

Proposed 2024 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program Appendix

Northeastern Illinois
November 2023



Appendix A: 2024 Capital Program Metrics

This appendix consists of the project detail of the Capital Program. The “Legend” table provides a key to show 15 metrics. In this table, the Metric Label is the name of the metric found in each service board table; the Full Metric Name and Description provides the metric’s full name and brief description of what is being measured; Measure is the label found in each service board table; and Measurement Choice provides the definition of each measure selected. Each service board table contains project description, metric-level data, and five-year funding amount for each project.

The legend key shows a series of 15 metrics for projects to be evaluated on.

Appendix Table 1. Legend

Metric Label	Full Metric Name and Description	Measure	Measurement Choice
Access	Access to Key Destinations: The metric considers the degree to which a project affects access to the region’s key destination. Destinations include jobs, retail, education, healthcare, and recreation.	A	Significantly improves Access to Key Destinations
		B	Moderately improves Access to Key Destinations
		C	Maintains Access to Key Destinations
		NA	Not Applicable/Does not impact Access to Key Destinations
Equity	Equity based on Residential Geography: This is quantified using data from the USDOT Justice40 Program, to align with federal policy. The specific metric, “Sum of Disadvantage Indicators,” combines transportation, health, economy, equity, resilience, and environmental factors.	A	Scores 6-8 for USDOT Justice40 Program
		B	Scores 3-5 for USDOT Justice40 Program
		C	Scores 0-2 for USDOT Justice40 Program
		NA	Not Applicable/Not location specific
Benefit	Benefits to Riders: This metric considers level of benefit to riders.	A	Significant benefit to riders
		B	Moderate benefit to riders
		C	Maintains current benefit to riders
		NA	Does not impact riders

Metric Label	Full Metric Name and Description	Measure	Measurement Choice
Capacity	Capacity Benefit and Need: The capacity metric is defined broadly to include vehicles, stations/stops, transit lines, operating right of way, and storage facilities. The responses will consider how much a project increases capacity and whether the current or planned utilization is near capacity.	A	Increases capacity where utilization is near capacity
		B	Increases capacity where utilization is not near capacity
		C	Maintains original capacity
		NA	Not related to capacity
Economic Impact	Economic Impact: Economic Impact is broadly defined to include land use development, construction jobs, and long-term job impacts.	A	Large economic impact
		B	Moderate economic impact
		C	Small economic impact
		NA	No economic impact
Accessibility	Accessibility for People with Disabilities: This metric is to assess the level of accessibility improvements the project has for customers.	A	Makes assets fully accessible
		B	Makes assets partially accessible/minor accessibility improvements
		C	Is needed to maintain current levels of accessibility
		NA	Project is not related to accessibility/new stations
Reliability	Service Speed and Reliability: The measure considers the level of impact on speed/reliability of the project.	A	Significantly improves speed/reliability
		B	Moderately improves current speed/reliability
		C	Maintains current speed/reliability
		NA	No impact on service speed/reliability
Safety	Impact on Customer and/or Employee Safety: This metric considers the risk and exposure levels if a project addresses a safety issue.	A	Directly provides safety benefit/improvement
		B	Indirectly provides safety benefit/improvement
		C	Maintains current safety levels
		NA	No impact on safety
Security	Impact on System Security: This metric considers the level of security enhancement the project makes and if the impacted location has a history of security incidents.	A	Implements new security protection and/or prevention
		B	Enhances existing security level
		C	Maintains or replaces existing level of security
		NA	No impact on security
Asset	Asset Condition: Asset condition is measured using ratings from the FTA Transit Economic Requirements Model (TERM) on projects where it is applicable.	A	Rated below 2 for FTA's Transit Economic Requirements Model (TERM)
		B	Rated between 2 and 3 for TERM
		C	Rated above 3 for TERM
		NA	Does not have an asset rating

