

Adopted 2026 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program Appendix

Northeastern Illinois
December 2025



Appendix A: 2026 Capital Program Metrics

This appendix consists of project details for the 2026-2030 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. View more details on the Capital Program online at <https://rtams.org/projects/capital>.

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.	↑↑	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
Equity	Equity based on Residential Geography: This is quantified using data from the 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 Justice40 Program
		↑↑	Scores 3–5 for Justice40 Program
		↑	Scores 0–2 for Justice40 Program
		–	Not Applicable/Not location specific

Metric Label	Full Metric Name and Description	Measure	Measurement Choice
Benefit	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
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 impact on economic development
		↑↑	Moderate impact on economic development
		↑	Small impact on economic development
		–	No impact on economic development
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

Metric Label	Full Metric Name and Description	Measure	Measurement Choice
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
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

Metric Label	Full Metric Name and Description	Measure	Measurement Choice
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.	↓↓↓	Significant Decrease ($\geq 10\%$) with Cost Analysis to be submitted by May 15, 2026
		↓	Minor Decrease ($< 10\%$)
		↔ ↑	No change / increase
		–	Not applicable or unsure

Appendix Table 2. CTA Capital Program Metrics

CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
CTA Priority Project: Red Line Extension 10-Year Need: \$4,200,183,573																
Red Line Extension	↑↑	↑↑↑	↑↑	↑↑	↑↑↑	-	↑	-	-	-	↑↑	↓↓	↑↑	-	↔ ↑	3,802,878,973
CTA Priority Project: Blue Line Forest Park Modernization 10-Year Need: \$2,721,600,000																
Forest Park Branch Modernization - Track Design - Lathrop to IMD	↔	↑↑	-	↔	↔	↑↑	-	-	⚙️	-	↔	-	-	-	↔ ↑	25,400,000
CTA Priority Project: Preventive Maintenance 10-Year Need: \$1,240,000,000																
2026 - Elevated Track and Structure Maintenance Systemwide	↔	-	↔	↔	-	↔	↔	-	⚙️	-	↔	-	-	-	↓	47,979,455
2026 - Facilities Maintenance - Systemwide	-	-	↔	↔	-	↔	↔	-	⚙️	-	↔	-	-	-	↓	15,151,405
CTA Priority Project: Electric Bus Infrastructure Program 10-Year Need: \$952,750,000																
Bus Garage Electrification – 103 rd Garage	-	↑↑↑	↑↑	↑↑	↑↑↑	↑	↑	-	-	-	↑	↓↓	-	✓	↓	133,000,000
CTA Priority Project: Railcar Purchase 10-Year Need: \$937,858,018																
Purchase Rail Cars - 7000 Series Options	↔	-	↑↑	↔	-	↑↑	↑	-	-	⚙️	↑↑	↓	↔	✓	↓↓	308,354,052
Purchase Rail Cars - 9000 Series	↔	-	↑↑	↔	-	↑↑	↑	-	-	⚙️	↑↑	↓	↔	✓	↓↓	99,619,181



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
CTA Priority Project: Railcar Overhauls 10-Year Need \$674,762,833																
Life extending Overhaul 2600/3200 Series	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	-	↓↓	147,508,330
CTA Priority Project: Subway Life Safety Improvements 10-Year Need: \$599,059,000																
Subway Life Safety	↔	-	↔	-	↔	↔	↑↑	-	⚙️	-	↔	-	-	✓	↔ ↑	12,750,000
CTA Priority Project: Replacement Buses (4000 Series) – Electric Buses 10-Year Need: \$425,720,125																
Purchase Articulated Electric Buses and Charging Equipment	↔	-	↑↑	↔	-	↑↑	↑	↑	-	⚙️	↑	↓↓	↔	✓	↓↓	362,210,012
CTA Priority Project: All Stations Accessibility Program 10-Year Need: \$411,792,869																
All Station Accessibility Program - Elevator Replacement	↔	-	↑	↔	↔	↑↑	↑	-	⚙️	-	↑	-	↔	✓	↓	27,100,000
All Stations Accessibility Program - Escalator Replacement	↔	-	↑	↔	↔	↑	↑	-	⚙️	-	↔	-	↔	✓	↓	7,500,000
All Stations Accessibility Program - Next Phases	↑↑	↑↑↑	↑↑	-	↑↑	↑	↑	-	-	-	↑	-	↑↑	✓	↔ ↑	187,607,259
All Stations Accessibility Program - Oak Park, Ridgeland	↑↑	↑↑↑	↑↑	↑	↑↑	↑	↑	-	-	-	↑	-	↑↑	✓	↔ ↑	22,697,462



