

CHICAGO WORKS

**INVESTING IN COMMUNITIES
THROUGH INFRASTRUCTURE**



MAYOR LORI E. LIGHTFOOT

2023-2027 CHICAGO WORKS PROGRAM

The City of Chicago owns and operates a variety of capital assets: roadways, sidewalks, buildings, water fronts, public transit, and public utilities—all integral to the City’s social, economic, and environmental wealth. The City’s infrastructure connects people to goods and services, employment, healthcare, schools, and each other. To realize the City’s potential and improve economic outcomes, public health, and climate resiliency, the City of Chicago has developed, and has now updated, the five-year Chicago Works Program.

Under the leadership of Mayor Lori E. Lightfoot, the Chicago Department of Transportation (CDOT), the Department of Assets, Information and Services (AIS), and

the Department of Water Management (DWM) will leverage long-term capital infrastructure improvements to build and maintain a sustainable, inclusive, and competitive Chicago that meets the current and future needs of each community.

The Chicago Works Program has three key facets that are at the forefront of all City infrastructure assets:

- **Social:** *Chicago Works will build and maintain infrastructure that promote the health, safety, and connectiveness of all Chicago residents*
- **Economic:** *Chicago Works will support neighborhood economic corridors, create over 6,800 local jobs, and create \$40 million in development grants*
- **Environmental:** *Chicago Works will help the City adapt to climate change and improve water and air quality*

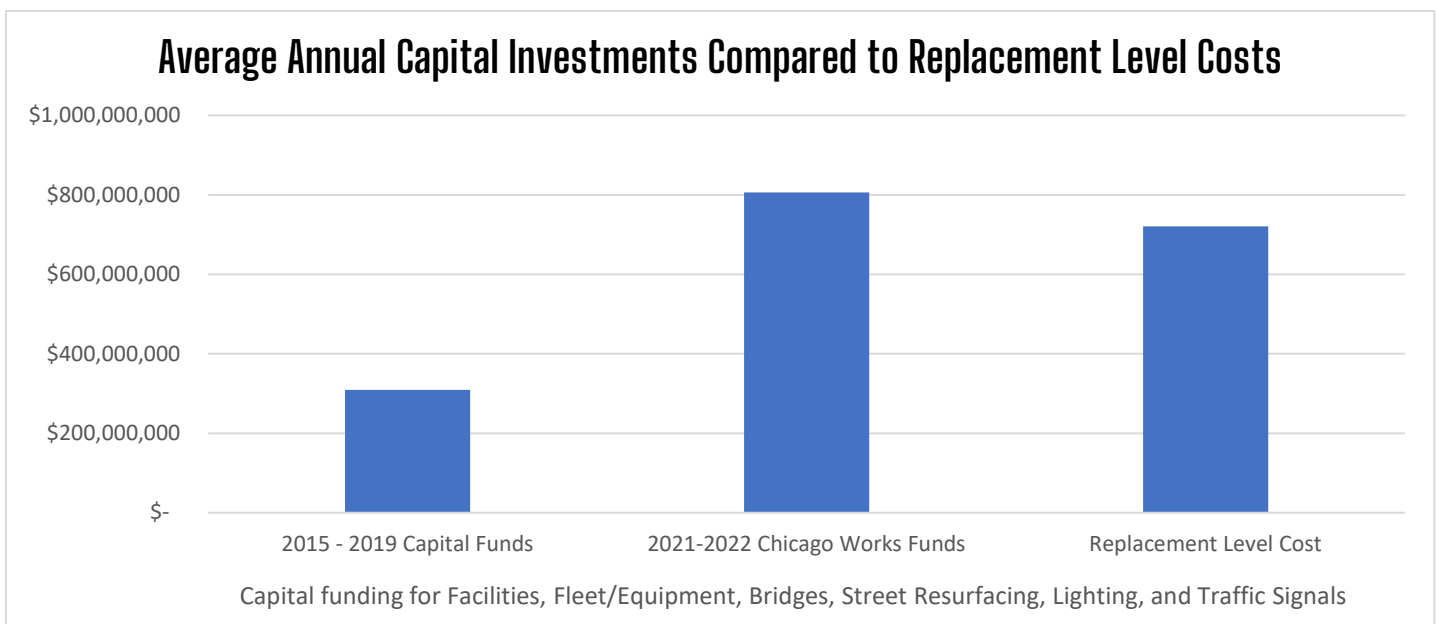


The Chicago Works Program summarized herein will be funded through City debt financing, largely through general obligation bonds. The City will seek opportunities to obtain additional federal or state infrastructure funding, which can reduce the amount of City debt issued to fund infrastructure improvement projects. The City's comprehensive capital program is described in its annual five-year Capital Improvement Program (CIP), which was last updated June 2022. The CIP for 2022-2026 totaled \$12.8 billion in planned investments for Aviation, City Space, Economic Development, Lakefront-Shoreline, Municipal Facilities, Neighborhood Infrastructure, Sewer System, Transportation, and Water System. The Chicago Works Program presents a portion of the CIP related to core City infrastructure projects.

Capital Funding Overview

In 2020, the City published its first five-year Chicago Works Program for 2021-2025 that outlined a path towards a steady asset replacement schedule and addressed previous deferred maintenance liabilities that were accumulating due to lack of meaningful capital planning. The City approved \$1.4 billion in bond authorization for the first two years (2021-2022) of the five-year Chicago Works Program. The City leveraged the bond funding, with all other capital funding sources, to put in action an asset replacement cycle based on expected useful life, minimizing high concentration of failures in a short time and reducing emergency increases in capital expenditures.

This document serves to reinforce the City's investment in the future by providing an updated five-year Chicago Works Program for 2023-2027. This updated plan is itemized into 12 major program categories based on need, as determined through condition



assessment data, coupled with an overlay of implementation feasibility. To continue the investment level needed for the City's infrastructure, \$1.8 billion in General Obligation (GO) bond authority is being sought for the next two-years (2023-2024).

Financing

The Chicago Works Program will be largely funded through the issuance of General Obligation (GO) bonds, and Federal and State funding received by the City for infrastructure projects.

Procurement

The Department of Procurement Services (DPS) is the contracting authority for the City of Chicago and is committed to public

procurement that is open, timely, and fair to all who participate. Contracts are competitively bid through a fair and transparent process and in accordance with applicable state and local laws. DPS continually works to be an efficient and effective steward of taxpayer dollars.

Recognizing the economic impact of City contracting, DPS, and the City as a whole, place the highest priority on the utilization of minority, women-owned, and disadvantaged businesses and on the diversity of the workforce on City projects. There are multiple ordinances that speak to these priorities, but those are just the starting point. Comprehensive and consistent outreach, education, and support for local,



small, minority, and women-owned businesses and proactive workforce partnerships, paired with strong enforcement of contract goals and commitments, will be a hallmark of the Chicago Works Program.