Metric Label	Full Metric Name and Description	Measure	Measurement Choice
Useful Life	Useful Life: Vehicle ages are to be compared with Service Board useful life benchmarks.	A	Over 2 years past useful life
		B	0-2 years past useful life
		C	Not exceeding useful life
		NA	Asset is not a vehicle with a useful life
Mode Shift (Climate-related)	Ridership/Mode Shift Impacts: Evaluates the inherent climate benefits from avoided emissions when travelers choose transit rather than driving.	A	Significantly improves transit ridership
		B	Moderately improves transit ridership
		C	Maintains assets necessary for transit
		NA	Has no impact on transit ridership
Climate Impact	Climate Agency Operating Impacts: Refer to efforts to reduce greenhouse gas (GHG) emissions generated from transit operations, including transitioning to near-zero-emissions vehicles.	A	Directly supports significant reduction/zero GHG emissions from transit agency operations
		B	Supports moderate reduction or offsets to GHG emissions from transit agency operations
		C	No reduction of GHG emissions from transit agency operations
		NA	Project does not affect GHG emissions
Regulatory Requirements	Regulatory Requirements: This metric is evaluated based if the project required to comply with regulatory requirements with a straight yes or no.	A	Yes
		NA	No
Operating Cost	Operating Cost: This theme is evaluated based on the metric impact on operating costs.	A	Decreases operating costs
		B	No change to operating costs
		C	Increases operating costs
		NA	Not Applicable to operating costs

Appendix Table 2. CTA Capital Program Metrics

CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Life Extending Bus Overhaul - (1000 Series)	C	NA	B	C	NA	C	C	NA	NA	A	A	A	C	C	C	\$6,737,430
5000 Series Rail Car Quarter Life Overhaul	C	NA	B	C	NA	C	C	NA	NA	C	A	A	C	C	C	\$41,619,579
Upgrade Office Computer Systems	NA	NA	NA	NA	NA	NA	NA	B	NA	NA	NA	NA	NA	NA	NA	\$3,000,000
Office Building	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$30,938,799
Purchase Rail Cars - 7000 Series (Base Order 400)	C	NA	A	C	NA	A	B	NA	NA	B	A	A	C	A	B	\$77,284,911
Implement Security Projects - HLS Program	NA	NA	C	NA	NA	NA	B	B	NA	NA	NA	B	NA	C	NA	\$30,000,000
CTA Bond Repayment - Principal/Interest	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	\$992,830,555
Program Management	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$33,031,875
Replace Buses - Options to Purchase Up To 500 of 1,030	C	NA	A	C	NA	A	B	NA	NA	B	A	A	C	A	B	\$107,050,060
Support Services	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	NA	NA	\$11,614,814
Program Development - UWP	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	NA	NA	\$3,125,000
Information Technology - MMIS Upgrade	NA	NA	C	NA	NA	NA	NA	C	B	NA	NA	C	NA	NA	NA	\$2,500,000
Information Technology - Hastus Upgrade	NA	NA	C	NA	NA	NA	NA	C	B	NA	NA	C	NA	NA	NA	\$1,000,000
Information Technology - TOPS Upgrade II	NA	NA	C	NA	NA	NA	NA	C	C	NA	NA	C	NA	NA	NA	\$1,500,000
Information Technology - Bus Router Replacements (MP070's)	C	NA	C	NA	NA	C	C	B	B	NA	NA	B	NA	C	NA	\$4,200,000