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
CTA Priority Project: Red Line Improvements 10-Year Need: \$396,400,000																
North Mainline – Armitage Interlocking Special Track Improvements	↑	-	↑	↔	↑↑	↔	↔	-	⚙️	-	↔	-	-	-	↓	31,930,000
North Mainline - Special Track and Geometry Improvements	↑	-	↑	↔	↑↑	↑	↔	-	⚙️	-	↔	-	-	-	↓	49,365,000
CTA Priority Project: Systemwide Structural Renewal 10-Year Need: \$337,400,000																
Embankment and Viaduct Rehabilitation - Systemwide	↑	-	↑	↔	↑↑	↑	↔	-	⚙️	-	↔	-	-	-	↓	46,780,000
CTA Priority Project: Mid-Life Bus Overhauls 10-Year Need: \$290,118,004																
Bus Overhaul - Mid-Life 450 Nova (7900 Series)	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	-	↓↓	61,897,638
CTA Priority Project: Critical Needs at CTA Facilities 10-Year Need: \$263,900,000																
Building Envelope Repairs and MEP Upgrades Systems	-	-	↔	-	↑↑	-	↑↑	-	⚙️	-	↔	-	-	-	↓	17,200,000
Building Envelope Repairs Skokie Substation	-	-	-	-	-	-	↔	-	⚙️	-	↔	-	-	-	↓	1,130,000
Facilities Critical Needs - 103rd Garage Roof Replacement	-	-	-	-	↔	-	↔	-	⚙️	-	↔	↔	-	-	↓	10,000,000
Substation Roof Repairs - Phase III	-	-	-	-	-	↔	↔	-	-	-	-	-	-	-	↓	3,875,879



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
CTA Priority Project: Rail Shops Improvements 10-Year Need: \$225,900,000																
Skokie Shops Renovation	↔	-	-	-	-	-	↔	-	⚙️	-	↔	-	-	-	↓	10,294,017
Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track	-	-	-	-	↔	↔	↔	-	⚙️	-	↔	↔	-	-	↓	13,800,000
CTA Priority Project: Station Communication Infrastructure 10-Year Need: \$186,233,000																
Public Address Communication Modernization & Upgrade	↔	-	↑	-	-	↑	↑↑	↑	⚙️	-	↔	-	-	-	↔ ↑	8,000,000
Rail Station Communications Infrastructure Modernization	-	-	↑	-	-	↑	↑↑	↑	⚙️	-	↔	-	-	-	↔ ↑	10,000,000
CTA Priority Project: Systemwide Station Program 10-Year Need: \$109,157,794																
Rail Stations – Station Modernization Systemwide	↔	-	↑↑	-	↔	-	↑	-	⚙️	-	↑	-	↔	-	↓	37,700,000
Refresh and Renew Program Expansion	↔	-	↑	-	↔	-	↑	-	⚙️	-	↔	-	↔	-	↓	3,000,000

CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
CTA Priority Project: Information Technology 10-Year Need: \$90,770,663																
Fiber Optics Communication/ Network Upgrades	-	-	-	-	-	↑↑	-	↑↑	⚙️	-	-	-	-	-	↓	14,928,917
Information Technology - TOPS Upgrade II	-	-	↔	-	-	-	-	↔	⚙️	-	-	-	-	-	↔ ↑	1,500,000
Security Camera Modernization and Upgrade	-	-	↔	-	-	-	↑↑	↑	⚙️	-	↔	-	-	-	↔ ↑	7,249,216
Upgrade Office Computer Systems - Cyclical Replacement	-	-	-	-	-	-	-	-	-	-	-	-	-	-	↔ ↑	1,720,743
Upgrade Technology Systems	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,191,000
CTA Priority Project: Bus Turnarounds 10-Year Need: \$72,425,000																
Bus Turnaround ADA & Site Improvements- Halsted and 79th Street	↑	↑↑↑	↑	↔	↔	-	↔	↔	⚙️	-	↑	-	↑	✓	↔ ↑	4,555,078
Bus Turnaround Improvements - Employee Restrooms	-	-	-	-	-	-	↑	↑↑	⚙️	-	-	-	-	-	↔ ↑	25,725,000
Bus Turnaround Improvements - Priority Locations	↑↑	↑↑↑	↑↑	↔	↔	-	↑	↑↑	⚙️	-	↑↑	-	↑	-	↔ ↑	26,300,000
CTA Priority Project: Non-Revenue Vehicle Replacement Program 10-Year Need: \$59,990,422																
Equipment and Non-Revenue Vehicles Program	-	-	-	-	-	↑	↔	-	-	⚙️	↔	↔	-	-	↓	2,761,025
Non-Revenue Rail Vehicle Equipment - Replacement	-	-	-	-	-	↑	↔	-	-	⚙️	↔	↔	-	-	↓	3,000,000



CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
CTA Priority Project: Life Extending Bus Overhauls 10-Year Need: \$38,476,783																
Life Extending Bus Overhauls	↔	-	↑	↔	-	↔	↔	-	-	⚙️	↔	↔	↔	-	↓	18,305,262
CTA Priority Project: Bond Repayment, Interest Cost & Finance Cost 10-Year Need: \$977,982,224																
CTA Bond Repayment - Principal/Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	977,982,224
CTA Priority Project: Uncategorized Projects – CTA 10-Year Need: \$160,000,000																
Implement Security Projects - HLS Program	-	-	↔	-	-	-	↑	↑	-	-	↔	-	-	-	-	30,000,000
Match for FTA Discretionary Awards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40,000,000
Train Tracker Digital Signage Upgrade	-	-	↑	-	-	-	↔	-	⚙️	-	↔	-	↑	-	↓	15,000,000
CTA Priority Project: Administration – CTA 10-Year Need: \$127,314,000																
Office Building Principal and Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30,940,843
Program Development - UWP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,250,000
Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,031,875
Support Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,296,791



Appendix Table 3. CTA Priority Projects Unfunded in the 2026-2030 Program

Priority Project	Estimated 10-Year Need
Red Purple Modernization	5,956,152,265
Signal Replacement (Systemwide)	716,469,000
Green Line Improvements	645,293,069
Replacement Buses 1000 Series - 430 Electric Buses	559,000,000
BRT/Bus Slow Zone Removal/ TSP/Dedicated Lane projects	458,840,000
Brown Line Improvements	436,384,000
Systemwide Track Renewal	394,410,731
Tactical Traction Power Improvements	302,048,000
Rail Yard Improvements	259,324,412
Bus Garage Improvements	248,090,000
Blue Line (O'Hare) Traction Power Capacity & Track Improvements	215,740,272
Replacement Bus Purchase (4300 series)	140,000,000
Radio System Upgrade	64,500,000
Tactical Signal Improvements	21,630,000

Appendix Table 4. Metra Capital Program Metrics

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Metra Priority Project: Next-Gen Regional Rail Fleet 10-Year Need: \$2,240,000,000																
Battery Electric Train Infrastructure	↑↑	↑↑	↑↑	↑	↑↑	-	-	-	⚙️	-	↑↑	↓↓	-	-	↔️ ↑	14,150,000
Battery Powered Locomotives	↔️	-	↔️	↑↑	-	↑↑	↑	↑	-	⚙️	↑↑	↓↓	-	-	↓↓	29,024,137
New Bi-Level Rail Cars Purchase	↔️	-	↑↑	↑↑	-	↑↑	↑	↑	-	⚙️	↑↑	↓↓	↑	✓	↓↓	490,923,938
Switcher Locomotive Procurement	-	-	-	-	↑↑	↑	↑	-	-	⚙️	↔️	↓↓	-	-	↓	29,000,000
Zero-Emissions Trainsets	↔️	-	↔️	↑↑	-	↑↑	↑	↑	-	⚙️	↑↑	↓↓	↑↑	✓	↓↓	183,509,303
Metra Priority Project: Track Improvements 10-Year Need: \$2,115,599,064																
Crossings (Road & Track) MED	↔️	-	↔️	↔️	↑	↔️	↑↑	-	⚙️	-	↔️	-	↔️	-	↔️ ↑	10,711,000
Crossings (Road & Track) MWD	↔️	-	↔️	↔️	↑	↔️	↑↑	-	⚙️	-	↔️	-	↔️	-	↔️ ↑	8,000,000
Crossings (Road & Track) RID	↔️	-	↔️	↔️	↑	↔️	↑↑	-	⚙️	-	↔️	-	↔️	-	↔️ ↑	11,218,000
Crossings (Road & Track) UPR	↔️	-	↔️	↔️	↑	↔️	↑↑	-	⚙️	-	↔️	-	↔️	-	↔️ ↑	6,550,000

