

ADOPTED 2021 OPERATING BUDGET, TWO-YEAR FINANCIAL PLAN, AND FIVE-YEAR CAPITAL PROGRAM

APPENDICES



**Regional
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Northeastern Illinois
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Appendix A - Service Board Priority Projects

Service Board	Priority Project	Total 10-Year Funding Need	Total Five-Year Funding
CTA	Red Purple Modernization	\$6,401,000,000	\$444,847,735
	Red Line Extension	\$2,129,412,335	\$327,771,335
	Bond Repayment, Interest Cost & Finance Cost	\$1,517,466,560	\$758,733,282
	Railcar Purchase	\$1,087,276,532	\$512,146,408
	Green Line Improvements	\$683,042,000	\$9,908,467
	Blue Line Forest Park Modernization - Phase 2	\$653,077,000	-
	Subway Life Safety Improvements	\$607,309,000	-
	Blue Line Forest Park Modernization - Phase 3	\$598,030,000	-
	Blue Line Forest Park Modernization - Phase 4	\$597,030,000	-
	Replacement Bus Purchase (1000 Series)	\$518,777,964	\$214,015,178
	Brown Line Improvements	\$436,384,000	\$7,347,373
	Systemwide Track Renewal	\$422,575,000	\$34,141,749
	Red Line Improvements	\$396,400,000	-
	Elevated Track and Structure Systemwide	\$380,000,000	\$152,000,000
	Perform Bus Maintenance Activities	\$360,000,000	\$144,000,000
	Blue Line (O'Hare) Traction Power Capacity & Track Improvements	\$351,400,000	\$20,206,695
	Bus Garage Improvements	\$343,000,000	-
	Systemwide Structural Renewal	\$336,200,000	-
	Rail Car Maintenance Activities	\$300,000,000	\$116,435,082
	Rail Yard Improvements	\$267,224,412	\$11,850,000
	Rail Shops Improvements	\$265,700,000	\$4,400,000
	Tactical Signal Improvements (Systemwide)	\$235,900,000	-
	BRT/Bus Slow Zone Removal/ TSP/Dedicated Lane projects	\$233,440,000	\$16,802,085
	Replacement Buses (4000 Series)	\$233,018,000	-
	Maintenance Facilities Rehabilitation	\$200,000,000	\$78,000,000
	Railcar Overhaul (2600s and 5000s)	\$191,146,078	\$62,663,100
	New Control Center	\$183,900,000	-
	Systemwide Station Program	\$172,417,000	\$42,981,220
	Tactical Traction Power Improvements (Systemwide)	\$166,604,000	\$122,299,115
	Information Technology	\$152,405,000	\$34,722,600
	CTA OFPS - Equipment (Lease) - VENTRA	\$150,000,000	\$60,000,000
	Blue Line Forest Park Modernization - Phase 1	\$134,452,000	-
	Critical Needs at CTA Facilities	\$94,762,000	-
	Non-Revenue Vehicle Replacement Program	\$72,300,000	\$7,333,095
	Program Management	\$66,064,000	\$26,425,500
	Mid-Life Bus Overhaul (7900 series)	\$58,094,000	-
	Life-Extending Bus Overhaul 430 (1000 series)	\$53,252,000	\$53,917,895
	Radio System Upgrade	\$35,000,000	-
	Program Development	\$26,250,000	\$2,625,000
	New Training Center	\$14,700,000	-
	Mid-Life Bus Overhaul (4300 series)	\$3,081,000	-
	Uncategorized Projects - CTA	-	\$88,721,181
	Administration - CTA	-	\$43,748,459
Metra	Rail Station Improvements	\$2,100,000,000	\$254,450,500
	Bridge Replacement and Repair	\$2,000,000,000	\$87,150,000
	Signal & Electrical Improvements	\$1,900,000,000	\$268,428,000
	Uncategorized Projects - Metra	\$1,500,000,000	\$51,038,189
	Fleet Modernization Plan	\$1,200,000,000	\$805,291,102
	Administration - Metra	\$853,000,000	\$65,428,943
	75th Street Corridor	\$750,000,000	\$6,500,000
	Track Improvements	\$664,000,000	\$69,956,000
	Yards, Facilities, and Equipment Improvements	\$500,000,000	\$121,475,000
	PTC - systemwide	-	\$15,600,000
	A-2 Interlocking Replacement	-	-
	Chicago Union Station Improvements	-	\$2,000,000
Pace	Fixed Route Buses - Replacement	\$316,300,000	\$112,000,000
	Associated Capital Maintenance Items	\$111,680,000	\$55,096,131
	Fixed Route Buses - Expansion	\$94,889,000	\$9,900,000
	Pulse Infrastructure	\$84,525,000	\$600,000
	Improve Support Facilities	\$58,925,000	\$41,500,000
	Paratransit Vehicles - Replacement	\$55,300,000	\$20,992,833
	Security, Computer, Software, and Office Systems Upgrades	\$50,500,000	\$5,600,000
	Bus on Shoulder (BoS) Infrastructure	\$35,000,000	\$35,000,000
	Pedestrian Infrastructure/Shelters/Signs	\$33,980,000	\$8,980,000
	Vanpool Vehicles - Replacement	\$33,560,000	\$6,560,000
	Support Equipment/Non-Revenue Vehicles	\$22,850,000	\$2,350,000
	Improve Passenger Facilities - Transportation Centers	\$20,900,000	\$12,594,620
	Intelligent Bus System (IBS) Replacement	\$20,500,000	\$6,250,000
	Community Vehicles - Replacement	\$18,750,000	\$6,675,000
	Construct New Support Facilities	\$18,300,000	\$18,300,000
	Improve Passenger Facilities - Park-n-Ride Lots	\$14,200,000	\$6,750,000