Project Selection & Impact

An integral part of Chicago Works Program is investing in infrastructure that improves the livability of residents, regardless of age, ability, or location, in a sustainable and economic manner. At the core of the project selection process is a continual balancing of three factors: asset condition, equity, and feasibility. Within these factors, the City considers the following when selecting infrastructure investments:

- Infrastructure Condition: Repair or replace infrastructure that is at or beyond its useful service life
- Equity: Distribute investments across all demographics with particular focus on underserved people and communities



- Cost Effectiveness: Spend less without sacrificing the impact that quality infrastructure brings to communities
- Project Readiness: Ability to repair, replace, or improve assets on schedule without disruptive delays

Through this selection process, the City strives to create social, economic, and environmental sustainability at the individual, community, and city level. Below are a few highlights of how Chicago Works is putting sustainability at the forefront of the Chicago Works Program:

Social

Over the past century, cities across the country have invested heavily in automobile use over all other forms of transportation. In the Chicago Works Program, the City designs streets to safely accommodate all transportation modes including pedestrians, cyclists, cars, and public transit. The **Complete Streets** program, following the Vision Zero approach, makes streets safer and more accessible to everyone by creating designated bike and bus lanes and building pedestrian amenities such as refuge islands and curb extensions. The **Traffic Signal** program makes crossing intersections safer for all modes of transportation by modernizing turning and crosswalk signals. The **Concrete Construction** program constructs curb ramps which help persons with disabilities, parents pushing strollers, and people over the age of 60 to cross streets easily. These infrastructure modifications to City streets benefit public health, increase safety, and better connect residents to

employment, schools, recreation, and businesses.

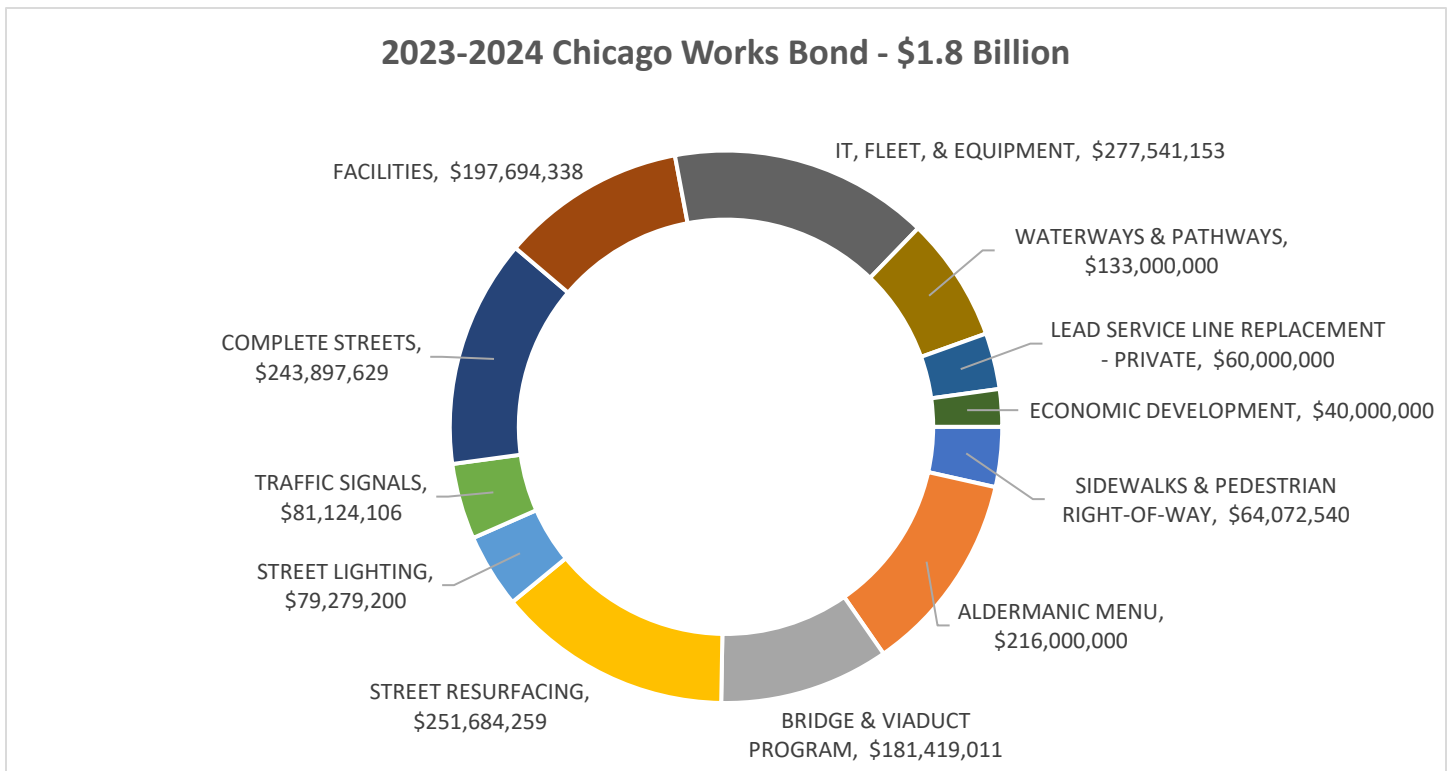
Economic

Within each Chicago neighborhood is a space where residents live, work, and play. These places not only bring economic activity but also provide the gathering places that define our communities. The Chicago Works Program will expand the INVEST South/West initiative to design and revitalize these areas to stimulate new investment, attract new opportunities, and preserve the character of the neighborhood. Specifically, the **Streetscape** program transforms economic corridors into more efficient and welcoming places by constructing plazas, improving stormwater management, and installing bike shelters and historical kiosks that accentuate neighborhood identity. The **Economic Development** program will award grants to

act as additional catalysts for economic growth along commercial corridors.

Environmental

Capital infrastructure is an investment in Chicago’s future; however, climate change can make this future uncertain. The Chicago Works Program prepares the City for a future with more severe weather events and a changing environment. For instance, the **Shoreline and Pathways** program will reconstruct the Morgan Shoal shoreline between 45th and 51st street. This shoreline revetment project will reduce flooding and provide residents with a renovated recreation area. In addition to investments in resilient infrastructure, the Chicago Works **IT, Fleet and Equipment** program will reduce the City’s carbon footprint by electrifying City vehicles with the goal of having an all-electric vehicle fleet by 2035.



Sidewalks & Pedestrian Right-of-Way

Proposed Sidewalk & Pedestrian Right-of-Way Program Budget	
Two-Year Bond (2023-24)	\$64.1 Million
Five-Year Plan (2023-27)	\$157.6 Million

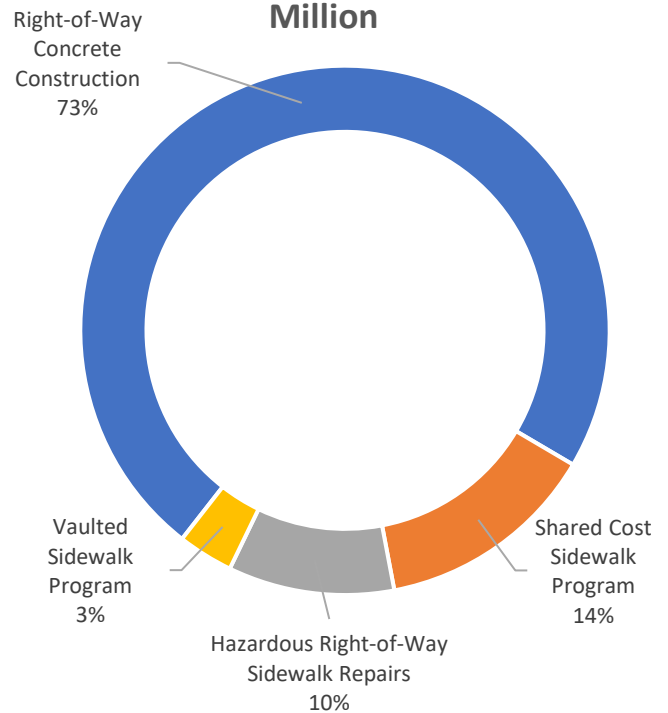
The Sidewalks and Pedestrian Right-of-Way Program consists of four sub-programs: Right-of-Way Concrete Construction, Shared Cost Sidewalk Program, Hazardous Right-of-Way Sidewalk Repairs, and the Vaulted Sidewalk Program. Between January 2021 and June 2022, this initiative has successfully installed, replaced, and maintained sidewalks throughout the City and has ensured every election polling site is Americans with Disabilities Act (ADA) compliant. To continue making the pedestrian public way safe, accessible, and practical, \$64.1 million will be needed for 2023 and 2024. This budget will enable CDOT to continue identifying and replacing sidewalks in poor condition, installing ADA curb cuts, and repairing sidewalks with tripping hazards.