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
MED Crossovers	↑	-	↑	↑	↑	↑↑	↔	-	⚙️	-	↔	-	-	-	↓	5,550,000
Rail Renewal BNS	↔	-	↔	↔	↑	↔	↔	-	⚙️	-	↔	-	-	-	↔ ↑	10,408,000
Rail Renewal MET	↔	-	↔	↔	-	↔	↔	-	⚙️	-	↔	↔	-	-	↓	32,882,000
Rail Renewal UPR	↔	-	↔	↔	↑	↑	↔	-	⚙️	-	↔	-	-	-	↔ ↑	8,750,000
Right of Way Improvements	-	-	-	-	↑	-	↔	-	-	-	-	-	-	-	↔ ↑	4,200,000
System Wide Track Pan Replacements	-	-	-	-	-	-	↔	↑	-	-	-	-	-	-	↔ ↑	500,000
Ties, Ballast & Switch Heaters BNS	↔	-	↔	↔	↑	↑	↑	-	⚙️	-	↔	-	-	-	↔ ↑	14,300,000
Ties, Ballast & Switch Heaters UPR	↔	-	↔	↔	↑↑	↑	↑	-	⚙️	-	↔	-	-	-	↔ ↑	2,500,000
Ties, Ballast, & Switch Heaters MET	↔	-	↔	↔	↑↑	↑	↑	-	⚙️	-	↔	-	-	-	↔ ↑	72,092,033
Track Diamonds & Crossovers	↔	-	↔	↔	↑	↔	↔	-	⚙️	-	↔	-	-	-	↔ ↑	2,205,000
Track Enhancements	↔	-	↔	↔	↑↑	↔	↔	-	⚙️	-	↔	-	-	-	↔ ↑	6,150,000
Undercutting & Surfacing MET	↔	-	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	6,350,000

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Metra Priority Project: Bridge Improvement Program 10-Year Need: \$2,100,000,000																
Bridge 86 - 78th St Entrance	↑↑	↑↑	↑↑	↑	↑↑	↔	↑	-	⚙️	-	↑	-	↑↑	✓	↔ ↑	34,512,974
Bridge Rehabilitation Program	↔	-	↔	↔	↑↑↑	↔	↑	-	-	-	↔	-	-	-	↔ ↑	5,000,000
Bridge Replacement Program	↔	-	↔	↔	↑↑↑	↔	↑	-	-	-	↔	-	-	-	↔ ↑	6,715,000
Bridge Waterproofing	-	-	-	-	-	↔	↔	-	⚙️	-	-	↔	-	-	↔ ↑	7,500,000
Bridges & Retaining Walls BNS	↔	-	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	10,510,000
Bridges & Retaining Walls MED	↔	-	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	8,410,000
Bridges & Retaining Walls MWD	↔	-	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	6,710,000
Bridges & Retaining Walls RID	↔	-	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	8,860,000
Bridges & Retaining Walls UPR	↔	-	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	9,385,000
UP North Line - South 11 Bridges	↔	↑	↔	↔	↑↑↑	↔	↑↑	↑	⚙️	-	↔	-	-	-	↔ ↑	1,000,000
Metra Priority Project: Rock Island Improvements 10-Year Need: \$1,250,000,000																
Rock Island Intercity Improvements (RI3)	↑↑	↑↑↑	↑↑	↑↑	↑↑↑	↑↑	↑↑	↑↑	⚙️	-	↑↑	↓	-	-	↔ ↑	15,537,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Metra Priority Project: Signal & Electrical Improvements 10-Year Need: \$1,165,638,342																
67th Street Interlocking	↔	-	↑	-	↑	↑	↔	↑	-	⚙️	↔	↓↓	-	-	↓	1,960,000
A-20 (Techny) Interlocker	↑	-	↑↑	↑↑	↑↑	↑↑	↑↑	-	⚙️	-	↔	-	-	-	↓	22,380,500
A3 Interlocking	↑	-	↑	↑↑	↑	↑↑	↑	-	⚙️	-	↑	-	-	-	↓	1,800,000
A5 Interlocking Reconfiguration	↔	-	↑	-	↑	-	↑↑	-	⚙️	-	↑	-	↑	-	↔ ↑	6,957,500
Battery Bank Replacement	-	-	-	-	-	↑	↑↑	-	⚙️	-	-	-	-	-	↔ ↑	1,850,000
Bi-Directional Signals ME & NICTD	↑↑	↑↑↑	↑↑	↑↑	↑↑↑	↑↑	↑↑	-	⚙️	-	↑↑	↓	-	✓	↔ ↑	12,000,000
Catenary Structure Rehabilitation	↔	-	↔	-	↑	↑	↑	-	⚙️	-	↔	-	-	-	↓	19,760,000
Crossing Inventory Management System	-	-	-	-	-	-	-	-	-	-	↔	-	-	-	↓	500,000
Harvey Substation	↑↑	↑	↔	↑	↑↑	↑↑	↑	-	-	-	↔	↔	-	-	↔ ↑	3,427,264
Homewood Substation	↑↑	↑	↔	↑	↑	↑↑	↑	-	-	-	↔	↔	-	-	↔ ↑	22,662,384
Impedance Bonds	↔	-	↔	↔	-	↑	↔	-	⚙️	-	↔	-	-	-	↔ ↑	3,350,000
Interlocking Component Renewal	-	-	-	-	-	-	↑↑	↑↑	-	-	-	-	-	-	↔ ↑	2,700,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Lake St. Interlocker	↑	↑	↑	↑	↑	↑↑	↑↑	-	⚙️	-	↔	-	-	-	↓	5,900,000
Morgan Interlocking	↔	-	↑↑	↑↑	↑	↑↑	↑↑	-	⚙️	-	↔	-	-	✓	↓	10,520,000
MWD Holding Signal (50/50)	↔	-	↑↑	↑↑	↑↑	↑↑	↑	-	⚙️	-	↑	↓	-	✓	↓	2,525,000
Randolph St Interlocking	↑	↑	↑	↑↑	↑	↑↑	↑↑	-	⚙️	-	↑	↓	-	-	↓	17,250,000
Richton Yard Interlocking Renewal	↔	↑	↔	↔	↑	↔	↑	-	⚙️	-	↔	-	-	-	↔ ↑	1,163,000
Signal Interlocking Microprocessors	↔	-	↔	↔	-	↔	↔	-	⚙️	-	↔	-	-	-	↔ ↑	2,000,000
Signal Standards	-	-	-	-	↑	-	↑↑	-	-	-	↔	-	-	✓	↓	2,500,000
Signal System Improvements MED	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	-	↔ ↑	3,100,000
Signal System Improvements MWD	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	-	↔ ↑	3,850,000
Signal System Improvements RID	↔	-	↔	↔	↑	↔	↑↑	-	⚙️	-	↔	-	-	-	↔ ↑	4,700,000
Signal System Improvements UPR	↔	-	↔	↔	-	↔	↑↑	-	⚙️	-	↔	-	-	-	↔ ↑	4,925,000
Smart Gates	↔	-	↔	↔	↑↑	↔	↑↑	-	⚙️	-	↔	-	-	-	↔ ↑	1,000,000
Substation Improvements (Jackson)	↑↑	↑	↔	↑↑	↑↑	↑↑	↑	-	-	-	↔	↕	-	-	↔ ↑	6,980,000

