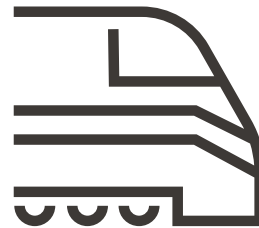
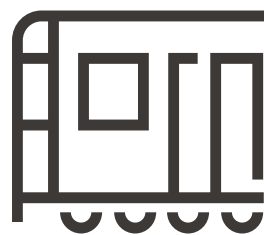
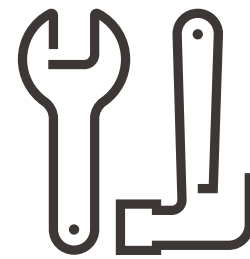


# Approved 2025 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program Appendix

Northeastern Illinois  
November 2024






# Adopted Appendix A: 2025 Capital Program Metrics


















This appendix consists of project details for the 2024-2029 Capital Program. The “Legend” table provides a key to show 15 metrics. In this table, the Metric Label is the shorter 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
<b>Access</b>	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.	↑↑	Significantly improves Access to Key Destinations
		↑	Moderately improves Access to Key Destinations
		↔	Maintains Access to Key Destinations
		–	Not Applicable/Does not impact Access to Key Destinations
<b>Equity</b>	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.	↑↑↑	Scores 6–8 for USDOT Justice40 Program
		↑↑	Scores 3–5 for USDOT Justice40 Program
		↑	Scores 0–2 for USDOT Justice40 Program
		–	Not Applicable/Not location specific
<b>Benefit</b>	Benefits to Riders: This metric considers level of benefit to riders.	↑↑	Significant benefit to riders
		↑	Moderate benefit to riders
		↔	Maintains current benefit to riders
		–	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.	↑↑	Increases capacity where utilization is near capacity
		↑	Increases capacity where utilization is not near capacity
		↔	Maintains original capacity
		–	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.	↑↑↑↑	Large economic impact
		↑↑	Moderate economic impact
		↑	Small economic impact
		–	No economic impact
Reliability	Service Speed and Reliability: The measure considers the level of impact on speed/reliability of the project.	↑↑	Significantly improves speed/reliability
		↑	Moderately improves current speed/reliability
		↔	Maintains current speed/reliability
		–	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.	↑↑	Directly provides safety benefit/improvement
		↑	Indirectly provides safety benefit/improvement
		↔	Maintains current safety levels
		–	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.	↑↑	Implements new security protection and/or prevention
		↑	Enhances existing security level
		↔	Maintains or replaces existing level of security
		–	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.		Rated below 2 for FTA's Transit Economic Requirements Model (TERM)
			Rated between 2 and 3 for TERM
			Rated above 3 for TERM
		–	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.		Over 2 years past useful life
