123,122	\$56,620,487	\$57,325,981	\$58,925,137	\$307,907,761
<b>Grand Total:</b>			\$1,065,402,043	\$1,258,950,385	\$193,548,342	\$1,023,516,789	\$743,141,951	\$704,343,456	\$4,414,597,043