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Switch Layout Standards	-	-	-	-	↑	-	↑↑	-	⚙️	-	↔	-	-	-	↓	2,500,000
Systemwide Cameras	-	-	↔	-	-	↔	↑↑	↑↑	-	-	-	-	-	-	↔ ↑	1,500,000
Union Pacific Switch Renewal	-	-	-	-	-	-	↑↑	-	⚙️	-	-	-	-	-	↔ ↑	9,630,000
Vollmer Substation	↑↑	↑	↔	↑	↑	↑↑	↑	-	⚙️	-	↔	↔	-	-	↔ ↑	14,324,360
Metra Priority Project: Fleet Modernization 10-Year Need: \$880,000,000																
Car And Locomotive Cameras	-	-	↔	-	-	-	↑↑	↑↑	-	-	-	-	-	✓	↔ ↑	7,300,000
Car Rehab - Midlife (Amerrail)	↔	-	↑	↔	↑↑↑	↑	↑	↑↑	-	⚙️	↑	-	↑↑	✓	↓ ↓	109,620,000
Car Rehab (Nippon Sharyo 2012-2016 Highliner)	↔	-	↑	↔	↑↑↑	↔	↑	↑↑	-	⚙️	↑	↔	↑↑	✓	↓ ↓	119,475,000
GPS Train Tracking	↑↑	-	↑↑	-	-	-	↑	↑	⚙️	-	↔	-	↑	-	↓	1,500,000
Locomotive and Car Improvements	↔	-	↔	-	↑	-	↔	-	-	-	↔	-	-	-	↔ ↑	6,800,000
Locomotive Rehab-F40PH	-	↑↑	↔	↔	↑	↔	↔	-	⚙️	-	↔	-	-	-	↓	5,300,000
Remanufactured Locomotive Purchase	↔	-	↔	↑↑	-	↑↑	↔	↑	-	⚙️	↑↑	↓ ↓	-	-	↓ ↓	2,500,000
Traction Motors	↔	-	-	-	↑	↔	↔	-	-	-	↔	↓	-	-	↔ ↑	6,250,000