			0–2 years past useful life
			Not exceeding useful life
		–	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.		Significantly improves transit ridership
			Moderately improves transit ridership
			Maintains assets necessary for transit
		–	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.		Directly supports significant reduction/zero GHG emissions from transit agency operations
			Supports moderate reduction or offsets to GHG emissions from transit agency operations
			No reduction of GHG emissions from transit agency operations
		–	Project does not affect GHG emissions
Accessibility	Accessibility for People with Disabilities: This metric is to assess the level of accessibility improvements the project has for customers.		Makes assets fully accessible
			Makes assets partially accessible/minor accessibility improvements
			Is needed to maintain current levels of accessibility
		–	Project is not related to accessibility/new stations
Regulatory Requirements	Regulatory Requirements: This metric is evaluated based if the project required to comply with regulatory requirements with a straight yes or no.		Yes
			No
Operating Cost	Operating Cost: This theme is evaluated based on the metric impact on operating costs.		Decreases operating costs
			No change to operating costs
			Increases operating costs
		–	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
2025 - Bus Maintenance	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	-	✘	↓	\$61,869,140
2025 - Elevated Track and Structure Maintenance Systemwide	↔	-	↔	↔	-	↔	↔	-	⚙️	-	↔	-	-	✘	↓	\$47,979,455
2025 - Facilities Maintenance - Systemwide	-	-	↔	↔	-	↔	↔	-	⚙️	-	↔	-	-	✘	↓	\$15,151,405
5000 Series Rail Car Quarter Life Overhaul	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	✘	↓	\$1,899,057
All Station Accessibility Program - Elevator Replacement	↔	-	↑	↔	↑	↑	↑	-	⚙️	-	↔	-	↔	✓	↓	\$27,100,000
All Stations Accessibility Program - Escalator Replacement	↔	-	↑	↔	↑	↑	↑	-	⚙️	-	↔	-	↔	✓	↓	\$15,000,000
All Stations Accessibility Program - Next Phases	↑↑	↑↑↑	↑↑	↑↑	↑↑	↑	↑	-	-	-	↑	-	↑↑	✓	↑	\$64,558,578
All Stations Accessibility Program - Oak Park, Ridgeland	↑↑	↑↑↑	↑↑	↑↑	↑↑	↑	↑	-	-	-	↑	-	↑↑	✓	↑	\$13,460,000
Boiler Replacement (Rosemont)	↔	-	-	-	-	↔	↔	-	⚙️	-	↔	↔	-	✘	↓	\$979,000
Building Envelope Repairs and MEP Upgrades Systemwide	↔	-	-	-	↑↑	↑↑	↑↑	-	⚙️	-	↔	↓	-	✘	↓	\$17,200,000
Building Envelope Repairs Skokie Substation	↔	-	-	-	-	↑	↔	-	⚙️	-	↔	-	-	✘	↔	\$1,130,000
Bus Garage Electrification - 103rd Garage	-	↑↑↑	↑↑	↑↑	↑↑↑	↑	↑	-	-	-	↑	↓	-	✓	↔	\$133,000,000