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Information Technology - IVN3/IVN4 Replacement	C	NA	C	NA	NA	C	C	B	NA	NA	NA	B	NA	C	NA	\$2,601,168
Equipment and Non-Revenue Vehicles Program	NA	NA	C	NA	NA	B	C	NA	NA	A	NA	A	NA	C	C	\$6,000,000
Security Camera Modernization and Upgrade	NA	NA	C	NA	NA	NA	A	B	B	NA	NA	A	NA	C	NA	\$9,568,629
Public Address Communication Modernization & Upgrade	NA	NA	B	NA	NA	B	A	B	B	A	NA	A	NA	B	NA	\$14,000,000
Rail Station Communications Infrastructure Modernization	NA	NA	B	NA	NA	B	A	B	B	NA	NA	A	NA	C	NA	\$10,000,000
Purchase up to 6 Electric Buses with Charging Systems	C	NA	A	C	NA	A	B	B	NA	B	A	A	C	A	A	\$2,600,000
Subway Life Safety	C	NA	C	NA	C	C	A	NA	B	NA	A	B	NA	C	C	\$18,000,000
All Station Accessibility Program - Elevator Replacement	C	NA	B	C	C	B	B	NA	B	NA	A	A	C	C	NA	\$4,633,224
Facilities Critical Needs	NA	NA	C	NA	C	NA	C	NA	B	NA	NA	A	NA	C	C	\$10,000,000
Non-Revenue Utility Vehicle Replacement	NA	NA	C	NA	NA	B	C	NA	NA	A	NA	A	NA	C	B	\$2,450,000
Refresh and Renew Program Expansion	C	NA	B	NA	C	NA	B	NA	B	NA	NA	NA	C	C	NA	\$9,000,000
Purchase Articulated Electric Buses and Charging Equipment	C	NA	A	C	NA	A	B	B	NA	B	A	A	C	A	A	\$185,375,355
Bus Overhaul - Mid-Life 450 Nova (7900 Series)	C	NA	B	C	NA	C	C	NA	NA	C	A	A	C	C	C	\$80,488,850
Replace video system 3200 and 5000-Series railcars	NA	NA	C	NA	NA	NA	A	B	B	NA	NA	C	NA	NA	NA	\$20,000,000



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Information Technology - Technology Upgrades Rail Engineering & Maintenance	NA	NA	NA	NA	NA	NA	C	C	B	NA	NA	NA	NA	NA	NA	\$200,000
Skokie Shops Improvements Other	NA	NA	C	A	C	C	C	NA	B	NA	NA	A	NA	C	NA	\$1,500,000
Bus Garage Electrification - Chicago	C	A	A	A	A	B	B	NA	NA	NA	A	NA	NA	B	A	\$17,010,000
Skokie Shops - Railcar Hoists	NA	NA	C	A	C	C	C	NA	B	NA	NA	A	NA	C	NA	\$15,000,000
Skokie Shops - Wheel truing machine replacement	NA	NA	C	A	C	C	C	NA	B	NA	NA	A	NA	C	NA	\$4,500,000
Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track	NA	NA	C	A	C	C	C	NA	C	NA	NA	A	NA	C	C	\$13,800,000
Rail Car Facility Maintenance	NA	NA	C	C	C	C	C	NA	B	NA	NA	A	NA	C	NA	\$14,000,000
Non-Revenue Rail Vehicle Equipment - Replacement	NA	NA	C	NA	NA	B	C	NA	NA	A	NA	A	NA	C	C	\$10,000,000
Farebox Replacement	NA	NA	B	NA	NA	C	C	NA	A	NA	NA	A	NA	C	NA	\$23,811,109
All Station Accessibility Program Elevator Replacement Phase II	C	NA	B	C	C	B	B	NA	B	NA	A	A	C	C	NA	\$22,466,776
All Stations Accessibility Program - Escalator Replacement	C	NA	B	C	C	B	B	NA	B	NA	A	A	C	C	NA	\$15,000,000
All Stations Accessibility Program - Oak Park, Ridgeland	A	A	A	A	B	B	B	NA	NA	NA	A	C	A	B	NA	\$29,124,062
Life extending Overhaul 2600/3200 Series	C	NA	B	C	NA	C	C	NA	NA	A	A	A	C	C	C	\$136,974,595
Infrastructure State of Good Repair Program	C	NA	C	C	B	C	C	NA	A	NA	NA	A	NA	B	NA	\$100,000,000
Match for FTA Discretionary Awards	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	NA	NA	\$40,000,000
Purchase Rail Cars - 9000 Series	C	NA	A	C	NA	A	B	NA	NA	B	A	A	C	A	B	\$211,711,350