	Regional Transit Signal Priority (RTSP)	\$14,000,000	\$6,407,729
	Farebox System	\$13,250,000	\$10,000,000
	Paratransit Vehicles - Expansion	\$13,000,000	-
	Community Vehicles - Expansion	\$3,000,000	-
	Uncategorized Projects - Pace	-	\$1,400,000
	Administration - Pace	-	\$4,000,000
Pace ADA Paratransit	ADA Regional Paratransit Program	\$187,000,000	\$15,800,000
Grand Total		\$33,815,498,881	\$5,532,116,601

Appendix B - CTA Priority Project Details

Service Board	Priority Project	Estimated 10-Year Need for Priority Project	Project ID Number	Individual Capital Project Title	Individual Project Scope	Total 5-Year Funding Programmed	Strategic Goals		Core Requirements			
							Deliver Value On Our Investment	Build on Strengths of Our Network	Stay Competitive Stay	Maintain and Improve Safety and Reliability	Achieve Full Accessibility Achieve Full Accessibility	Meet Regulatory Requirement
CTA	Red Purple Modernization	\$6,401,000,000	304.004	North Main Line - RPM	North Main Line - RPM The purpose of the Red and Purple Modernization (RPM) Program is to expand capacity to meet growing ridership demand; reduce travel times; improve access to job markets and destinations; better utilize existing transit infrastructure; bring the existing infrastructure to a state of good repair; and improve access to the system for patrons with disabilities. FY2021-2025 funds will continue RPM Phase One funding stream. Red Purple Modernization phase one project consists of the following interrelated and concurrent projects, as defined in the environmental documents to be developed by the CTA: RED-PURPLE BYPASS PROJECT. This element would construct a fifth track bypass flyover immediately north of the CTA Belmont Station to separate northbound Brown Line trains that currently conflict with southbound Purple Line trains and both northbound and southbound Red Line trains. This project includes construction of a new fifth track bypass flyover and replacement or renovation of approximately 0.3 mile of associated mainline track. LAWRENCE TO BRYN MAWR MODERNIZATION PROJECT. This modernization project would replace 1.3 miles of the existing rail line from Leland Avenue on the south to approximately Ardmore Avenue on the north. This section of track includes four stations - Lawrence, Argyle, Berwyn, and Bryn Mawr. The project would expand and modernize these four stations. The project would also provide ADA access to transit customers with disabilities in a two-mile stretch of the north Red Line that currently does not have accessible stations. CORRIDOR SIGNAL IMPROVEMENTS. This project would improve the signal system and special trackwork generally between Belmont and Loyola stations. Improvements would occur within CTA's existing right-of-way. The scope of work includes planning, design, procurement, and installation of wayside equipment and special trackwork that are significantly past their useful lives. This project also includes improvements to existing special trackwork. CONTINUED INTERIM CAPITAL IMPROVEMENTS. This project would improve track infrastructure conditions between Belmont Station and Linden Station in order to maintain service along existing rail lines. This work would take place within the CTA's existing right-of-way.	\$444,847,735	•	•	•	•	•	•
	Red Line Extension	\$2,129,412,335	254.001	Red Line Extension	Red Line Extension Planning, Preliminary Engineering Funds will provide for planning, program management, and preliminary engineering services for the anticipated extension of the south leg of the Red Line. Funding will allow for the CTA to continue project work through the Project Development phase where the Final Environmental Impact Statement (EIS) and Preliminary Engineering for the project will be completed. CIP also provides the 30% non-Capital Improvement Grant match (\$510M) commitment needed to successfully complete Project Development.	\$327,771,335	•	•	•	•	•	•
	Bond Repayment, Interest Cost & Finance Cost	\$1,517,466,560	308.002	Bond Repayment, Interest Cost, & Finance Cost	Bond Repayment, Interest Cost, & Finance Cost: Provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by the CTA. This project is funded with federal funds and non-federal local match.	\$758,733,282	•	•	•	•	•	•