Right-of-Way Concrete Construction Program

Two-Year Bond (2023-24) - \$48.1 Million
Five-Year Plan (2023-27) - \$117.6 Million

The Right-of-Way Concrete Construction Program constructs and maintains sidewalks, curbs & gutters, alley aprons, bus pads and ADA compliant curb cuts. The initial 2021-2022 investment funded 282 concrete construction projects through June 2022. The

2023-2024 Sidewalks & Pedestrian Right-of-Way - \$64.1 Million



proposed \$48 million for 2023 and 2024 will continue to address 311 Customer Service Requests in addition to using CDOT's condition assessment data to replace aging right-of-way concrete infrastructure.

Shared Cost Sidewalk Program

Two-Year Bond (2023-24) - \$8.0 Million
Five-Year Plan (2023-27) - \$20.0 Million

The Shared Cost Sidewalk Program allows the City and residents to split the cost of sidewalk replacements outside their homes. The \$4 million annual investment helps construct 1,250 sidewalk projects per year. These projects are selected by ward on a first come, first served basis.

Hazardous Right-of-Way Sidewalk Repairs

Two-Year Bond (2023-24) - \$6.0 Million

Five-Year Plan (2023-27) - \$15.0 Million

The Hazardous Right-of-Way program provides resources to address tripping hazards on the City's right-of-way. As of June 2022, CDOT has repaired 400 hazardous locations with 100 more in progress. The \$6 million budget recommendation for 2023-2024 will continue to address hazardous sidewalk conditions based on 311 Customer Service Requests, with an emphasis on mobility and underserved communities.

Vaulted Sidewalk Program

Two-Year Bond (2023-24) - \$2.0 Million

Five-Year Plan (2023-27) - \$5.0 Million

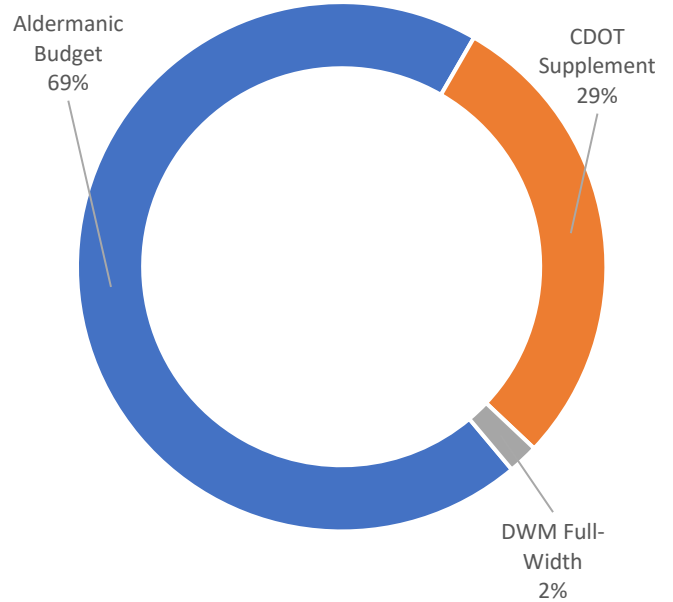
The Vaulted Sidewalk program repairs or replaces damaged sidewalks above underground vaults. From January 2021 through June 2022, the program repaired 20 vaulted sidewalks. The funding recommendation for 2023-2024 is \$1 million annually. The sidewalks are selected using 311 Customer Service Requests and CDOT inspections.



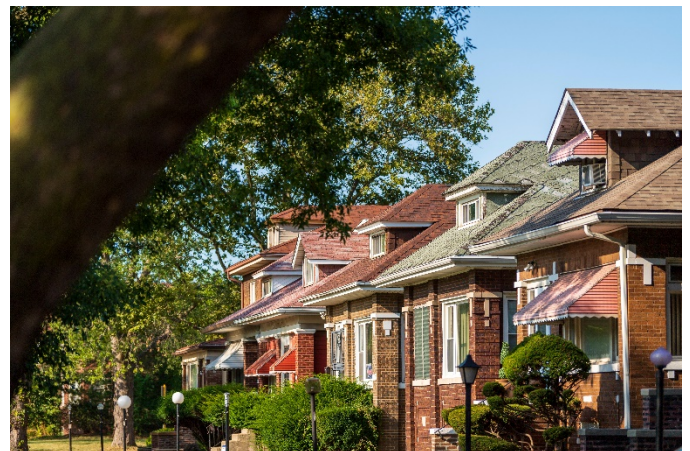
Aldermanic Menu Program

2023-2024 Aldermanic Menu - \$216.0 Million

Proposed Aldermanic Menu Program Budget	
Two-Year Bond (2023-24)	\$216.0 Million
Five-Year Plan (2023-27)	\$540.0 Million



The Aldermanic Menu Program provides each alderperson the opportunity to select infrastructure and service improvements that align with the needs of their communities from a menu of cost estimated options. The proposed Menu program provides each alderperson with \$1.5 million in annual funding. The program also dedicates funding to CDOT Supplement which leverages and expands the impact of Aldermanic Menu selections. Examples of CDOT’s Supplement budget include the repaving of intersections, collector streets, ADA ramps, and full street repaving by DWM. There are also additional resources for traffic signal modifications, Green Alleys, and full circuit streetlight replacements.



Bridge & Viaduct Program

Proposed Bridge & Viaduct Program Budget	
Two-Year Bond (2023-24)	\$181.4 Million
Five-Year Plan (2023-27)	\$564.0 Million

The Bridge & Viaduct Program consists of four sub-programs: Bridge Replacement, Bridge Repairs, Underpass Rehabilitation, and Vertical Clearance Improvements. The Chicago Works Program helps CDOT to monitor and maintain more than 300 bridge and viaduct structures, including 37 operable movable bridges along the Chicago and Calumet rivers. Between January 2021 and June 2022, CODT has leveraged Chicago Works funding to rehab, repair and replace bridges, making roads and waterways safer and mitigating any potential catastrophes. To continue to monitor and maintain this critical part of the city’s transportation network, the 2023-2024 recommendation is an additional \$206.4 million. These funds will ensure CDOT remain on schedule for bridge and viaduct replacements and repairs, as well as any emergency repairs.