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Purchase Rail Cars - 7000 Series Options	C	NA	A	C	NA	A	B	NA	NA	B	A	A	C	A	B	\$132,408,232
2024 - Elevated Track and Structure Maintenance Systemwide	C	NA	C	C	NA	C	C	NA	A	NA	NA	A	NA	C	NA	\$38,383,562
95th Street Terminal Electrification	C	A	A	C	A	NA	NA	NA	NA	NA	A	NA	NA	B	A	\$7,600,000
Bus Garage Electrification - 103rd Garage	C	A	A	A	A	B	B	NA	NA	NA	A	NA	NA	B	A	\$133,000,000
2024 Facilities Maintenance - Systemwide	NA	NA	C	C	NA	C	C	NA	A	NA	NA	A	NA	C	C	\$12,121,124
Upgrade Technology Systems	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	C	NA	NA	NA	\$4,911,743
Tactile Signage at CTA Bus Stops	A	NA	A	NA	C	NA	A	NA	NA	NA	A	NA	A	B	NA	\$1,697,000
Train Tracker Digital Signage Upgrade	C	NA	B	NA	NA	NA	C	NA	B	NA	NA	A	B	C	NA	\$15,899,000
Red Line Extension	A	A	A	A	A	NA	B	NA	NA	NA	NA	C	A	A	A	\$704,363,088
All Stations Accessibility Program - Next Phases	A	A	A	A	B	B	B	NA	NA	NA	A	C	A	B	NA	\$43,310,747
Ventra 3.0 Upgrade	B	NA	A	NA	NA	C	C	NA	B	NA	NA	B	NA	C	NA	\$82,990,931
2024 - Bus Maintenance	C	NA	B	C	NA	C	C	NA	B	NA	A	A	NA	C	C	\$62,548,156