	Railcar Purchase	\$1,087,276,532	132.056	Purchase Rail Cars - 7000' Series (Base Order 400)	Purchase Rail Cars - 7000' Series (Base Order 400) - Program funds will provide for the continued cash needs and obligation provisions as identified in the contract documents for the 7000' series rail car Base contract order of 400 cars.	\$217,715,300	•	•	•	•	•	•
			132.056 (2)	Rail Cars - 7000 Sers Option One 156	Rail Cars - 7000 Sers Option One 156 - CIP funds provides for initial cash needs and obligation anticipated for the Option One order to procure an additional 156 new 7000' series rail cars.	\$294,431,108	•	•	•	•	•	•
	Green Line Improvements	\$683,042,000	181.500 (2)	Green Line South - Track Improvements (GTT)	Green Line South - Track Improvements (GTT) project will provide for the replacement of ties, track fasteners, footwalks, and incidental signal and traction power in addition to track improvements on the South Main Line (Green Line) between Tower 17 (Green/Orange Line split) and 35th Street will preserve the integrity of tracks through replacement of ties, fasteners, footwalks, improved curve geometry, and rail grinding as well as replacing the top flange as necessary. Work will be performed by an outside contractor.	\$9,908,467	•	•	•	•	•	•
	Blue Line Forest Park Modernization - Phase 2	\$653,077,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Subway Life Safety Improvements	\$607,309,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Blue Line Forest Park Modernization - Phase 3	\$598,030,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Blue Line Forest Park Modernization - Phase 4	\$597,030,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
			031.054	Purchase up to 70 Electric Buses and up to nine Chargers	Purchase up to 70 Electric Buses and up to nine Chargers - Bus funding provides for a future order of up to 70 40-foot battery-powered, zero-emission, all-electric, fully accessible, public transit buses with en-route charging capabilities. CTA will retire up to 70 1000-Series New Flyer buses that are over 14 years old. Turnkey project to procure Electric buses and associated charging infrastructure.	\$38,603,470	•	•	•	•	•	•
	Replacement Bus Purchase (1000 Series)	\$518,777,964	031.054 (2)	Replace Buses Options up to 500 of 1,030 -New Flyers	Replace Buses Options up to 500 of 1,030 -New Flyers - The total scope of this project will provide for the engineering, purchase, and inspection of fully accessible, air conditioned Clean Diesel buses; including a spare parts inventory. Engineering includes development of specifications, pre-bid engineering meetings, on-site inspections of prospective bidders and/or their vendors' plants, inspection of buses during production and acceptance of vehicles after delivery. 5 Year funds will continue funding stream for the Option(s) to replace up to 500 additional buses. Option(s) to the Base (100) contract order consist of up to an additional 500 buses that will initiate multiple orders to replace the 1000 Series New Flyer buses that have been in service since FY 2006.	\$175,411,708	•	•	•	•	•	•
	Brown Line Improvements	\$436,384,000	181.500 (5)	Brown Line - Track Improvements (GTT)	Brown Line - Track Improvements (GTT) - Ravenswood Ballasted Track Improvements (abutment at Campbell to crossover West of Spaulding grade crossing) Improve deteriorated ballasted track and grade crossing conditions with tie renewal, grade crossing improvements, selective ballast replacement, and rail grinding. This project also includes the replacement of contact rails and chairs.	\$7,347,373	•	•	•	•	•	•
			195.027	Subway Waterproofing & Track	Subway Waterproofing & Track - Funding will provide for critical waterproofing patchwork needed to continue rail service through the Blue Line O'Hare branch. Due to funding restrictions CTA cannot move forward with original scope of work to mitigate water infiltration in the Dearborn subway.	\$5,359,704	•	•	•	•	•	•
	Systemwide Track Renewal	\$422,575,000	181.500 (3)	Green & Pink Line West - Track Improvements (GTT)	Green & Pink Line West - Track Improvements (GTT) Tower 18 to the Paulina Connector. Preserve the integrity of Lake St Elevated tracks through replacement of ties, fasteners, footwalks, improved curve geometry, and rail grinding as well as replacing the top flange as necessary.	\$11,342,834	•	•	•	•	•	•
			181.500 (4)	Red & Blue Line Subway - Track Improvements (GTT)	Red & Blue Line Subway - Track Improvements (GTT) - Dearborn Subway Water Management and Track Improvements - This is a targeted project to replace assets that have been deteriorated by water infiltration. Work includes replace select rail, rail fasteners and direct fixation concrete ties, grind 100% of the running rail, and select drainage improvements	\$17,439,211	•	•	•	•	•	•