Bus Overhaul - Mid-Life 450 Nova (7900 Series)	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	✘	↓	\$98,807,627
Bus Shelters Signs Upgrade	-	-	↑	-	-	-	↔	-	⚙️	-	↔	-	↔	✘	↔	\$3,200,000



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
Bus Turnaround ADA & Site Improvements- Halsted and 79th Street	↑	↑↑↑	↑	↔	↑	-	↔	↔	⚙️	-	↔	-	↑	✓	↑	\$7,900,000
Bus Turnaround Improvements - Employee Restrooms	-	-	↑	-	-	-	↑	↑↑	⚙️	-	-	-	-	✗	↑	\$25,725,000
Bus Turnaround Improvements - Priority Locations	↑↑	-	A	↔	↑	-	↑↑	↑↑	⚙️	-	↑↑	-	↑	✗	↑	\$26,300,000
CTA Bond Repayment - Principal/Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	-	\$986,076,479
Embankment and Viaduct Rehabilitation - Systemwide	↑	-	↑	↔	↑↑	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$46,780,000
Equipment and Non-Revenue Vehicles Program	-	-	↔	-	-	↑	↔	-	-	⚙️	↔	↔	-	✗	↓	\$2,761,025
Facilities Critical Needs	-	-	↔	-	↑	-	↔	-	⚙️	-	↔	↔	-	✗	↓	\$10,000,000
Fiber Optics Communication/ Network Upgrades	-	-	-	-	-	↔	-	↑↑	⚙️	-	-	-	-	✗	↑	\$19,928,917
Implement Security Projects - HLS Program	-	-	↔	-	-	-	↑	↑	-	-	↔	-	-	✗	↔	\$30,000,000
Information Technology - Bus Router Replacements (MP070's)	↔	-	↔	-	-	↔	↔	↑	⚙️	-	↔	-	-	✗	↔	\$4,200,000
Information Technology - TOPS Upgrade II	-	-	↔	-	-	-	-	↔	⚙️	-	-	-	-	✗	↑	\$1,500,000
Life Extending Bus Overhaul - 430 Standard (1000 Series)	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	✗	↓	\$18,305,262
Life Extending Overhaul 2600 & 3200's Series - Propulsion Kits	↔	-	↔	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	✗	↓	\$57,616,772
Life extending Overhaul 2600/3200 Series	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	✗	↓	\$119,105,445
Match for FTA Discretionary Awards	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	-	\$40,000,000



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
Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track	-	-	↔	-	↑	↔	↔	-	⚙️	-	↔	↔	-	✘	↓	\$13,800,000
Non-Revenue Rail Vehicle Equipment - Replacement	-	-	↔	-	-	↑	↔	-	-	⚙️	↔	↔	-	✘	↓	\$5,000,000
Non-Revenue Utility Vehicle Replacement	-	-	↔	-	-	↑	↔	-	-	⚙️	↔	↓	-	✘	↓	\$1,225,000
North Mainline – Armitage Interlocking Special Track Improvements	↑	-	↑	↔	↑↑	↔	↔	-	⚙️	-	↔	-	-	✘	↓	\$31,930,000
North Mainline - Special Track and Geometry Improvements	↑	-	↑	↔	↑↑	↑	↔	-	⚙️	-	↔	-	-	✘	↓	\$49,365,000
Office Building Principal and Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	✘	-	\$30,939,412
PowerHouse Mechanical Upgrades	-	-	-	-	-	↔	↔	-	⚙️	-	↔	↔	-	✘	↓	\$939,000
Program Development - UWP	-	-	-	-	-	-	-	-	-	-	-	-	-	✘	-	\$3,125,000
Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	✘	-	\$33,031,875