Appendix Table 3. Metra Capital Program Metrics

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Impedance Bonds	C	NA	B	C	NA	B	A	NA	A	NA	A	A	NA	C	NA	\$2,750,000
Van Buren Street Station	A	C	A	A	B	NA	B	A	B	NA	A	A	B	A	NA	\$28,500,000
16th Street Interlocking	A	NA	B	A	C	A	A	NA	A	NA	A	A	NA	C	NA	\$15,660,000
West Chicago Station	A	C	A	NA	C	NA	B	A	B	NA	A	B	B	A	NA	\$8,000,000
A-20 Interlocking	A	NA	B	A	B	A	A	NA	B	NA	A	A	NA	C	NA	\$23,005,000
New Railcars	C	NA	A	A	NA	A	A	A	NA	A	A	A	A	A	B	\$207,745,501
Car Rehab (Nippon Sharyo Highliners)	C	NA	B	C	A	A	A	A	NA	C	A	A	A	B	C	\$190,057,000
Car And Locomotive Cameras	NA	NA	B	NA	NA	NA	A	A	NA	NA	A	B	NA	C	NA	\$10,000,000
Olympia Fields Station & Parking	A	B	A	B	C	NA	B	A	B	NA	A	C	A	A	NA	\$17,700,000
F59 Locomotive Engine Upgrade	C	NA	B	NA	A	A	B	NA	NA	B	NA	A	NA	B	A	\$13,290,000
Signal Standards	NA	NA	C	NA	C	NA	A	NA	NA	NA	A	A	NA	C	NA	\$400,000
Morgan Interlocking	A	NA	B	A	C	A	A	NA	A	NA	A	A	NA	C	NA	\$1,500,000
Western Interlocking	A	NA	B	B	C	A	A	NA	B	NA	A	A	NA	C	NA	\$13,010,000
Smart Gates	B	NA	C	NA	B	C	A	NA	B	NA	A	A	NA	C	NA	\$7,500,000
Crossings (Road & Track)-MED	C	NA	B	C	C	C	A	NA	B	NA	A	B	C	C	NA	\$7,800,000
Bridge A318	C	NA	A	A	C	C	A	NA	B	NA	A	A	NA	B	NA	\$7,600,000
Catenary Structure Rehabilitation	C	NA	C	NA	C	B	B	NA	A	NA	A	A	NA	B	NA	\$4,800,000
Central Warehousing	NA	NA	NA	NA	B	NA	B	A	A	NA	A	A	NA	NA	NA	\$9,775,000
Jackson Substation	A	NA	C	C	B	A	A	NA	NA	NA	NA	A	NA	C	C	\$12,200,000
Systemwide Station Sign Replacement	A	NA	A	NA	B	NA	NA	NA	A	NA	NA	B	B	B	NA	\$15,865,000
Elevator Replacement	B	NA	A	NA	B	C	A	NA	B	NA	A	A	B	B	NA	\$48,020,000
Shelters	B	NA	B	NA	C	NA	B	B	NA	NA	NA	B	C	B	NA	\$3,125,000
Project Development	NA	NA	C	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	C	NA	\$5,100,000
Program Management	NA	NA	C	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	C	NA	\$117,288,818
Traction Motors	C	NA	C	NA	C	B	B	NA	NA	NA	NA	B	NA	B	B	\$8,800,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Locomotive and Car Improvements	C	NA	B	NA	C	B	A	NA	NA	NA	NA	B	NA	A	B	\$11,000,000
Wheel Replacement	C	NA	C	NA	NA	C	B	NA	NA	C	NA	A	NA	C	C	\$21,500,000
PTC Renewal (Mechanical)	C	NA	C	NA	NA	C	A	NA	NA	C	NA	A	NA	B	NA	\$1,750,000
Ties, Ballast, & Switches-BNS	C	NA	C	C	C	B	B	NA	A	NA	A	B	NA	C	NA	\$8,000,000
Rail Renewal-MED	C	NA	C	C	C	B	C	NA	B	NA	A	A	NA	C	NA	\$9,487,000
Rail Renewal-MWD	C	NA	C	C	C	B	C	NA	B	NA	A	A	NA	C	NA	\$15,510,000
Crossings (Road & Track)-RID	C	NA	C	C	C	B	C	NA	B	NA	A	A	NA	C	NA	\$21,510,000
Crossings (Road & Track)-UPR	C	NA	C	C	NA	B	C	NA	A	NA	A	A	NA	C	NA	\$7,135,000
Crossings (Road & Track)-MWD	C	NA	C	C	C	C	A	NA	B	NA	A	B	C	C	NA	\$3,650,000
Bridges & Retaining Walls BNS	C	NA	B	C	C	C	A	NA	B	NA	A	B	NA	C	NA	\$10,842,500
Bridges & Retaining Walls-MED	C	NA	C	C	C	C	A	NA	B	NA	A	B	NA	C	NA	\$10,450,000
Bridges & Retaining Walls-MWD	C	NA	C	C	C	C	A	NA	B	NA	A	B	NA	C	NA	\$6,400,000
Bridges & Retaining Walls-UPR	C	NA	B	C	C	C	A	NA	B	NA	A	B	NA	C	NA	\$10,900,000
Stoney Creek Bridge	C	NA	C	C	C	C	A	NA	B	NA	A	A	NA	B	NA	\$2,830,000