	Red Line Improvements	\$396,400,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Elevated Track and Structure Systemwide	\$380,000,000	181.500	Elevated Track and Structure Systemwide	Elevated Track and Structure Systemwide - Funding will be targeted at preventive maintenance projects for various Infrastructure units such as Track, Structure and Power. When certain maintenance tasks are needed to repair or replace asset components in order to maintain the working life of rail system, specific component campaign work is conducted. Capital maintenance work is targeted at the following areas:Elevated Track and Structure - repair/rehabilitate track and structure elements in order to eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.Traction Power Substations - program that repairs and upgrades equipment at various of traction power substations currently in service; Tactical upgrades correct deficiencies and avoid service reductions due to failure and overload of aging equipment. Third Rail and Heavy Traction Power Cables - Preventive maintenance work is performed where necessary to repair/replace heavy traction power cables that feed the third rail along the tracks currently in service at various locations throughout the rail system. Rail Signal Systems - Program provides for signal equipment repair along the rail right-of-way, signal equipment on rail cars, and the reconstruction of electronic components of the signal system, including relays and circuit boards. As necessary dedicated small renewals and system modifications are also completed. All work is planned/performed to maintain the asset(s) in proper working order through its quarter life cycle, while a more extensive rehabilitation is planned at the mid-life of the asset.	\$152,000,000	•	•	•	•	•	•
	Perform Bus Maintenance Activities	\$360,000,000	021.803	Perform Bus Maintenance Activities	Perform Bus Maintenance Activities Funding for this project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure. CTA's scheduled maintenance program consists of planned preventive maintenance work to maintain bus performance. While major overhaul work is performed on a mid-life cycle basis, additional focused maintenance work is required at certain intervals, outside of the mid-life overhaul, during the life of buses. When certain maintenance tasks are needed to repair or replace, before it reaches its end of useful life and failing with an increased frequency, specific component campaign work is conducted.	\$144,000,000	•	•	•	•	•	•
	Blue Line (O'Hare) Traction Power Capacity & Track Improvements	\$351,400,000	121.500 (2)	Blue Line O'Hare Branch Traction Power Improvements GTT	Blue Line O'Hare Branch Traction Power Improvements GTT - Project will include targeted track repairs to remove existing slow zones on the Congress Branch of the Blue Line. CTA has identified traction power voltage drop issues along the Blue Line. Scope of work will include but not limited to the following elements: New inflit substations, inflit wayside energy storage systems, inflit tie houses, third rail replacement, addition of auxiliary negative rail; work will be performed by an outside contractor. In addition project will also provide for the replacement of ties, track fasteners, footwalks, and incidental signal and traction power; this part of work will be performed by CTA Field Forces.	\$20,206,695	•	•	•	•	•	•
	Bus Garage Improvements	\$343,000,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Systemwide Structural Renewal	\$336,200,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Rail Car Maintenance Activities	\$300,000,000	022.906	Rail Car Maintenance Activities	Rail Car Maintenance Activities - CTA will continue investing in the rail car fleet maintenance program. This program is intended to correct critical defects and operational deficiencies discovered during inspections of rail cars. CTA's scheduled maintenance program consists of planned work to maintain rail car performance. While major overhaul work is performed on a quarterly and mid-life cycle basis, additional focused maintenance work is required at certain intervals of the car's life, outside of the overhaul cycle. When certain maintenance