Public Address Communication Modernization & Upgrade	-	-	↑	-	-	↑	↑↑	↑	⚙️	-	↑	-	-	✘	↓	\$14,000,000
Purchase Articulated Electric Buses and Charging Equipment	↔	-	↑↑	↔	-	↑↑	↑	↑	-	⚙️	↑↑	↓	↔	✓	↓	\$304,736,456
Purchase Rail Cars - 7000 Series (Base Order 400)	↔	-	↑↑	↔	-	↑↑	↑	-	-	⚙️	↑↑	↓	↔	✓	↓	\$30,334,196
Purchase Rail Cars - 7000 Series Options	↔	-	↑↑	↔	-	↑↑	↑	-	-	⚙️	↑↑	↓	↔	✓	↓	\$218,094,208
Purchase Rail Cars - 9000 Series	↔	-	↑↑	↔	-	↑↑	↑	-	-	⚙️	↑↑	↓	↔	✓	↓	\$101,218,014
Rail Car Facility Maintenance	-	-	↔	↔	↑	↔	↔	-	⚙️	-	↔	-	-	✘	↓	\$10,000,000
Rail Station Communications Infrastructure Modernization	-	-	↑	-	-	↑	↑↑	↑	⚙️	-	↔	-	-	✘	↓	\$10,000,000



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
Rail Stations – Station Modernization Systemwide	↔	-	↑↑	-	↑	↑↑	↑	-	⚙️	-	↑	-	↔	✗	↓	\$37,700,000
Red Line Extension	↑↑	↑↑↑	↑↑	↑↑	↑↑↑	-	↑	-	-	-	↑↑	↓↓	↑↑	✗	↑	\$3,955,980,297
Refresh and Renew Program Expansion	↔	-	↑	-	↑	-	↑	-	⚙️	-	↔	-	↔	✗	-	\$6,000,000
Replace Buses - Options to Purchase Up To 500 of 1,030	↔	-	↑↑	↔	-	↑↑	↑	-	-	⚙️	↑↑	↓	↔	✗	↓	\$74,570,219
Replace video system 3200 and 5000-Series railcars	-	-	↔	-	-	-	↑↑	↑	⚙️	-	-	-	-	✗	↑	\$10,150,000
Security Camera Modernization and Upgrade	-	-	↔	-	-	-	↑↑	↑	⚙️	-	↔	-	-	✗	↓	\$7,568,629
Substation Roof Repairs - Phase III	-	-	-	-	-	↔	↔	-	-	-	-	-	-	✗	-	\$4,940,000
Subway Life Safety	↔	-	↔	-	↑	↔	↑↑	-	⚙️	-	↔	↔	-	✓	↔	\$18,000,000
Support Services	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	-	\$11,250,016
Train Tracker Digital Signage Upgrade	-	-	↑	-	-	-	↔	-	⚙️	-	↑	-	↑	✗	↓	\$15,000,000
Upgrade Technology Systems	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	↑	\$4,911,743
Ventra 3.0 Upgrade	↑	-	↑↑	-	-	↔	↔	-	⚙️	-	↔	-	-	✗	↔	\$58,376,336



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
115th St. (Kensington) Station	↑↑	↑↑↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑	✗	↔	\$2,300,000
275-Old 96th Ave. Bridge	↔	↑	↔	↔	↑	↔	↑↑	-	⚙️	-	↑	-	-	✓	↓	\$6,655,000
47th St Yard Exhaust	-	-	-	-	↑	↔	↑↑	-	⚙️	-	-	-	-	✓	-	\$420,000
A2 Interlocking	↑↑	-	↑↑	↑↑	↑↑↑	↑↑	↑↑	-	-	-	↑↑	↓	-	✗	↓	\$500,000
A-20 (Techy) Interlocker	↑↑	-	↑	↑↑	↑↑	↑↑	↑↑	-	⚙️	-	↔	-	-	✗	↓	\$35,814,871
Automatic Equipment ID Readers	-	-	-	-	-	↔	↔	↑↑	-	-	-	-	-	✓	↑	\$460,000
Automatic Passenger Counters	-	-	↔	-	-	-	-	-	-	-	-	-	-	✗	↑	\$1,000,000
Ballast Rail Car Upgrades	-	-	-	-	-	-	↑↑	-	-	⚙️	-	-	-	✗	-	\$750,000
Battery Electric & Hybrid Vehicles	-	-	↔	-	↑	↑	-	↑	-	⚙️	↔	↓	-	✗	↓	\$5,473,000
Battery Electric Train Infrastructure	↑↑	↑↑↑	↑↑	↑	↑↑	-	-	-	⚙️	-	↑↑	↓	-	✗	↓	\$1,500,000
Battery Powered Locomotives	↔	-	↑↑	↑↑	-	↑↑	-	↑↑	-	⚙️	↑↑	↓↓	↑↑	✗	↓	\$38,456,137