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Wheel Replacements	↔	-	↔	-	-	↔	↑↑	-	-	⚙️	↔	-	-	-	↔ ↑	26,500,000
Metra Priority Project: Metra Station Accessibility Initiative 10-Year Need: \$847,035,445																
111th St. Station / Pullman	↑↑	↑↑↑	↑↑	↑	↑↑	-	↑	↑	⚙️	-	↑↑	-	↑↑	✓	↔ ↑	11,925,000
95th Street Station CSU	↑↑	↑↑↑	↑↑	↑	↑↑	-	↑	↑	⚙️	-	↑↑	-	↑↑	✓	↔ ↑	15,200,000
ADA Improvements-BNSF	↑	-	↑	↔	-	-	↑	-	⚙️	-	↑	-	↑↑	-	↔ ↑	9,335,000
ADA Improvements-RID	-	-	↑↑	-	↑	-	↔	-	-	-	-	-	-	-	↔ ↑	1,425,000
ADA Improvements-UPR	-	-	-	-	-	↔	↑	-	⚙️	-	-	-	-	-	↔ ↑	1,335,000
Highlands Station	↑	↑	↑↑	↔	-	-	↑	↑	⚙️	-	↑	-	↔	-	↔ ↑	2,667,489
Hubbard Woods Station	↑↑	↑	↑↑	↔	↑	-	↑	↑	⚙️	-	↑↑	-	↑↑	✓	↔ ↑	7,850,000
Kenilworth Station	↔	↑	↑	↔	↑	-	↑	-	⚙️	-	↑	-	↔	-	↔ ↑	6,870,000
Olympia Fields Station	↑↑	↑↑	↑↑	↑	↑↑	-	↑	↑	⚙️	-	↑↑	-	↑↑	✓	↔ ↑	33,525,000
Rogers Park Station	↑↑	↑	↑↑	↑	↑↑	-	↑	↑	⚙️	-	↑↑	-	↑↑	-	↔ ↑	13,710,000
Station ADA State of Good Repair	↑	-	↑↑	↑↑	↑↑	↑↑	↔	-	⚙️	-	↑	-	-	-	↓	7,060,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
West Hinsdale Station	↑	↑	↑↑	↔	↑	-	↑	↑	⚙️	-	↑	-	↔	-	↔ ↑	3,170,000
Metra Priority Project: Chicago Union Station Improvements 10-Year Need: \$602,289,188																
Chicago Union Station	↑↑	↑	↔	↔	↑	-	↔	-	⚙️	-	↔	-	↔	-	↔ ↑	5,000,000
Metra Priority Project: Station Modernization 10-Year Need: \$585,000,000																
Bicycle Parking	↔	-	↑	-	-	-	-	-	-	-	↑	-	-	-	↔ ↑	335,000
Edgebrook Station	↑↑	↑	↑	-	↑	-	↑	↔	⚙️	-	↑	-	↔	-	↔ ↑	900,000
Evanston Davis St. Station	↑↑	↑	↑↑	↔	↑	-	↑	↑	⚙️	-	↑↑	-	↔	-	↔ ↑	22,310,000
Glen Ellyn Station	↑↑	↑	↑↑	↔	-	-	↑	↑	⚙️	-	↑↑	-	↑	-	↔ ↑	4,000,000
Harvey Transportation Center - Metra	↑↑	↑↑	↑↑	↑	↑↑	-	↑	↑	⚙️	-	↑↑	-	↑	✓	↔ ↑	18,500,000
Parking Lot Improvements	↔	↑	↔	↔	↑	-	↑	-	⚙️	-	↔	-	↔	-	↔ ↑	5,340,000
Platform Improvements	↔	-	↔	↔	↑	-	↑	-	⚙️	-	↔	-	↔	-	↔ ↑	24,546,000
Round Lake Station	↑	↑	↑↑	↔	↑↑	-	↑	↑	⚙️	-	↑↑	-	↔	-	↔ ↑	400,000
Shelters	↑	↑	↑	-	↑	-	↑	↑	-	-	↑	-	↔	-	↔ ↑	1,000,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Station Displays (TROI Net)	↑↑	-	↑↑	-	↑↑	↑	↑	↑	⚙️	-	↔	-	↑	✓	↔ ↑	900,000
Systemwide Station Signs	↑↑	-	↑↑	-	↑↑	-	-	↑	⚙️	-	↔	-	↑	-	↔ ↑	23,874,754
Van Buren St. Station	↑↑	↑	↑↑	↑↑	↑↑↑	-	↑	↑	⚙️	-	↑↑	-	↑	-	↔ ↑	106,121,312

Metra Priority Project: Yards, Facilities, and Equipment Improvements 10-Year Need: \$449,138,038