tasks are needed to repair or replace a component before it reaches its end of useful life and fails with an increased frequency, specific component campaign work is conducted. The major systems that must be maintained on CTA's rail cars include the following: Propulsion, Safety HVAC, Braking, Battery/Charging, Signage, Doors, Windows, Traction Power, RCA, Lighting, Automatic Train Control, Communication, Suspension, Car body/Structure. CTA's Rail Terminal Shops are responsible for the maintenance that may result in replacement of a variety of components such as: traction motors, HVAC components and packages, lights, public address system components, trucks, wheels assemblies, hydraulic units, couplers, drawbars, and numerous other mechanical and electrical components. CTA's Heavy Maintenance Shop is responsible for the rebuild/repair/manufacture of components for the railcar fleet such as wheel assemblies, truck assemblies, traction motors, air comfort units, electronic devices, control units, and associated devices including solid state and microprocessor-controlled units.	\$116,435,082	•	•	•	•	•	•
	Rail Yard Improvements	\$267,224,412	073.500 (3)	Rail Facilities - Rail Yards	Rail Facilities - Rail Yards: Funding will provide for the upgrades to be made to the rail yard system infrastructure including track and associated components, fire suppression, and lighting. Other facility deficiencies will be address including but not limited to: boilers, trash collection systems, roofs, windows, pavement replacement, rail hoist replacement, inspection pit rehabilitation, roof replacements, and heating and ventilation air conditioning systems. Overall this project will allow CTA to address multiple state of good repair needs at rail yard facilities.	\$11,850,000	•	•	•	•	•	•
	Rail Shops Improvements	\$265,700,000	073.500 (4)	Skokie Clean Room - Bench Test Equipment	Skokie Clean Room - Bench Test Equipment The scope of work provides for modifications to the CTA Skokie Shop (Heavy Maintenance Facility) to accommodate the addition of clean rooms. All of the necessary architectural and MEP systems would be reworked and reactivated in the expanded / modified spaces.	\$4,400,000	•	•	•	•	•	•
	Tactical Signal Improvements (Systemwide)	\$235,900,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	BRT/Bus Slow Zone Removal/ TSP/Dedicated Lane projects	\$233,440,000	406.501	Bus Priority Zones	Bus Priority Zones: The Chicago Transit Authority (CTA) and the Chicago Department of Transportation (CDOT) are collaborating to maximize existing assets and meets regional objectives for a modern, multi-modal transportation system. CTA and CDOT together will implement a coordinated program of bus priority treatments and targeted solutions for specific problem areas in order to improve speed and reliability on network of key bus corridors. With the emergence of ride-hailing and other modes that can contribute to increasing congestion, there is a need to maintain and improve the public bus system as a high capacity, competitive alternative. Bus Priority Zones project (BPTZ) can help accomplish this by identifying and analyzing potential capital projects for funding eligibility, prioritizing capital projects for inclusion in the CTA's capital program and the constrained TIP, and monitoring the capital program for projects progress and adjust as needed for amending or for inclusion into the TIP. Other tasks includes solicit proposals/projects from CTA business units; Review unfunded needs lists; Examine the current five year program on an ongoing basis; Reassess project readiness and schedule; Assess project viability. Perform cost-benefit analysis; Develop scope schedule, budget, and cash flow estimates; Verify compliance and eligibility issues for historic properties; Determine need for and prepare environmental assessment; as warranted; Analyze program mark; Align projects to efficiently utilize marks; Develop program into TIP database; monitor projects and provide Quarterly Reports.	\$125,000	•	•	•	•	•	•
			404.035	Bus Slow Zones Elimination Program	Bus Slow Zones Elimination Program: This is a joint partnership with CDOT where CTA and CDOT will implement a coordinated program of bus priority treatments and targeted solutions for specific problem areas, in order to improve speed and reliability on major bus corridors. Project funds will cover final design and construction for all six routes.	\$16,677,085	•	•	•	•	•	•
