### CHICAGO TRANSIT AUTHORITY

**Proposed FY 2005-2009 Capital Program**

**CTA BOARD ORDINANCE adopted October 11, 2005**

<table>
<thead>
<tr>
<th>Proj #</th>
<th>Title</th>
<th>Funded</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>Funding</th>
<th>Outyear</th>
<th>Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>021.803</td>
<td>Perform Bus Maintenance Activities</td>
<td>22,326,604</td>
<td>31,047,000</td>
<td>5,088,250</td>
<td>5,088,250</td>
<td>5,088,250</td>
<td>5,088,250</td>
<td>31,047,000</td>
<td>111,667,854</td>
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<tr>
<td>021.806</td>
<td>Perform Mid-Life Bus Overhaul</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6,331,500</td>
<td>9,802,397</td>
<td>17,649,685</td>
<td>43,783,581</td>
<td>79,787,512</td>
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<tr>
<td>031.054</td>
<td>Replace Buses</td>
<td>97,683,028</td>
<td>6,006,534</td>
<td>51,575,964</td>
<td>52,762,500</td>
<td>43,419,586</td>
<td>52,762,500</td>
<td>237,787,512</td>
<td>583,997,623</td>
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</table>

**Sub-Total** 120,009,632 47,053,533 56,664,214 64,182,250 58,310,232 75,500,435 301,710,665 355,670,012 777,390,309

**Rolling Stock**

<table>
<thead>
<tr>
<th>Proj #</th>
<th>Title</th>
<th>Funded</th>
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<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>Funding</th>
<th>Outyear</th>
<th>Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>022.903</td>
<td>Perform Rail Car Overhaul &amp; Mid-Life Rehabilitation</td>
<td>62,612,426</td>
<td>24,352,738</td>
<td>69,631,884</td>
<td>17,401,232</td>
<td>135,751,647</td>
<td>256,865,991</td>
<td>455,230,064</td>
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<tr>
<td>022.906</td>
<td>Perform Rail Car Maintenance Activities</td>
<td>8,459,670</td>
<td>8,459,670</td>
<td>5,959,670</td>
<td>5,959,670</td>
<td>5,959,670</td>
<td>5,959,670</td>
<td>32,933,512</td>
<td>83,056,370</td>
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<tr>
<td>132.056</td>
<td>Purchase Rail Cars</td>
<td>53,188,230</td>
<td>121,840,277</td>
<td>179,825,826</td>
<td>150,737,100</td>
<td>156,492,603</td>
<td>130,255,007</td>
<td>778,987,423</td>
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</table>

**Sub-Total** 124,260,326 154,665,740 185,785,496 220,886,118 232,084,156 153,615,910 782,224,993 830,414,341 1,901,712,087

**Systemwide Projects**

<table>
<thead>
<tr>
<th>Proj #</th>
<th>Title</th>
<th>Funded</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>Funding</th>
<th>Outyear</th>
<th>Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>053.016</td>
<td>Systemwide Communication Upgrades</td>
<td>6,996,000</td>
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<td>0</td>
<td>0</td>
<td>6,996,000</td>
<td>6,996,000</td>
<td>30,000,000</td>
<td>50,988,000</td>
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<tr>
<td>061.059</td>
<td>Implement Computer Systems</td>
<td>4,508,789</td>
<td>3,800,000</td>
<td>0</td>
<td>0</td>
<td>4,897,503</td>
<td>5,044,514</td>
<td>13,742,017</td>
<td>41,907,876</td>
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<tr>
<td>062.026</td>
<td>Implement Maintenance Management Information System</td>
<td>0</td>
<td>4,161,025</td>
<td>0</td>
<td>0</td>
<td>4,161,025</td>
<td>4,161,025</td>
<td>4,161,025</td>
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<tr>
<td>102.039</td>
<td>Implement Automated Fare Control (AFC) Projects</td>
<td>79,675,894</td>
<td>23,761,476</td>
<td>0</td>
<td>0</td>
<td>3,503,324</td>
<td>0</td>
<td>27,264,800</td>
<td>119,249,494</td>
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<tr>
<td>141.273</td>
<td>Reconstruct Rail Stations - Washington St. &amp; Howard</td>
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<td>24,579,526</td>
<td>0</td>
<td>0</td>
<td>9,420,473</td>
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<td>33,999,999</td>
<td>33,999,999</td>
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*Boxed cells are increased*