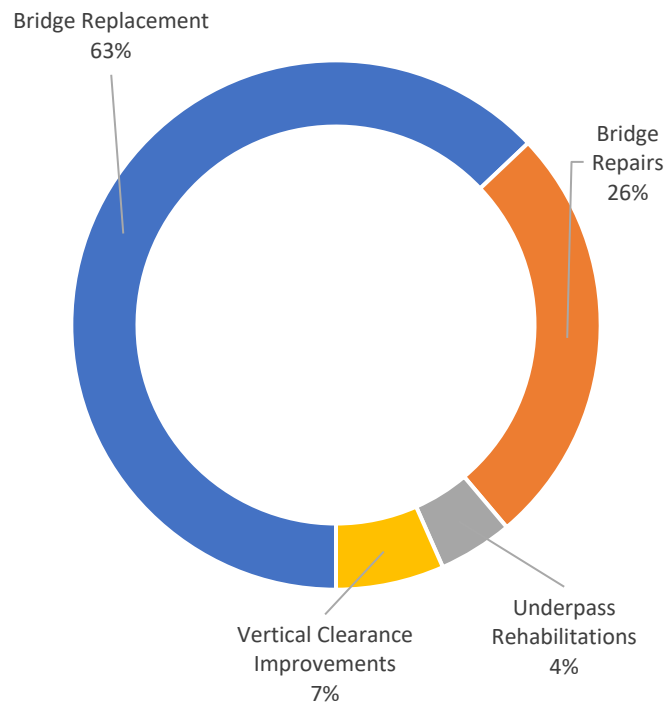
Bridge Replacement

Two-Year Bond (2023-24) - \$114.2 Million

Five-Year Plan (2023-27) - \$412.1 Million

The Bridge Replacement program replaces bridges that are at the end of their useful life. The initial 2021-2022 investment enabled CDOT to start construction on three bridge

2023-2024 Bridge & Viaduct Program - \$181.4 Million



replacement projects: Harrison Street Bridge, Webster Avenue Bridge, and the 31st Street Bridge. Additionally, CDOT has begun procuring materials for 13 additional bridge replacements. The \$114.2 million 2023-2024 Chicago Works program will fund seven more bridge replacements and 13 bridge replacement designs. The Chicago Works Program funding will also be used for a future citywide bridge inspection project to help identify the next cycle of critical bridge replacements.

Bridge Repairs

Two-Year Bond (2023-24) - \$47.0 Million

Five-Year Plan (2023-27) - \$97.0 Million

The Bridge Repairs program rehabilitates and repairs bridges to extend their useful life or in emergency circumstances. From January 2021 through June 2022, CDOT completed three bridge rehabilitation projects and completed 18 bridge repair projects. Over 2023-2024, CDOT will be allocated \$47 million to continue addressing critical bridge repairs.

Underpass Rehabilitations

Two-Year Bond (2023-24) - \$8.3 Million

Five-Year Plan (2023-27) - \$23.1 Million

The Underpass Rehabilitations program restores underpasses located beneath roads or railways by rehabilitating viaducts, sidewalks, asphalt, lighting, and painting. CDOT used the initial 2021-2022 investment to rehabilitate five underpasses and begin on 13 more underpass rehabs. In 2023-2024, CDOT will utilize an additional \$8.3 million to continue repairing and rehabbing underpasses throughout the city. All viaduct rehabilitations are prioritized based on highest need by condition with an emphasis on mobility and its impact on underserved people and communities.



Vertical Clearance Improvements

Two-Year Bond (2023-24) - \$12.0 Million

Five-Year Plan (2023-27) - \$31.8 Million

The Vertical Clearance Improvement program promotes economic development by increasing the clearance under bridges to accommodate large load trucks. CDOT will be allocated \$12 million over 2023-2024 to design, procure, and improve two viaducts. Locations will be chosen in coordination with the Department of Planning and Development.

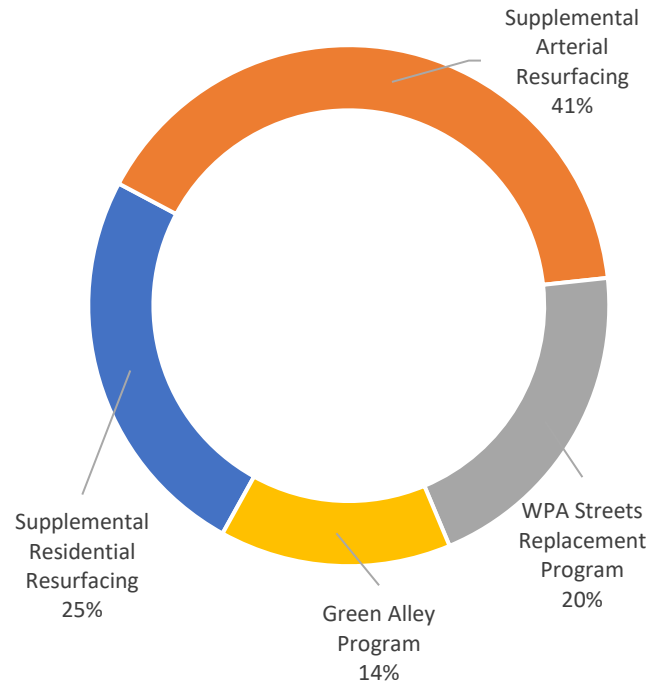
Street Resurfacing

Proposed Street Resurfacing Program Budget	
Two-Year Bond (2023-24)	\$251.7 Million
Five-Year Plan (2023-27)	\$796.7 Million

The Street Resurfacing program has four sub-programs: Supplemental Residential Resurfacing, Supplemental Arterial Resurfacing, WPA Street Replacement, and the Green Alley program. Chicago has more than 4,000 miles of streets that serve motorists, buses, and cyclists. Each year, CDOT resurfaces over one hundred and fifty miles of Chicago streets, including arterial streets, which move high volumes of traffic; collector streets, which connect with arterial streets and moves traffic within neighborhoods; and residential streets, the lowest traffic volume streets. High traffic volumes coupled with harsh Chicago winters can wreak havoc on the City’s roadways, which is why a robust street resurfacing program is critical. CDOT will continue to closely coordinate with local utilities to stretch resurfacing resources and minimize



2023-2024 Street Resurfacing - \$251.7 Million



disruption within communities. The Chicago Works Program recommends \$251.7 million over 2023-2024.

Supplemental Residential Resurfacing

Two-Year Bond (2023-24) - \$62.2 Million
 Five-Year Plan (2023-27) - \$260.2 Million

The Supplemental Residential Resurfacing program resurfaces approximately 496 blocks of residential streets per year to supplement the 740 residential blocks that are repaved using Aldermanic Menu and TIF proceeds. This strategy puts residential street resurfacing on a 20-year replacement cycle for its 24,270 blocks. While repaving streets, this program also installs ADA ramps, curbs and gutters, and constructs sidewalks when necessary. With the initial 2021-2022 investment, CDOT installed 1,656 ADA ramps

and 20 miles of curbs and gutters on residential streets. The 2023-2024 investment will provide CDOT with \$62.2 million to design and resurface over 990 blocks of collector streets. These streets will be prioritized based on aldermanic input, using the Pavement Condition Index, as well as identifying locations in need of compliant ADA ramps. Alderpersons will be briefed about collector street paving locations in their ward at the annual CIP briefings to help inform Menu selections.

Supplemental Arterial Resurfacing

Two-Year Bond (2023-24) - \$102.0 Million

Five-Year Plan (2023-27) - \$270.8 Million

The Supplemental Arterial Resurfacing program resurfaces approximately 27 miles of arterial roads per year. This mileage, combined with the 40 miles resurfaced using federal and state dollars, puts Chicago on a 15-year resurfacing cycle for the citywide arterial street network. The \$102 million for 2023-2024 will provide funds to CDOT to design and resurface 54 miles of arterial streets. The streets selected to be repaved over 2023-2024 will be chosen based on the highest need using the Pavement Condition Index, and the Condition Prioritization Rubric, which includes consideration for underserved communities and aldermanic input.