	Replacement Buses (4000 Series)	\$233,018,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
	Maintenance Facilities Rehabilitation	\$200,000,000	073.500 (2)	Maintenance Facilities Rehabilitation	Maintenance Facilities Rehabilitation: Funding will be targeted at preventive maintenance projects at various CTA facilities systemwide. These projects will improve CTA's capacity to maintain stations and improve customer comfort and safety. CTA's Facilities department will identify stations for this targeted preventive maintenance work, driven by regular field audits performed by maintenance staff. Projects currently anticipated for this funding source may include leak remediation and grouting in stations; rehabilitation of CTA elevators and escalators (ADA); ceiling, roof or canopy repair / patching; lighting upgrades; painting and signage, among other items. This work will be performed by CTA maintenance forces with material procured as part of this project. Work will be conducted throughout the system and is considered routine preventive maintenance.	\$78,000,000	•	•	•	•	•	•
	Railcar Overhaul (2600s and 5000s)	\$191,146,078	022.903	Perform Rail Car Overhaul - 5000 Series Qtr Overhaul	Perform Rail Car Overhaul 5000 Series Qtr Overhaul - 714 Cars - The scope of this project is to provide for the Quarter-Life Overhaul on the 5000-Series rail cars. Schedule maintenance will include major component rebuilds and needed repairs to the car bodies. Additional work may include: replacing control groups, air conditioning units, truck assemblies, including traction motors, cables, batteries, brake calipers, axle assemblies, interior seat modification and other critical components based on condition assessment.	\$62,663,100	•	•	•	•	•	•
	New Control Center	\$183,900,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0						
			141.273	Rehabilitate Rail Stations Systemwide	Rehabilitate Rail Stations Systemwide - Rail Stations Program would provide an annual appropriation for much-needed rehabilitation and modernization work at existing CTA rail stations. In addition, Infrastructure's Rail Stations Program funds could be re-appropriated to support other critical needs at rail stations as they arise and implementation of systemwide projects can be scaled dependent on funding and locations.	\$5,925,000	•	•	•	•	•	•
			141.273 (2)	Station Security Enhancements Systemwide (Safe and Secure)	Station Security Enhancements Systemwide (Safe and Secure) Initiative invests \$15 million to provide for enhancements to be made to stations that include lighting, repairs, and other improvements. This multiple year effort is expected to touch over 100 stations throughout the system	\$13,930,000	•	•	•	•	•	•
	Systemwide Station Program	\$172,417,000	141.273 (3)	Rehabilitate Rail Stations - ASAP (AUSTIN)	Rehabilitate Rail Stations - ASAP (AUSTIN) : This project is part of CTA's All Stations Accessibility Program (ASAP). The goal of ASAP is to create a vertically accessible rail system within 20 years. ASAP also adds accessibility features to vertically inaccessible stations such as sidewalks and crosswalks, power-assisted doors, accessible fare array, braille and signage, accessible Customer Assistance (CA) kiosks and staff toilet rooms, enhanced lighting as appropriate, and expanded platform clearances for wheelchair maneuverability. This project is to improve the vertical accessibility at the Lake Line Austin station (Austin station). The original street level station opened on April 15, 1899 as a section of the Lake Street Elevated Railroad's surface level extension. The current stationhouse was rebuilt in 1962 as part of the project that moved the western end of the Lake Street line from a street level alignment to an abandoned strip of the parallel Chicago and Northwestern Railway embankment. The Lake Line began using this elevated right-of-way on the CN&W (today's Union Pacific) embankment between Laramie and Harlem on Sunday, October 28, 1962. This station has not been upgraded since it was rebuilt. The Austin station has been identified as a station that is not vertically accessible for all customers and will require the installation of an elevator to serve this center platform configuration. Work on this project will also bring elements of the station up to current Chicago Building Code requirements and meet the National Fire Protection Association (NFPA) 130 Standard for Fixed Guideway Transit and Passenger Rail Systems emergency egress requirements.	\$8,894,700	•	•	•	•	•	•