Bi-Directional Signals ME & NICTD	↑↑	↑↑↑	↑↑	↑↑	↑↑↑	↑↑	↑↑	↔	⚙️	-	↑↑	↓	-	✓	↓	\$1,500,000
Blue Island Yard Crew Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	-	\$1,000,000
BNS Yards-Power Transformers	-	-	↔	-	↑	↑	↑	-	⚙️	-	-	↓	-	✗	↔	\$12,425,000
Braeside Station	↑	↑	↑↑	↔	-	-	↔	-	⚙️	-	-	-	↑↑	✓	↔	\$400,000
Bridge 86 - 78th St Entrance	↑↑	↑↑↑	↑↑	↑	↑↑	↔	↑	-	⚙️	-	↑	↓	↑↑	✗	↔	\$32,635,000
Bridge A318	↔	-	↑↑	↑↑	↑	↔	↑↑	-	⚙️	-	↑	-	-	✗	↓	\$6,500,000
Bridge Improvement Program	↔	-	↑	↔	↑↑↑	↑	↑↑	-	⚙️	-	↔	-	-	✗	↓	\$120,000,000
Bridge Rehabilitation Program	↔	-	↑	↔	↑↑↑	↔	↑↑	-	-	-	↔	-	-	✓	↓	\$6,925,000
Bridge Replacement Program	↔	-	↑	↔	↑↑↑	↑	↑↑	-	⚙️	-	↔	-	-	✓	↓	\$14,100,000
Bridges & Retaining Walls BNS	↔	-	↑	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	✗	↔	\$12,700,000
Bridges & Retaining Walls MED	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	✗	↔	\$10,000,000



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
Bridges & Retaining Walls MWD	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	✗	↔	\$6,200,000
Bridges & Retaining Walls RID	↔	-	↑	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	✗	↔	\$8,530,000
Bridges & Retaining Walls UPR	↔	-	↑	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	✗	↔	\$9,350,000
Capital Delivery Support Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	↔	\$7,650,000
Car And Locomotive Cameras	-	-	↑	-	-	-	↑↑	↑↑	-	-	↔	-	-	✓	↔	\$8,000,000
Car Rehab - Midlife (Amrail)	↔	-	↑	↔	↑↑↑	↑↑	↑↑	↑↑	-	⚙️	↑	↔	↑↑	✓	↓	\$118,000,000
Car Rehab (Nippon Sharyo 2012-2016 Highliner)	↔	-	↑	↔	↑↑↑	↑↑	↑↑	↑↑	-	⚙️	↑	↔	↑↑	✓	↓	\$137,800,000
Car Rehab (Nippon Sharyo P-5)	↔	-	↑	↔	↑↑	↑↑	↑↑	↑↑	-	⚙️	↑	-	↑↑	✓	↓	\$24,750,000
Catenary Structure Rehabilitation	↔	-	↔	-	↑	↑	↑	-	⚙️	-	↑	-	-	✗	↓	\$7,391,000
Central Warehousing	-	-	-	-	↑↑	-	↑	↑↑	⚙️	-	-	-	-	✗	↓	\$9,775,000
Centralized Traffic Control System Upgrade	↔	-	↔	-	-	↔	↑↑	↑↑	⚙️	-	↔	-	-	✓	↓	\$3,162,500
Chicago Union Station	↑↑	↑	↑↑	↑↑	↑↑↑	-	↑	↑	⚙️	-	↑↑	-	↑	✗	↑	\$2,500,000
Cicero Station	↔	↑↑↑	↑	-	↑	-	↑	-	⚙️	-	-	-	↔	✗	↓	\$4,475,000
Communication Systems Improvements	-	-	-	-	-	↔	-	-	⚙️	-	↔	-	-	✗	↔	\$4,600,000
Contingencies	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	↔	\$6,547,976
CREATE EW-2 Bridge Lift	↔	↑↑↑	↔	↑	↑	↔	↔	-	⚙️	-	↑↑	-	-	✗	↔	\$4,600,000
Crew Facilities Chicago Union Station	-	-	-	-	↑	↔	↑	↑↑	⚙️	-	-	-	-	✓	↓	\$6,378,000
Crew Facilities-14th Street Yard	-	-	-	-	-	-	↑	↑↑	⚙️	-	↔	-	-	✓	↓	\$1,217,250
Crew Facilities-LaSalle Street	-	-	-	-	-	-	↑	↑↑	⚙️	-	↔	-	-	✓	↓	\$500,000
Crossing Inventory Management System	↑	-	-	-	-	-	-	↑↑	⚙️	-	↔	-	-	✗	↓	\$340,000