*Shaded cells are decreased*
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<thead>
<tr>
<th>Proj #</th>
<th>Title</th>
<th>Funded</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>5 Year Funding</th>
<th>Outyear</th>
<th>Project Total</th>
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<td>150.028</td>
<td>Implement Security Projects</td>
<td>16,462</td>
<td>44,650</td>
<td>264</td>
<td>0</td>
<td>8,000</td>
<td>0</td>
<td>52,650,264</td>
<td>0</td>
<td>69,112,499</td>
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<td>203.005</td>
<td>Express Bus Service (79th, Clark, Ashland)</td>
<td>1,263</td>
<td>1,263</td>
<td>750</td>
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<td>0</td>
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<td>1,263,750</td>
<td>0</td>
<td>2,527,500</td>
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<tr>
<td>203.006</td>
<td>North/South Lake Shore Service Improvements</td>
<td>3,200</td>
<td>3,200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,200,000</td>
<td>0</td>
<td>6,400,000</td>
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<td>290.001</td>
<td>Land Acquisition</td>
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<td>11,660</td>
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<td>11,660</td>
<td>23,320,000</td>
<td>50,000</td>
<td>84,980,000</td>
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<tr>
<td>303.001</td>
<td>Implement Quality Assurance Program</td>
<td>457,887</td>
<td>471,624</td>
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<td>485,772</td>
<td>0</td>
<td>515,352</td>
<td>1,472,748</td>
<td>2,416,827</td>
<td>4,347,462</td>
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<td>306.001</td>
<td>Program Management</td>
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<td>0</td>
<td>0</td>
<td>4,664,000</td>
<td>20,000</td>
<td>29,328,000</td>
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<tr>
<td>307.001</td>
<td>Paratransit Service Capital Cost of Contracting</td>
<td>3,306</td>
<td>6,646</td>
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<td>19,330</td>
<td>0</td>
<td>20,103</td>
<td>25,108,924</td>
<td>85,247</td>
<td>98,554,570</td>
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<td>308.002</td>
<td>Bond Repayment, Interest Cost, &amp; Finance Cost</td>
<td>3,383</td>
<td>33,353</td>
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<td>30,335</td>
<td>0</td>
<td>30,335</td>
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<td>151,680</td>
<td>306,861,853</td>
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<td>404.007</td>
<td>Chinatown/Pilsen Shuttle</td>
<td>37,000</td>
<td>75,390</td>
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<td>144,466</td>
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<td>Improve Bus Turnarounds</td>
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<td>0</td>
<td>835,338</td>
<td>860,413</td>
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<td>073.500</td>
<td>Improve Facilities - Systemwide</td>
<td>52,845</td>
<td>721</td>
<td>15,851</td>
<td>526</td>
<td>16,420</td>
<td>276</td>
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<td>13,718</td>
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<td>076.900</td>
<td>Facilities Renovation - Systemwide</td>
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<td>Purchase Equipment - Bus</td>
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<td>365</td>
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<td>365</td>
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<td>0</td>
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<td>0</td>
<td>2,157,994</td>
<td>2,157</td>
<td>10,120,265</td>
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<tr>
<td>084.812</td>
<td>Purchase Equipment - Facilities</td>
<td>1,917</td>
<td>365</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,157,994</td>
<td>2,157</td>
<td>10,120,265</td>
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<tr>
<td>085.090</td>
<td>Purchase Material Handling Equipment</td>
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<td>6,154,400</td>
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<td>084.059</td>
<td>Purchase Non-Revenue Vehicles</td>
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<td>0</td>
<td>4,515,915</td>
<td>4,515</td>
<td>8,528,279</td>
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<td>143.160</td>
<td>Upgrade Rail Stations and Facilities</td>
<td>3,937</td>
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<td>8,838</td>
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<td>16,420</td>
<td>276</td>
<td>17,438</td>
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<table>
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<th>Deobligation/Reobligations</th>
<th>Previous Deobligations</th>
<th>Sum of previously approved FY2005 Deobligations</th>
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<td>Sub-Total</td>
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<td>(60,590,015)</td>
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<td>Capital Total</td>
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<td>1,328,567,911</td>
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<td>545,531,883</td>
<td>2,671,424,264</td>
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<td>5,846,757,915</td>
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<td>CTA Operating Match</td>
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<td>Marks</td>
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<td>$ 545,531,883</td>
<td>$ 2,665,824,685</td>
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</table>

- Boxed cells are increased
- Shaded cells are decreased