47th St Yard Exhaust	-	-	-	-	-	↔	↑	-	⚙️	-	-	-	-	-	↓	3,530,000
547 HQ-Physical Security Improvements	-	-	-	-	-	-	↔	↔	⚙️	-	-	-	-	-	↔ ↑	500,000
Ballast Rail Car Upgrades	-	-	-	-	-	-	↑↑	-	-	⚙️	-	-	-	-	↓	1,750,000
BNS Yards-Power Transformers	-	-	-	-	↑	↔	↔	-	⚙️	-	-	-	-	-	↔ ↑	11,500,000
Communication Systems Improvements	-	-	-	-	-	↔	-	-	⚙️	-	-	-	-	-	↔ ↑	2,500,000
Crew Facilities Pre-Fabricated Buildings	-	-	-	-	↑	-	↔	-	-	-	-	-	-	-	↔ ↑	6,725,000
Crew Facilities University Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	↔ ↑	2,770,000
Fall Protection Systems	-	-	-	-	-	-	↑↑	-	-	-	-	-	-	-	↔ ↑	1,275,000
Fuel Storage Tank Upgrades	-	-	-	-	-	↔	↑	-	⚙️	-	-	-	-	-	↔ ↑	4,600,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Generator Replacement	↔	-	↔	↔	-	↔	↔	-	⚙️	-	↔	-	-	-	↔ ↑	1,075,000
HazMat Storage Systems	-	-	-	-	-	-	↑↑	-	-	-	-	-	-	-	-	500,000
Kensington Yard -Shop HVAC	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	-	↓	1,540,000
Metra Police Communications Upgrades	-	-	-	-	-	-	-	↑	⚙️	-	-	-	-	-	↔ ↑	400,000
Mobile Application - Transit Tracking	↔	-	↑↑	↑↑	↑↑	↑↑	↔	-	-	-	↑	-	-	-	↔ ↑	2,500,000
Networking Equipment	-	-	-	-	-	-	-	-	⚙️	-	-	-	-	-	↔ ↑	3,655,000
Phone System Refresh	-	-	-	-	↑	-	-	-	⚙️	-	-	-	-	-	↔ ↑	500,000
Portable and Mobile Radios	-	-	-	-	↑	↔	↔	-	⚙️	-	-	-	-	-	↔ ↑	500,000
Roof Rehab-18th St Shop	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	-	↔ ↑	2,460,000
Roof Rehab-49th St Shop	↔	-	↔	↔	↑	↑	↑	-	⚙️	-	↔	-	-	-	↔ ↑	2,545,000
Roof Rehab-Blue Island Engineering Shop	-	-	-	-	↑	-	↑	-	⚙️	-	-	-	-	-	↔ ↑	380,000
Roof Rehab-Consolidated Control Facility	-	-	-	-	-	-	↔	-	⚙️	-	-	-	-	-	↔ ↑	725,000
Roof Rehab-Kensington Yard Shop	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	-	↔ ↑	760,000

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Roof Rehab-Signal Wiring Shop	↑	-	↑	↔	-	-	↑	-	⚙️	-	↑	-	↑↑	-	↔ ↑	535,000
Storage Equipment - Facilities	-	-	-	-	-	-	↑↑	↑↑	⚙️	-	-	-	-	-	↔ ↑	800,000
Substation Crane Replacement	-	-	-	-	↑	-	↔	-	⚙️	-	-	-	-	✓	↔ ↑	2,200,000
Systemwide Yard Improvements	-	-	-	-	↑	↔	↔	-	⚙️	-	-	-	-	-	↔ ↑	10,000,000
Vehicles & Equipment	-	-	-	-	↑↑	↑	↑	↑	-	⚙️	-	↓	-	-	↓	12,002,000
Western Avenue Yard -Sanding System	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	-	↓	150,000
Wheel Truing Machines	-	-	↔	-	-	↔	↔	-	-	-	-	-	-	-	↓	2,500,000
Yard Improvements BNS	-	-	-	-	↑	↔	↑	-	⚙️	-	-	-	-	-	↔ ↑	9,500,000
Metra Priority Project: Administration – Metra 10-Year Need: \$359,484,674																
Capital Delivery Support Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	↓	13,850,000
Contingencies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	↔ ↑	5,069,373
Meeting Space AV Improvements	-	-	-	-	-	↔	↔	-	⚙️	-	-	-	-	-	↔ ↑	500,000
Multimedia Analytic Center Upgrades	-	-	-	-	↑	-	↑↑	↑↑	⚙️	-	-	-	-	-	↔ ↑	1,050,000



Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Procurement Oversight	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	↔ ↑	1,000,000
Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89,250,000
Project Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	↔ ↑	6,820,000
Project Development	-	-	↔	-	-	-	-	-	-	-	-	-	-	-	↔ ↑	500,000
PTC- Renewal (Mechanical)	↔	-	↔	-	-	↔	↑↑	-	-	⚙️	↔	-	-	-	↔ ↑	2,000,000
Metra Priority Project: Uncategorized Projects – Metra 10-Year Need: \$41,877,500																
Cybersecurity Systems	-	-	-	-	↑	-	↑	-	⚙️	-	-	-	-	-	↔ ↑	800,000
Engineering Cyber Security Systems	-	-	-	-	↑	-	-	↑	⚙️	-	-	-	-	✓	↔ ↑	2,700,000
Infrastructure Engineering MET	-	-	-	-	↑	-	-	-	-	-	-	-	-	-	↔ ↑	25,100,000
IT Components & Services	-	-	-	-	↑	-	-	-	⚙️	-	-	-	-	-	↔ ↑	5,500,000
Operational Tech-Design Standards	-	-	-	-	-	-	-	↑↑	-	-	↔	-	-	-	↔ ↑	7,777,500



Appendix Table 5. Metra Priority Projects Unfunded in the 2026-2030 Program

Priority Project	Estimated 10-Year Need
75 th Street Corridor	1,810,528,584
A-2 Interlocking Replacement	1,100,000,000



Appendix Table 6. 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
Pace Priority Project: Fixed Route Buses – Electric 10-Year Need: \$555,000,000																
Fixed Route Electric Buses	↔	↑↑↑	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↓↓↓	↔	✓	↓↓↓	141,594,407
Pace Priority Project: Improve Support Facilities 10-Year Need: \$554,000,000																
Improvements to Support Facilities	-	-	-	-	-	-	↑	↑	⚙️	-	-	-	-	✓	-	2,819,552
New Northwest Garage – Wheeling	↔	↑	↑	↑↑	↑↑↑	↔	↑	↑	⚙️	-	↑	↓	-	-	↓	26,313,724
River Division Electrification/Expansion	↔	↑↑	↑	↑↑	↑↑↑	↔	↑	↑	⚙️	-	↑	↓↓↓	-	-	↓	36,000,000
Southwest Division Electrification/Expansion	↔	↑↑	↑	↑↑	↑↑	↔	↑	↑	⚙️	-	↑	↓↓↓	-	-	↔ ↑	7,500,000
Pace Priority Project: Fixed Route Buses – Replacement 10-Year Need: \$122,039,731																
Fixed Route CNG Buses	↔	↑↑	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↓	↔	-	↓↓↓	16,000,000
Fixed Route Hybrid Buses	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↓	↔	-	↓↓↓	36,400,000
Fixed Route OTR Coach Buses	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↔ ↓	↔	-	↓	9,600,000

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
Pace Priority Project: Paratransit Vehicles – Replacement 10-Year Need: \$98,040,000																
Purchase 14 and 15-passenger Paratransit Vehicles	↔	-	↑↑	↔	-	↔	↔	↔	-	⚙️	↑	↔	↑	✓	↓	34,510,039
Pace Priority Project: Pulse Infrastructure 10-Year Need: \$87,000,000																
Pulse Cermak/22nd Street Line	↑↑	↑↑	↑↑	↑	↑↑	↑↑	↔	↑↑	-	-	↑↑	↓	↑↑	-	↔ ↑	32,740,480
Pace Priority Project: Security, Computer, Software, and Office Systems Upgrades 10-Year Need: \$31,936,495																
Computer Systems - Hardware & Software	-	-	↔	-	-	↔	-	↔	-	-	↔	-	-	-	↔ ↑	3,947,670
Pace Priority Project: Bus tracking, Communications, IBS, and Data 10-Year Need: \$29,636,495																
Data Radios	↔	-	↔	-	-	↔	↔	↔	-	-	-	-	-	-	-	2,960,000
Voice Radios	↔	-	↔	-	-	↔	↔	↔	-	-	-	-	-	-	-	16,100,000
Pace Priority Project: Support Equipment/Non-Revenue Vehicles 10-Year Need: \$22,450,000																
Non-Revenue Vehicles	-	-	-	-	-	-	↑	-	-	⚙️	-	↔	-	-	↓	840,000

Appendix Table 7. Pace Priority Projects Unfunded in the 2026-2030 Program

Priority Project	Estimated 10-Year Need
ADA Regional Paratransit Program	406,982,000
Associated Capital Maintenance Items	98,080,000
Fixed Route Buses - Expansion	83,889,000
Pedestrian Infrastructure/Shelters/Signs	82,795,036
Improve Passenger Facilities - Transportation Centers	67,150,000
Charging Infrastructure	36,000,000
Regional Transit Signal Priority (RTSP)	32,165,929
Community Vehicles - Replacement	26,670,000
Vanpool Vehicles - Replacement	26,010,000
Bus on Shoulder (BoS) Infrastructure	17,025,000
Paratransit Vehicles - Expansion	13,000,000
Improve Passenger Facilities - Park-n-Ride Lots	6,250,000
Community Vehicles - Expansion	3,000,000