Signal System Upgrades-MED	B	NA	C	C	C	C	A	NA	B	NA	A	B	NA	C	B	\$7,500,000
Signal System Upgrades-MWD	C	NA	C	C	C	C	A	NA	B	NA	A	B	NA	C	B	\$7,550,000
Signal System Upgrades-RID	C	NA	C	C	C	C	A	NA	B	NA	A	B	NA	C	B	\$7,535,000
Switch Layout Standards	B	NA	C	NA	C	NA	A	NA	B	NA	NA	A	NA	C	NA	\$2,950,000
MED Improvements	A	NA	B	A	A	A	B	A	A	NA	A	A	NA	B	NA	\$22,000,000
Systemwide Cameras	NA	NA	B	NA	NA	C	A	A	NA	NA	NA	C	NA	C	NA	\$5,450,000
Yard Improvements-BNS	NA	NA	C	C	C	C	B	NA	B	NA	A	A	NA	C	C	\$10,550,000
Yard Improvements-MED	NA	NA	C	C	C	C	B	NA	B	NA	A	A	NA	C	C	\$12,570,000
Yard Improvements-MWD	NA	NA	C	C	C	C	B	NA	B	NA	A	A	NA	C	C	\$6,890,775
Yard Improvements-RID	NA	NA	C	C	C	C	B	NA	B	NA	A	A	NA	C	C	\$5,930,000
Yard Improvements-UPR	NA	NA	C	C	NA	C	B	NA	B	NA	A	A	NA	B	C	\$2,500,000
Right of Way Equipment	NA	NA	C	NA	B	B	B	B	A	NA	A	A	NA	C	B	\$4,865,129
Office Equipment	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	B	NA	NA	NA	\$1,250,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
IT Components & Services	NA	NA	C	NA	NA	C	NA	A	B	NA	NA	A	NA	C	NA	\$5,800,000
Station Displays (TROI Net)	A	NA	A	NA	B	B	B	A	A	NA	A	B	B	B	NA	\$13,948,200
Ticket Vending Machines	B	NA	A	NA	NA	B	C	A	A	NA	A	A	B	C	NA	\$7,500,000
Parking Lot Improvements	C	NA	B	C	C	NA	B	NA	B	NA	NA	B	B	B	NA	\$7,021,960
Evanston-Davis Street Station	A	B	A	C	C	NA	B	A	B	NA	NA	A	B	A	NA	\$16,959,000
Project Administration	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	NA	\$5,000,000
Infrastructure Engineering-MET	NA	NA	NA	NA	C	NA	NA	NA	NA	NA	NA	B	NA	NA	NA	\$9,550,000
Contingencies	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	B	NA	NA	NA	\$4,000,000
Glen Ellyn Station	A	C	A	C	NA	NA	B	A	C	NA	A	A	B	A	NA	\$4,000,000
Highlands Station	A	C	A	C	NA	NA	B	A	B	NA	NA	B	A	A	NA	\$261,000
Switcher Locomotive Procurement	NA	NA	C	NA	NA	B	B	NA	NA	A	NA	A	NA	NA	A	\$3,750,000
Ties & Ballast-UPR	C	NA	C	C	B	B	B	NA	A	NA	A	B	NA	C	NA	\$2,500,000
Bridges & Retaining Walls-RID	C	NA	B	C	C	C	A	NA	B	NA	A	B	NA	C	NA	\$9,850,000
CREATE EW-2 Bridge Lift	C	A	C	B	C	C	C	NA	B	NA	A	B	NA	A	NA	\$3,040,000
Bridge 86 - 78th St Entrance	A	A	A	B	B	C	B	NA	B	NA	NA	B	A	B	B	\$33,160,000
Hickory Creek Bridge	C	C	C	NA	NA	C	A	NA	B	NA	A	A	NA	B	NA	\$2,750,000
Metra UP North Rebuild	C	C	B	C	A	C	A	B	B	NA	A	A	NA	B	NA	\$179,216,923
PTC Renewal (Engineering)	B	NA	C	C	NA	C	A	A	B	NA	A	B	NA	C	NA	\$690,000
Engineering Cyber Security Systems	NA	NA	NA	NA	NA	NA	NA	A	B	NA	A	C	NA	NA	NA	\$1,300,000
Station ADA Improvements	B	NA	A	NA	C	C	A	NA	B	NA	A	B	A	B	NA	\$12,600,000
West Hinsdale Station	B	C	A	C	C	NA	B	A	B	NA	NA	A	B	A	NA	\$4,130,000
Platform Improvements	B	NA	B	C	C	NA	B	A	B	NA	NA	A	B	B	NA	\$19,300,000
Cybersecurity Systems	NA	NA	C	NA	NA	NA	C	A	C	NA	NA	C	NA	NA	NA	\$955,000
Harvey Intermodal Transportation Center	A	A	A	B	B	NA	B	A	B	NA	A	C	B	A	NA	\$24,080,000
Car Rehab - Midlife (Amerrail)	C	NA	B	C	A	A	A	A	NA	B	A	A	A	B	C	\$103,380,000
Zero-Emissions Trainsets	C	NA	A	A	NA	A	B	A	NA	A	NA	A	A	A	A	\$78,604,137