			150.028 (2)	Systemwide Security Cameras Improvements (Safe & Secure)	Systemwide Security Cameras Improvements (Safe & Secure): Systemwide Security Cameras Safe and Secure investment of \$18.0 M will add 1,000 new cameras and upgrade more than 3,800 older-model cameras throughout the system, including adding additional camera coverage to CTA-owned bus turnarounds and add monitors at all 146 CTA kiosks. \$5M Modernize cameras \$1M Install monitors at all kiosks \$4M Install							

Appendix B - Pace and Pace ADA Paratransit Priority Project Details

Service Board	Priority Project	Estimated 10-Year Need for Priority Project	Project ID Number	Individual Capital Project Title	Individual Project Scope	Total 5-Year Funding Programmed	Strategic Goals			Core Requirements			
							Deliver Value On Our Investment	Build on Strengths of Our Network	Stay Competitive Stay	Maintain and Improve Safety and Reliability	Achieve Full Accessibilit Achieve Full Accessibility	Meet Regulatory Requirement	Improve Equity
Pace	Fixed Route Buses - Replacement	\$316,300,000	5600	Replacement diesel buses (40')	Replacement diesel buses (40') - Pace plans to replace 78 diesel buses including any associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections).	\$39,000,000	•			•	•		
			5601	Replacement CNG buses	Replacement CNG buses - Pace plans to replace 115 diesel buses with 40' Compressed Natural Gas (CNG) buses including any associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for the future Northwest Division garage in Wheeling, currently being designed as a CNG fueling facility.	\$63,250,000	•			•	•		
			5602	Coach Buses	Coach Buses - Pace plans to replace 13 40' diesel coach buses, including any associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for the I-55 Bus on Shoulder service.	\$9,750,000	•			•	•		
	Associated Capital Maintenance Items	\$111,680,000	5606	Engine/Transmission Retrofits & Associated Capital	Engine/Transmission Retrofits & Associated Capital - Replacement of engines and transmissions at a unit cost of \$160,000 per bus and \$8,000 per paratransit vehicle, and associated capital (radiator, pumps, alternator, filters, belts, compressors, coils, shafts, modules, clamps, heaters, turbochargers, etc.).	\$55,096,131	•			•			
	Fixed Route Buses - Expansion	\$94,889,000	5601	Expansion CNG buses	Replacement CNG buses - Pace plans to replace 115 diesel buses with 40' Compressed Natural Gas (CNG) buses including any associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for the future Northwest Division garage in Wheeling, currently being designed as a CNG fueling facility.	\$9,900,000			•	•	•		
	Pulse Infrastructure	\$84,525,000	5633	Pulse Dempster Line Easements	Pulse Dempster Line Easements - To conduct utility and construction work in the Dempster corridor for Pulse stations. Dempster Line is 15 miles in length and will include connections to other Pace and CTA bus routes, the CTA Yellow and Purple lines, as well as to Metra's Union Pacific North, Northwest and North Central Service rail lines. Construction of stations (related project 5426) is funded with 2019 CMAQ.	\$600,000		•				•	
	Improve Support Facilities	\$58,925,000	5620	Improve Support Facilities	Improve Support Facilities - Facilities maintenance of existing building structures, systems, asphalt/concrete, etc.	\$3,500,000	•			•			
			5623	North Shore Division Expansion	North Shore Division Expansion - A/E design and construction to rennovate and expand Pace's North Shore Division bus garage.	\$20,000,000		•		•			
			5624	Southwest Division Expansion	Southwest Division Expansion - A/E design and construction to rennovate and expand Pace's Southwest Division bus garage.	\$18,000,000		•		•			
	Paratransit Vehicles - Replacement	\$55,300,000	5603	Paratransit Vehicles	Paratransit Vehicles - Pace plans to purchase 298 replacement vehicles (22'-25' cutaway) including associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for paratransit services.	\$20,992,833	•			•	•		
	Security, Computer, Software, and Office Systems Upgrades	\$50,500,000	5621	Computer Systems/Hardware & Software	Computer Systems/Hardware & Software - Projects in 2021 include upgrades, licenses, and training for Hastus route-scheduling software, RideCheck ridership data software, ArcGIS software, and the Pace website. Procurement of digital screens for the interior of buses is also included.	\$5,100,000			•	•			•