Green Alley Program

Two-Year Bond (2023-24) - \$36.2 Million

Five-Year Plan (2023-27) - \$87.0 Million

Green Alleys improve stormwater drainage, reduce heat, promote recycling, and conserve energy in alleys. Permeable pavements (asphalt, concrete, or pavers) allow storm water to filter through the pavement and drain into the ground, instead of collecting on hard surfaces. From January 2021 through June 2022, ten green alleys were constructed with 19 more ready to start construction. The Chicago Works Program will dedicate \$36.2 million over 2023-2024 to design and construct 121 green alleys across the city. In effort to improve the sanitation and sustainability of alleyways, the City will increase the number of Green Alleys constructed each year from eight to 50. Each ward will have one green alley constructed per year and locations will be selected in consultation with each alderperson.



WPA Streets Replacement Program

Two-Year Bond (2023-24) - \$51.3 Million

Five-Year Plan (2023-27) - \$178.7 Million

In the 1930s, the Works Progress Administration (WPA) built streets in Chicago to help relieve the economic stresses of the Great Depression. Today, Chicago still has approximately 518 WPA streets. These streets were built without sidewalks, curbs and gutters, and lack adequate drainage resulting in frequent flooding. The Chicago Works Program will allocate \$51.3 million to reconstruct 40 blocks of WPA street in 2023 and 2024, putting the City on pace to replace all WPA streets with fully functioning streets over the next 25 years. WPA streets will be prioritized using the Pavement Condition Index along with aldermanic consultation.

Street Lighting

Proposed Street Lighting Program Budget	
Two-Year Bond (2023-24)	\$79.3 Million
Five-Year Plan (2023-27)	\$203.7 Million

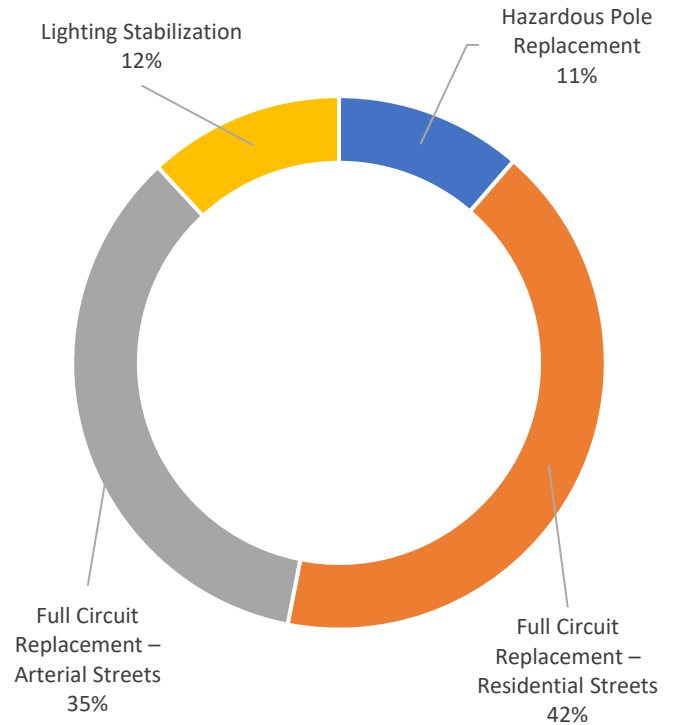
Chicago has the largest inventory of public lighting infrastructure in the nation with 335,000 light fixtures, approximately 170,000 light poles, and 13,000 light circuits. The 2023-2024 Chicago Works Program will leverage \$79.3 million to utilize the new data and implement a two-prong strategy to upgrade and maintain Chicago’s streetlights:

1. *Stabilize the system in the near term with additional funding for repairs and replacements of the most problematic poles and wires*
2. *Dedicate funding, above and beyond the Menu program, to completely replace entire circuits*

This strategy will not only put Chicago on a cost-effective replacement plan but also make the public way safer for pedestrians. Street light repairs will be prioritized by outage data and pole condition assessments. Full circuit replacement locations will be chosen by alderpersons informed by data.

Through June 2022, CDOT replaced 306 hazardous poles, designed and began construction on 98 residential blocks and 50 arterial blocks, and made targeted stabilization repairs throughout the City.

2023-2024 Street Lighting Program - \$79.3 Million



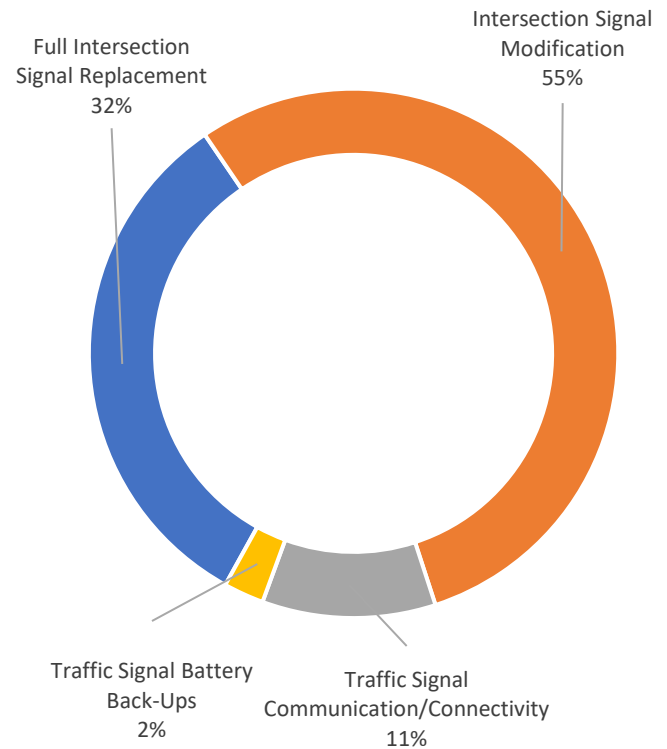
Traffic Signals

Proposed Traffic Signals Program Budget	
Two-Year Bond (2023-24)	\$81.1 Million
Five-Year Plan (2023-27)	\$196.5 Million

Efficient traffic management systems are important for residents' quality of life and the economic productivity of the City. CDOT is responsible for the operation and maintenance of traffic signals at more than 2,800 signalized intersections. By modernizing Chicago's traffic signal system, Chicago can use technology to monitor traffic flow and adjust signal timing accordingly, which can lead to fewer traffic accidents, reduced congestion, less maintenance, and better coordination in emergency events.

Recommended funding will support total signal replacement at 60 of the most dangerous intersections, modernize intersections with turn signals and countdown timers, connect high volume intersections to environmentally friendly routes, and provide emergency back-up power to major intersections on critical thoroughfares. Through June 2022, CDOT designed or started full intersection replacement construction at 18 locations, designed or constructed modifications at 178 intersections, completed connectivity installations and at 110 intersections, and installed battery back-ups at 45 intersections.

2023-2024 Traffic Signal Program - \$81.1 Million



Complete Streets

Proposed Complete Streets Program Budget	
Two-Year Bond (2023-24)	\$243.9 Million
Five-Year Plan (2023-27)	\$618.2 Million

The Complete Streets program has four sub-programs: Complete Streets, Pavement Markings, Public Art, and Streetscapes. A major goal of the Chicago Works Program is to improve the quality of the City’s streets, and encourage safe and affordable options for walking, biking, and transit riding. Complete Streets investments play a critical role in supporting economic vitality of communities, as pedestrian friendly spaces provide opportunities for enhanced commercial activity. Over the next five years, \$618.2 million will be invested to ensure the City continues to innovate street designs so that all users have safe and affordable options to move about in Chicago.