Crossings (Road & Track) MED	↔	-	↑	↔	↑	↔	↑↑	-	⚙️	-	↔	-	↔	✗	↔	\$8,934,000



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
Crossings (Road & Track) MWD	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	↔	✗	↔	\$9,390,000
Crossings (Road & Track) RID	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	↔	✗	↔	\$9,500,000
Crossings (Road & Track) UPR	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	↔	✗	↔	\$4,840,000
Crystal Lake Signal Renewal	↔	-	↔	↔	↑	↑↑	↑↑	-	⚙️	-	↑	↓	-	✗	↔	\$2,500,000
Cybersecurity Systems	-	-	↔	-	-	-	↔	↑↑	⚙️	-	-	-	-	✗	↑	\$1,600,000
DC & AC Switchgear Replacement	↔	-	↔	-	-	↑	↑↑	-	⚙️	-	↔	↓	-	✓	↔	\$250,000
Edgebrook Station	↑↑	↑	↑	-	↑	-	↑	↔	⚙️	-	↑	-	↑	✗	↑	\$400,000
Elevator Replacement	↑	-	↑↑	-	↑↑	↔	↑↑	-	⚙️	-	↑	-	↑	✗	↓	\$8,986,515
Elmwood Park Grade Separation	↑	↑	↑	-	↑↑↑	↑↑	↑	-	-	-	-	↓	-	✗	↓	\$10,000,000
Engineering Cyber Security Systems	-	-	-	-	-	-	-	↑↑	⚙️	-	-	-	-	✓	↑	\$2,200,000
Evanston Davis St. Station	↑↑	↑↑	↑↑	↔	↑	-	↑	↑↑	⚙️	-	↑↑	-	↑	✗	↓	\$17,025,000
Fall Protection Systems	-	-	-	-	-	-	↑↑	-	-	-	-	-	-	✗	-	\$750,000
Forest Glen Station	↑↑	↑	↑↑	↑	-	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✗	↔	\$1,390,000
Front Ave Substation Building Improvements	-	-	-	-	-	-	-	-	⚙️	-	-	-	-	✗	-	\$390,500
Fuel Storage Tank Upgrades	-	-	-	-	↑	↔	↑↑	-	⚙️	-	-	↓	-	✗	↔	\$10,710,000
Glen Ellyn Station	↑↑	↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑	✗	↓	\$4,000,000
Harvey Substation	↑↑	-	↔	↔	↑↑	↑↑	↑↑	-	-	-	↔	↔	-	✗	↓	\$4,475,000
Harvey Transportation Center - Metra	↑↑	↑↑↑	↑↑	↑	↑↑	-	↑	↑↑	⚙️	-	↑↑	-	↑	✓	↑	\$8,230,000
HazMat Storage Systems	-	-	-	-	-	-	↑↑	-	-	-	-	-	-	✗	-	\$500,000
Highlands Station	↑	↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✗	↔	\$2,610,000
Homewood Substation	↑↑	-	↔	↔	↑	↑↑	↑↑	-	-	-	↔	↔	-	✗	↓	\$21,199,984
Impedance Bonds	↔	-	↑	↔	-	↑	↑↑	-	⚙️	-	↔	-	-	✗	↓	\$3,095,000



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
Indian Hill Station	↑↑	↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✓	↑	\$2,300,000
Infrastructure Engineering MET	-	-	-	-	↑	-	-	-	-	-	-	-	-	✗	↔	\$37,830,000
IT Components & Services	-	-	↔	-	-	↔	-	↑↑	⚙️	-	↔	-	-	✗	↓	\$900,000
Ivanhoe Station	↑	↑↑↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✓	↑	\$1,700,000
Kedzie Station	↑↑	↑↑↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✓	↑	\$3,715,000
Kenilworth Station	↔	↑	↑	-	↑	-	↑	-	⚙️	-	-	-	↑↑	✗	↔	\$750,000
Kensington Tower Rehabilitation	-	-	↔	-	-	↔	↑	-	⚙️	-	-	-	-	✗	↓	\$980,000
Kensington Yard -Shop HVAC	-	-	-	-	↑	↔	↔	-	⚙️	-	-	↓	-	✗	↓	\$1,822,300