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Crossing Inventory Management System	B	NA	NA	NA	NA	NA	NA	A	A	NA	A	A	NA	C	NA	\$470,000
DC & AC Switchgear Replacement	C	NA	C	NA	NA	B	A	NA	A	NA	A	B	NA	C	B	\$1,325,000
Harvey Substation	A	NA	C	C	B	A	A	NA	NA	NA	NA	A	NA	C	C	\$4,635,000
Homewood Substation	A	NA	C	C	C	A	A	NA	NA	NA	NA	A	NA	C	C	\$600,000
Telecom Facilities HVAC Replacement	NA	NA	NA	NA	NA	C	B	NA	A	NA	NA	A	NA	NA	B	\$980,000
Crew Facilities-University Park	NA	NA	NA	NA	C	NA	B	A	A	NA	A	A	NA	C	NA	\$2,475,000
Crew Facilities-14th Street Yard	NA	NA	NA	NA	NA	NA	B	A	C	NA	A	A	NA	C	NA	\$100,000
Protective Asset Acquisition	NA	NA	NA	NA	NA	C	C	NA	B	NA	NA	B	NA	NA	NA	\$85,100,000
BNSF Yard Power Transformers	NA	NA	C	NA	C	B	B	NA	A	NA	NA	B	NA	NA	B	\$7,850,000
Kensington Yard-HVAC Replacement	NA	NA	NA	NA	C	C	C	NA	A	NA	NA	A	NA	NA	B	\$600,000
CUS Concourse Reconstruction	A	C	A	A	A	NA	B	B	B	NA	NA	C	B	A	NA	\$15,000,000
Forest Glen Station	A	C	A	B	NA	NA	B	A	B	NA	NA	B	A	A	NA	\$860,000
91st St-Beverly Hills Station	A	B	A	C	NA	NA	B	A	B	NA	NA	B	A	A	NA	\$1,930,000
Indian Hill Station	A	C	A	C	NA	NA	B	A	C	NA	A	C	A	A	NA	\$1,110,000
Vehicles & Equipment	NA	NA	C	NA	B	B	B	B	NA	B	NA	A	NA	C	B	\$15,410,930
Bridge Rehabilitation Program	C	NA	B	C	A	C	A	NA	NA	NA	A	A	NA	C	NA	\$6,525,000
CREATE - 75th St CIP	A	A	A	A	A	A	B	NA	B	NA	NA	B	NA	B	B	\$10,000,000
CREATE Ogden Junction (WA1)	A	NA	B	A	NA	A	A	B	NA	NA	NA	B	NA	B	B	\$500,000
Elmwood Park Grade Separation	B	C	B	NA	A	A	A	NA	NA	NA	NA	A	NA	NA	B	\$10,000,000
Ties & Ballast-MET	C	NA	C	C	B	B	B	NA	A	NA	A	B	NA	C	NA	\$61,546,484
Undercutting & Surfacing-MET	C	NA	C	C	C	B	B	NA	A	NA	A	B	NA	C	NA	\$15,000,000
Centralized Traffic Control System Upgrade	C	NA	C	NA	NA	C	A	A	B	NA	A	A	NA	C	NA	\$1,000,000
Constant Tension Catenary	C	NA	C	A	NA	NA	B	NA	C	NA	NA	A	NA	C	C	\$5,205,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Power Distribution System Monitoring	C	NA	C	NA	NA	B	A	NA	A	NA	NA	B	NA	C	NA	\$6,400,000
Randolph St Interlocking	A	NA	C	A	C	A	A	NA	A	NA	A	A	NA	B	B	\$11,360,000
Signal Interlocking Microprocessors	A	NA	B	C	NA	B	C	NA	A	NA	A	A	NA	C	B	\$7,650,000
Signal System Upgrades-UPR	C	NA	C	C	NA	C	A	NA	B	NA	A	B	NA	C	B	\$2,425,000
115th-Kensington Station	A	A	A	C	NA	NA	B	A	B	NA	NA	B	B	A	NA	\$1,300,000
Kedzie Station	A	A	A	C	NA	NA	B	A	B	NA	A	C	A	A	NA	\$465,000