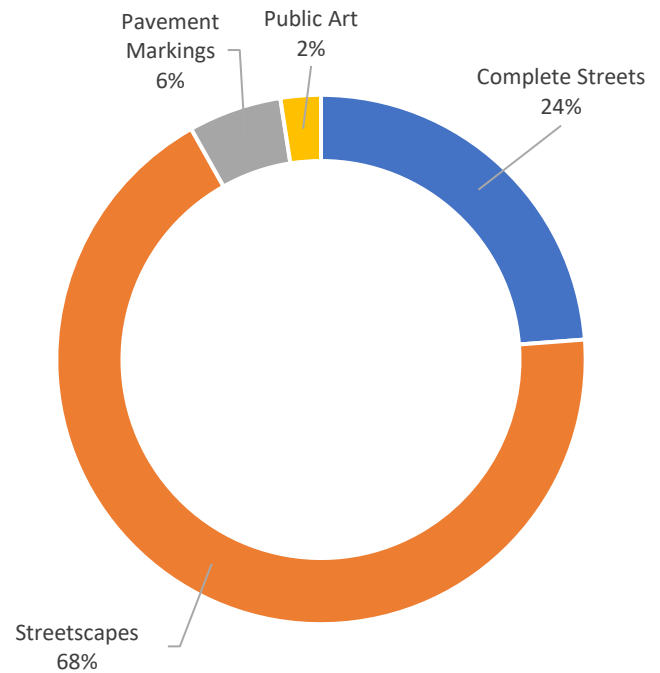
Complete Streets

Two-Year Bond (2023-24) - \$58.0 Million

Five-Year Plan (2023-27) - \$147.8 Million

To make the City’s transportation network accessible for all, it is critical that Complete Streets investments consider the Vision Zero improvements framework; bikeway network expansion, maintenance, and fortification; and bus stop accessibility and priority zone improvements. 2023 and 2024 proposed improvements will expand the City’s bikeways by 46 miles, maintain over 40 miles, and install concrete barriers at 70 locations. Vision Zero improvements will be installed at

2023-2024 Complete Street Program - \$243.9 Million



30 locations. Safe Speeds program will be installed at over five locations. Finally, bus accessibility improvements will occur at 200 bus stops and bus priority zone improvements will occur at 24 intersections.

These 2023-2024 investments will build off the Complete Streets program from the 2021-2022 Chicago Works bond. In 2021, CDOT achieved the largest annual growth ever in bikeway miles by installing approximately 45 miles of new infrastructure. CDOT designed 50 floating bus stops citywide that will improve the transit experience by reducing the distance to cross the street, increasing space at bus stops and prioritizing bus operations in traffic. CDOT also constructed 22 pedestrian refuge islands, 43 curb

extensions, eight detached bump outs, two raised crosswalks, and three bus boarding islands.

Pavement Markings

Two-Year Bond (2023-24) - \$13.9 Million

Five-Year Plan (2023-27) - \$34.8 Million

Regular pavement marking maintenance can help reduce the risk of pedestrian, bike and vehicle incidents and manage the flow of traffic while improving street visibility. The 2021 and 2022 investment has placed fresh pavement markings on over 90 miles of streets and 100 more miles of streets have been engineered for markings through June 2022.

Public Art

Two-Year Bond (2023-24) - \$6.0 Million

Five-Year Plan (2023-27) - \$15.0 Million

Integrating public art into infrastructure can turn the everyday into the extraordinary—physically and symbolically communicating connections between neighborhoods, histories, people, and futures. These projects can become major destinations and cultural landmarks, contributing to the City's economic development. To support this effort, the Chicago Works Program funds Public Art for a total of \$6 million in 2023 and 2024.



Streetscapes

Two-Year Bond (2023-24) - \$166.0 Million

Five-Year Plan (2023-27) - \$420.7 Million

CDOT's Streetscape and Sustainable Design Program is an innovative program which strives to rehabilitate Chicago's neighborhood commercial areas into active, attractive places for Chicagoans to live, work, and play. The objective of each project is to create flourishing public places while improving the functionality of infrastructure to support dense urban living and economic development. The community is engaged early in the design process whenever possible and is fundamentally involved in decision-making. This partnership results in unique community branding, through elements such as community-specific identifiers, landscaped planters, and historical kiosks that accentuate a sense of place. The program

funds \$166.0 million for 2023 and 2024 to support nine projects in INVEST South/West corridors and another five throughout the city.

The Streetscape program used 2021-2022 funds to design three INVEST South/West corridors in Austin, Back of the Yards, and South Chicago, with construction anticipated to start in Spring 2023. Six additional INVEST South/West corridors have started the design process.



Facilities

Proposed Facilities Program Budget	
Two-Year Bond (2023-24)	\$197.7 Million
Five-Year Plan (2023-27)	\$418.1 Million

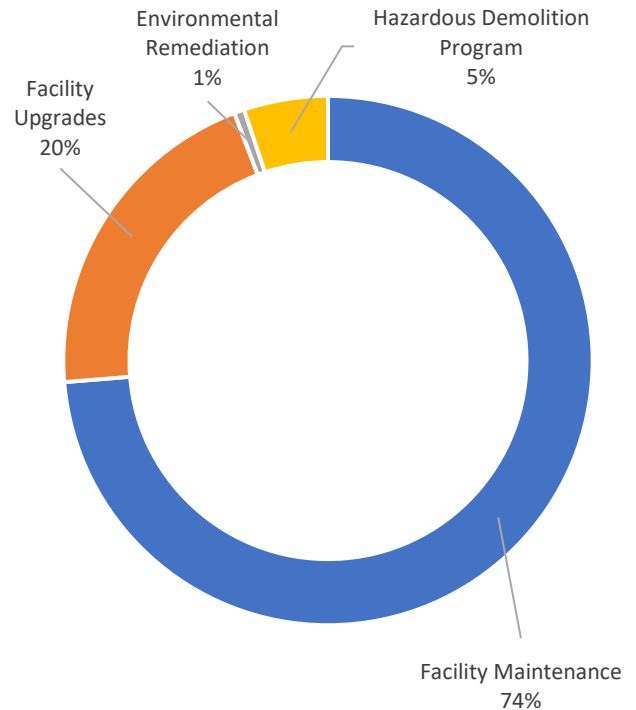
The Department of Assets, Information and Services (AIS) is responsible for maintaining and repairing a portfolio of over 450 City owned facilities, from libraries, police stations, and firehouses to office buildings and health centers. Responsibilities include building oversight; maintenance and operation of heating, cooling, plumbing, electrical, fire and life safety systems; masonry; carpentry; glazing; and painting services. AIS also conducts environmental remediation on City owned property, and the Department of Buildings demolishes hazardous privately-owned buildings.

Facility Maintenance

Two-Year Bond (2023-24) - \$146.5 Million
 Five-Year Plan (2023-27) - \$301.7 Million

The City is recommending \$146.5 million to continue core facility investments, addressing decades of deferred maintenance. The variety of improvement types include plumbing, electrical, new roofs, upgraded lighting and finishes, and mechanical system upgrades. To date, AIS has used the 2021-2022 bond to make capital maintenance improvements at 51 of the 450 City facilities.