Labor Apprenticeship & Development	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	↔	\$1,890,000
LaSalle Street Station	-	↑	-	-	-	-	-	-	-	-	-	-	-	✗	↔	\$1,000,000
Locomotive and Car Improvements	↔	-	↑	-	↑	↑	↑↑	-	-	-	↑↑	↓	-	✗	↔	\$9,600,000
Locomotive Rehab Units 100-149,215,216	↔	-	↑	-	↑↑↑	↑↑	↑	-	-	⚙️	↑	↓↓	-	✗	↓	\$6,225,000
Matteson Station	↑↑	↑↑↑	↑↑	↔	-	-	↑	↑	⚙️	-	↑↑	-	↑↑	✓	↑	\$2,300,000
MED Improvements	↑↑	-	↑	↑↑	↑↑↑	↑↑	↑	↑↑	⚙️	-	↑	-	-	✗	↓	\$4,000,000
Metra Police Communications Upgrades	-	-	↔	-	-	↔	-	↑	⚙️	-	↔	-	-	✗	↔	\$3,500,000
Morgan Interlocking	↑↑	-	↑	↑↑	↑	↑↑	↑↑	-	⚙️	-	↔	-	-	✗	↓	\$3,670,000
Networking Equipment	-	-	↔	-	-	↔	-	-	⚙️	-	↔	-	-	✗	↔	\$1,325,000
New Bi-Level Rail Car Purchase	↔	-	↑↑	↑↑	-	↑↑	↑↑	↑↑	-	⚙️	↑↑	↓	↑	✓	↓	\$400,400,000
Office Equipment	-	-	-	-	-	-	-	-	⚙️	-	-	-	-	✗	↔	\$1,250,000
O'Hare Area Station Pedestrian Improvements	-	↑	-	-	-	-	-	-	-	-	-	-	-	✗	↔	\$187,500
Olympia Fields Station	↑↑	↑↑	↑↑	↑	↑	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✓	↑	\$27,000,000



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
Operational Tech-Design Standards	-	-	-	-	-	-	-	↑↑	-	-	↔	-	-	✗	↓	\$1,000,000
Parking Lot Improvements	↔	-	↑	↔	↑	-	↑	-	⚙️	-	↑	-	↑	✗	↔	\$5,875,000
Pingree Road Station	↑↑	↑	↑	↔	-	-	↑↑	↑↑	⚙️	-	↑↑	-	↑	✗	↔	\$5,095,000
Platform Improvements	↑	-	↑	↔	↑	-	↑	↑↑	⚙️	-	↑	-	↑	✗	↓	\$8,070,000
Power Distribution System Monitoring	↔	-	↔	-	-	↑	↑↑	-	⚙️	-	↔	-	-	✗	↔	\$4,650,000
Program Management	-	-	↔	-	-	-	-	-	-	-	↔	-	-	✗	↔	\$90,409,517
Project Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	↓	\$5,100,000
Project Development	-	-	↔	-	-	-	-	-	-	-	↔	-	-	✗	↔	\$1,500,000
Protective Asset Acquisition	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↔	\$30,100,000
PTC Renewal (Engineering)	↑	-	↔	↔	-	↔	↑↑	↑↑	⚙️	-	↔	-	-	✓	↔	\$4,715,860
PTC- Renewal (Mechanical)	↔	-	↔	-	-	↔	↑↑	-	-	⚙️	↑	-	-	✗	↓	\$2,500,000
Rail Renewal BNS	↔	-	↔	↔	↑	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$6,955,000
Rail Renewal MED	↔	-	↔	↔	↑	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$10,580,000
Rail Renewal MWD	↔	-	↔	↔	↑	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$14,380,000
Rail Renewal RID	↔	-	↔	↔	↑	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$8,455,000
Rail Renewal UPR	↔	-	↔	↔	-	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$4,850,000
Randolph St Interlocking	↑↑	-	↔	↑↑	↑	↑↑	↑↑	-	⚙️	-	↑	↓	-	✗	↓	\$2,775,000
Richton Yard Interlocking Renewal	↔	-	↔	↔	↑	↑↑	↑↑	-	⚙️	-	↑	↓	-	✗	↔	\$1,123,000
Right of Way Fencing	-	-	-	-	-	-	↑↑	↑↑	-	-	-	-	-	✗	-	\$500,000
Riverdale Station	↑↑	↑↑↑	↑↑	↔	-	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✗	↑	\$3,100,000