Matteson Station	A	A	A	C	NA	NA	B	B	B	NA	A	C	A	A	NA	\$1,390,000
Riverdale Station	A	A	A	C	NA	NA	B	A	B	NA	NA	C	A	A	NA	\$1,390,000
Woodstock Station-Warming Shelter	A	C	B	B	NA	NA	C	NA	NA	NA	NA	B	B	B	NA	\$1,000,000
Rock Island Intercity Improvements (RI3)	A	A	A	A	A	A	A	A	C	NA	NA	C	NA	A	B	\$13,500,000
Asset Management	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	C	NA	NA	NA	\$10,724,815
Automatic Equipment ID Readers	NA	NA	NA	NA	NA	C	C	A	NA	NA	A	C	NA	NA	NA	\$1,180,000
Crew Facilities-LaSalle Street	NA	NA	NA	NA	NA	NA	B	A	C	NA	A	A	NA	C	NA	\$190,000
Fuel Storage Tank Upgrades	NA	NA	NA	NA	C	C	A	NA	A	NA	A	B	NA	NA	B	\$1,935,000
Human Resources Software Upgrades	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	C	NA	NA	NA	\$1,750,000
Kensington Tower Rehabilitation	NA	NA	C	NA	NA	C	B	NA	A	NA	A	A	NA	NA	NA	\$405,000
Roof Rehab-47th St Diesel-Coach	NA	NA	C	NA	C	C	A	NA	B	NA	A	A	NA	NA	NA	\$160,000
Timekeeping System Upgrade	NA	NA	NA	NA	NA	C	NA	NA	B	NA	A	A	NA	NA	NA	\$2,050,000
Western Ave Yard-Roof & HVAC Replacement	NA	NA	C	NA	C	C	A	NA	A	NA	A	A	NA	NA	B	\$22,900,000
Crew Facilities-CUS	NA	NA	NA	NA	C	C	B	A	B	NA	A	A	NA	NA	NA	\$700,000
LaGrange Road Station	A	C	B	C	NA	NA	B	A	A	NA	A	B	B	A	NA	\$515,000
Pingree Road Station	A	C	B	C	NA	NA	A	A	B	NA	NA	B	B	A	NA	\$2,880,000
Rogers Park Station	A	B	A	B	B	NA	B	A	B	NA	A	A	A	A	NA	\$19,515,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Capital Delivery Support Contracts	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	A	NA	NA	NA	\$2,275,000
Bridge Replacement Program	C	NA	B	C	A	B	A	NA	A	NA	A	A	NA	C	NA	\$13,520,000

Appendix Table 4. Pace Capital Program Metrics

Pace Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Paratransit Vehicles	C	NA	A	C	NA	C	C	C	NA	A	A	B	B	B	C	\$31,094,850
River Division Electrification/ Expansion	C	B	B	A	A	C	B	C	B	NA	NA	A	NA	B	A	\$66,827,687
Fixed Route Electric Buses	C	NA	A	C	NA	C	B	C	NA	A	NA	A	C	A	A	\$78,009,128
Southwest Division Electrification/ Expansion	C	A	B	A	A	C	B	C	C	NA	NA	A	NA	B	A	\$104,400,000
Onboard Digital Screens	B	NA	A	NA	C	NA	NA	NA	NA	NA	NA	A	B	B	NA	\$10,513,505
North Division Electrification/ Expansion	C	A	B	A	A	C	B	C	B	NA	NA	A	NA	B	A	\$62,600,000
Pulse 95th Street Construction	A	A	A	B	B	A	A	A	NA	NA	NA	C	A	A	C	\$19,567,500
Pulse Halsted A/E Design and Construction	A	A	A	B	B	A	A	A	NA	NA	NA	C	A	A	C	\$39,573,834