2023-2024 Facilities Program - \$197.7 Million



Facility Upgrades

Two-Year Bond (2023-24) - \$40.0 Million
 Five-Year Plan (2023-27) - \$88.4 Million

To capitalize on investments towards deferred facility capital maintenance, \$40.0 million is being recommended in 2023-2024 bond funds to upgrade City facilities. These mainly public-facing facilities will improve the public’s experience at libraries, senior centers, community centers, and health clinics. Assessing and engineering these improvements will occur in 2023 and construction is anticipated for 2024. The Chicago Works Program recommends this to become a standard two-year cyclical program to continue to provide residents the best services possible.

Environmental Remediation

Two-Year Bond (2023-24) - \$1.2 Million

Five-Year Plan (2023-27) - \$3.0 Million

The City of Chicago remediates its buildings and land when issues such as toxins, lead-based paint, asbestos, or underground storage tanks are discovered. The 2021-2022 bond funded remediation at seven locations. The 2023-2024 Program funds \$1.2 million for continued environmental remediation.

Hazardous Demolition

Two-Year Bond (2023-24) - \$10.0 Million

Five-Year Plan (2023-27) - \$25.0 Million

The Chicago Department of Buildings' Demolition Bureau responds to complaints generated from the 311 Customer Service Requests, community groups, Aldermanic

offices, as well as the Chicago Police Department. The bureau responds to complaints of vacant and open buildings. Buildings that are abandoned and scenes of criminal activity are inspected and then referred to the Circuit Court system. The process consists of identifying a responsible party who will secure, rehab, sell, or raze the structure. If these standards cannot be met, the Demolition Bureau continues to inspect the building throughout the court case. In some cases, the court may order the premises to be properly secured, or ultimately demolished. The 2023-2024 bond recommends level funding at \$5.0 million per year.

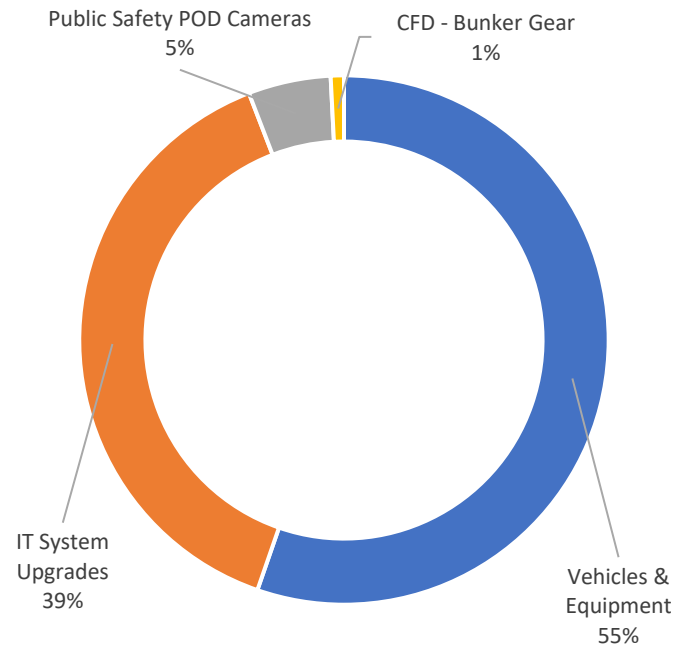


IT, Fleet, & Equipment

2023-2024 IT, Fleet, & Equipment - \$277.5 Million

Proposed IT, Fleet, & Equipment Program Budget	
Two-Year Bond (2023-24)	\$277.5 Million
Five-Year Plan (2023-27)	\$720.3 Million

The IT, Fleet, and Equipment program includes four sub-programs: Information Technology, Fleet and Equipment, Public Safety cameras, and Chicago Fire Department (CFD) bunker gear. Beginning in 2021 and continuing with an additional \$260.9 million in 2023-2024 Chicago Works Program, the City has worked to update and replace IT, fleet, and equipment. Purchasing new IT, fleet, and equipment result in greater economic efficiency and security. For instance, vehicles that require less maintenance are in operation more frequently. Therefore, fewer reserve vehicles are needed to be on-hand for when a vehicle breaks down. Additionally, modernizing IT infrastructure leads to a more reliable and secure City by ensuring residents receive uninterrupted services and protecting the IT infrastructure against cyber threats.



updated and operationalized. The IT MOD aims to take a transformative, versus incremental, approach as decades of underinvestment necessitate bold action. The Chicago Works Program will leverage \$107.8 million in the first two years to replace unstable and expensive legacy systems with modern, user-friendly systems. This digital transformation will benefit all Chicago residents, employees, and businesses by increasing productivity, delivering better services, and reducing costs.

IT System Upgrade

Two-Year Bond (2023-24) - \$107.8 Million
Five-Year Plan (2023-27) - \$331.0 Million

In early 2021, City announced an ambitious IT Modernization Initiative dubbed 'IT MOD.' The framework for the IT MOD is broad, touching all departments and the systems they utilize to serve the public. Work has already begun to ensure our operating model, governance, and technology policies are

Vehicles & Equipment

Two-Year Bond (2023-24) - \$153.5 Million

Five-Year Plan (2023-27) - \$348.5 Million

AIS manages the procurement and maintenance of more than 10,000 pieces of equipment and fleet utilized by every department in the City with the goal of electrifying all fleet by 2035. To drive down maintenance costs and improve productivity, this Program funds \$153.5 million over 2023 and 2024 to support over 280 electric vehicles, new CDOT trucks, Department of Streets & Sanitation garbage trucks and other equipment, and police and fire vehicles and equipment. Cyclical fleet management is based on the theory of “fewer, newer.” Cyclical fleet management also results in some revenue being recovered when equipment is retired since the equipment can be sold for reuse rather than sold for scrap. Through June 2022, the Chicago Works Program allowed AIS to purchase and receive 29 pieces of Fire Department equipment, 331 Police Department vehicles, 82 vehicles and pieces of equipment for infrastructure departments, and 15 vehicles for City administrative tasks.

Public Safety Cameras

Two-Year Bond (2023-24) - \$14.0 Million

Five-Year Plan (2023-27) - \$35.0 Million

To support public safety efforts, the City in coordination with the Chicago Police Department, Office of Emergency Management & Communication, and the Public Safety Administration will strategically be installing cameras throughout the City.



The 2023-2024 Capital Works bond will fund \$14.0 million for 2023-2024.

Chicago Fire Department Bunker Gear

Two-Year Bond (2023-24) - \$2.2 Million

Five-Year Plan (2023-27) - \$5.8 Million

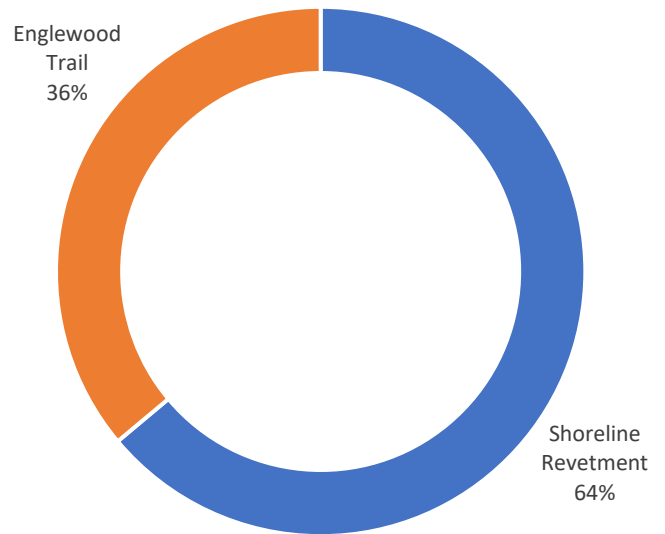
Bunker gear is the personal protective equipment used by firefighters. \$2.2 million will provide all new fire recruits with two-sets of new bunker gear. To date, the 2021-2022 bond has purchased 370 sets of bunker gear for new recruits, and a second set for all current firefighters.