Riverside Station	↔	↑	↑↑	-	↑	-	↑	-	⚙️	-	-	-	↑↑	✗	↔	\$400,000
Rock Island Intercity Improvements (RI3)	↑↑	↑↑↑	↑↑	↑↑	↑↑↑	↑↑	↑↑	↑↑	⚙️	-	↑↑	↓	-	✗	↑	\$4,000,000



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
Rogers Park Station	↑↑	↑↑	↑↑	↑	↑↑	-	↑	↑↑	⚙️	-	↑↑	-	↑↑	✓	↓	\$34,915,000
Roof Rehab-18th St Shop	-	-	↔	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↓	\$5,600,000
Roof Rehab-47th St Diesel-Coach	-	-	↔	-	↑	↔	↑↑	-	⚙️	-	-	-	-	✗	↓	\$360,000
Roof Rehab-49th St Fuel Building	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↓	\$200,000
Roof Rehab-49th St Shop	-	-	↔	-	-	↔	↑↑	-	⚙️	-	-	-	-	✗	↓	\$2,279,000
Roof Rehab-Blue Island Engineering Shop	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↓	\$185,000
Roof Rehab-Consolidated Control Facility	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↓	\$260,000
Roof Rehab-Kensington Yard Shop	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↓	\$475,000
Roof Rehab-Signal Wiring Shop	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	✗	↓	\$295,000
Shelters	↑	-	↑	-	↑	-	↑	↑	-	-	↑	-	↔	✗	↔	\$2,240,000
Signal Interlocking Microprocessors	↑↑	-	↑	↔	-	↑	↔	-	⚙️	-	↔	↓	-	✗	↓	\$2,800,000
Signal System Improvements MED	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	↓	-	✗	↔	\$7,550,000
Signal System Improvements MWD	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	↓	-	✗	↔	\$7,825,000
Signal System Improvements RID	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	↓	-	✗	↔	\$7,325,000
Signal System Improvements UPR	↔	-	↔	↔	-	↔	↑↑	-	⚙️	-	↔	↓	-	✗	↔	\$4,550,000
Smart Gates	↑	-	↔	-	↑↑	↔	↑↑	-	⚙️	-	↔	-	-	✗	↓	\$2,000,000
Station ADA Improvements	↑	-	↑↑	-	↑	↔	↑↑	-	⚙️	-	↑	-	↑↑	✓	↔	\$3,600,000
Station Improvements	↔	-	↑	↔	↑	-	↑	-	⚙️	-	↑	-	-	✗	↔	\$5,585,000

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
Fixed Route Electric Buses	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↓↓	↔	✓	↓	\$137,949,038
Fixed Route Hybrid Buses	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↓	↔	✗	↓	\$9,600,000
Fixed Route OTR Coach Buses	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↔	↔	✗	↔	\$12,450,000
Hydrogen Paratransit Vehicles	↑	↑↑	↑↑	↑	↑	-	↔	↔	-	-	↑	↓↓	↑↑	✗	↑	\$4,384,585
Purchase 15-passenger Paratransit Vehicles	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↔	↑	✓	↔	\$40,293,264
River Division Electrification/Expansion	↔	↑↑	↑	↑↑	↑↑↑	↔	↑	↑	⚙️	-	↑	↓↓	-	✗	↓	\$82,040,000
Southwest Division Electrification/Expansion	↔	↑↑↑	↑	↑↑	↑↑	↔	↑	↑	⚙️	-	↑	↓↓	-	✗	↓	\$91,500,000
Unanticipated Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	-	\$1,000,000