Waterways & Pathways

2023-2024 Waterways & Pathways - \$133.0 Million

Proposed Waterways & Pathways Program Budget	
Two-Year Bond (2023-24)	\$133.0 Million
Five-Year Plan (2023-27)	\$233.0 Million

The Chicago Works program is investing in environmental sustainability through its waterways and pathways. The lakefront and rivers are one of the City’s most distinctive assets, not only enhancing the beauty and vibrancy of the city, but is a significant force in commerce, tourism, and leisure and vital to the long-term health of the city. Additionally, the Chicago Works Program will invest in pathways and trails for non-vehicular transportation and leisure. This is not only a public health benefit but also a strategy to adapt to climate change.



Shoreline

Two-Year Bond (2023-24) - \$85.0 Million

Five-Year Plan (2023-27) - \$185.0 Million

The Chicago Shoreline Protection Project provides storm damage protection to the Lake Michigan shoreline and to DuSable Lake Shore Drive, a major transportation artery in the City of Chicago. CDOT, the Chicago Park District and the Army Corps of Engineers have reconstructed nine miles of lakeshore as part of Phase I. There are 1.5 miles remaining as part of this phase consisting of two projects, Morgan Shoal and Promontory Point. Morgan Shoal (45th to 51st Street) is an estimated \$80.0 million in local funds for construction. This will match federal funds from the US Army Corps of Engineers. Promontory Point (54th to 56th Street) is an estimated \$5.0 million for design, which will be funded in 2023-2024. An estimated \$100.0

million for construction will be funded in future years.

Englewood Trail

Two-Year Bond (2023-24) - \$48.0 million

Five-Year Plan (2023-27) - \$48.0 Million

As part of the 2021-2022 Chicago Works program, the City funded \$6.0 million in engineering to bring a 1.75 mile rails to trails project to Englewood. In 2022, the City received a \$20 million grant from the U.S. Department of Transportation to help support the design and construction of the trail. The City will fund an additional \$48.0 million to construct this transformative trail.

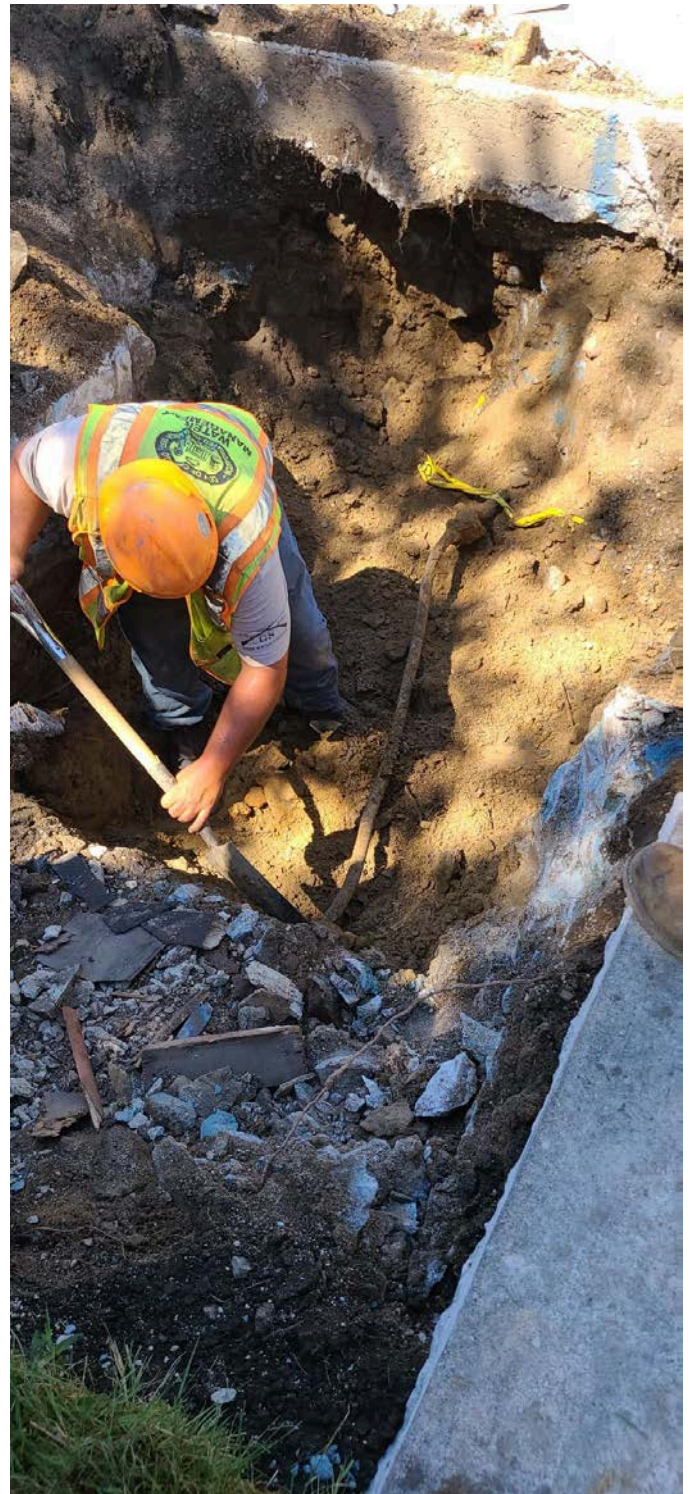


Lead Service Line Replacement—Private

Proposed Lead Service Line Replacement - Private Program Budget	
Two-Year Bond (2023–24)	\$60.0 Million
Five-Year Plan (2023–27)	\$60.0 Million

Starting January 1, 2023, the Department of Water Management (DWM) will be required to replace lead service lines as part of their scheduled capital program and in all instances whenever there is a break or leak on a water service. DWM anticipates averages 4,000-5,000 breaks a year on lead services lines, which means 4,000-5000 lead service lines could be replaced annually. This is in addition to other existing lead service lines replacement programs. In accordance with Illinois Environmental Protection Agency (IEPA) and Illinois Department of Public Health (IDPH) requirements, the City will be replacing the privately-owned portion of the lead service lines in addition to the City’s public infrastructure. The privately-owned lead service line is from the buffalo box (b-box) outdoor water flow control valve (typically located in the parkway) to the private building.

The City is currently planning out the 50-year replacement mandate through enterprise, state, federal, and GO bond sources. The combined \$60.0 million for 2023 and 2024 will help provide part of the funding to meet the requirements of the lead service line replacement program as currently defined.



Economic Development

Proposed Economic Development Program Budget	
Two-Year Bond (2023-24)	\$40.0 Million
Five-Year Plan (2023-27)	\$40.0 Million

The Department of Planning and Development (DPD) makes development grants through a variety of programs and funding streams to support catalytic community development projects. These projects leverage public funds alongside private funds to bring investment to historically disinvested communities and provide access to employment opportunities, housing options, and commercial amenities. This \$40.0 million community development

grant investment will support approximately 8-12 projects including restaurants, retail, and mixed-use development projects. These grants will strategically focus on projects that provide needed community amenities, are aligned with City priorities and investments, bring vacant space into productive use, and are able to act as catalysts for additional economic growth along their commercial corridor.