			5625	Office Equipment/Furniture	Office Equipment/Furniture -	\$500,000	•			•			
	Bus on Shoulder (BoS) Infrastructure	\$35,000,000	5635	I-294 Stations and Park-n-Rides	I-294 Stations and Park-n-Rides : The Illinois Tollway is planning to add a Flex Lane on 22 miles of I-294, and infrastructure is needed to make connections to the transit system. Pace is currently conducting market analysis and workshops for this project.	\$35,000,000			•				•
	Pedestrian Infrastructure/Shelters/Signs	\$33,980,000	5631	Bus Stop Shelters	Bus Stop Shelters - Engineering drawings, manufacture, and installation of bus stop shelters, concrete pads, and benches, including a heated bus shelter at the Waukegan Metra station.	\$5,330,000		•		•			
			5632	Bus Tracker Signs	Bus Tracker Signs - Production of new electric signs and associated installation costs to provide real-time bus information to riders. In 2021, ten will be replacements for Pulse Milwaukee Line verticle markers, while an additional ten will be for new locations.	\$3,650,000		•		•			
	Vanpool Vehicles - Replacement	\$33,560,000	5605	Vanpool Vehicles	Vanpool Vehicles - Pace plans to purchase 164 replacement 17'-20' vans including associated equipment and services (Buy America audit and inspections) for vanpool services.	\$6,560,000			•	•			•
	Support Equipment/Non-Revenue Vehicles	\$22,850,000	5622	Support Equipment/Non	Support Equipment/Non-Revenue Vehicles - Projects in 2021 include the purchase of 18 compact SUVs and one minivan with wheelchair ramp.	\$2,350,000	•			•	•		
	Improve Passenger Facilities - Transportation Centers	\$20,900,000	5630	Improve Passenger Facilities	Improve Passenger Facilities - Fabrication of a new Ventra machine for the O'Hare multimodal facility in 2021. Future rennovations are being evaluated for Burr Ridge & Hillside Park-n-Rides, Chicago Heights Transfer Center, Riverdale Bus Turnaround, and Gurnee Mills Transporation Center.	\$12,594,620	•			•			
	Intelligent Bus System (IBS) Replacement	\$20,500,000	5611	Intelligent Bus System	Intelligent Bus System - Project includes replacement Automatic Passenger Counter equipment (450), routers (600), Apollo cameras (650), IBS servers (8) & software, Storage Area Networks (2), dispatch radios (22), mobile radios (70), Integrated Vehicle Logic Unit Mobile Data Terminals (800), Tate data radios (800), Motorola voice radios (800), and data tower Radio Network Controller equipment (11).	\$6,250,000	•			•			
	Community Vehicles - Replacement	\$18,750,000	5604	Community Transit/On Demand Vehicles	Community Transit/On Demand Vehicles - Pace plans to purchase 89 replacement vehicles (17'-20' vans and 21'-23' cutaways) including associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for Community Transit and On Demand services.	\$6,675,000	•			•	•		
	Construct New Support Facilities	\$18,300,000	5313	Northwest Wheeling Garage	Northwest Wheeling Garage - Completion of the renovation of a 430,000 square feet bus storage and maintainance facility in Wheeling that will replace Pace's Northwest Division garage in Des Plaines. This CNG fueling facility will house approximately 133 buses with 17 maintenance bays and administrative offices.	\$10,000,000	•			•			
			5525	Plainfield Garage	Plainfield Garage - Completion of construction of a new 189,000 square foot bus storage and maintenance facility in Plainfield, housing up to 130 buses with 12 maintenance bays and administrative offices. Pace has executed an I.G.A. with Northern Builders and the village of Plainfield to construct the project.	\$8,300,000		•		•			
	Improve Passenger Facilities - Park-n-Ride Lots	\$14,200,000	5634	I-55 Park-n-Rides	I-55 Park-n-Rides: A/E design and expansion of existing (Bolingbrook, Burr Ridge, Romeoville) and/or construction of new park-n-ride facility.	\$6,750,000		•		•			
	Regional Transit Signal Priority (RTSP)	\$14,000,000	5610	Transit Signal Priority Integration	Transit Signal Priority Integration - TSP implementation along priority corridors as part of the Regional Transit Signal Priority Implementation Program. Pace plans to deploy TSP along nine additional corridors at approximately 300 signalized intersections. The corridors include: 159th Street, Sibley Boulevard/147th Street, Roosevelt Road, Cicero Avenue, 95th Street, Grand Avenue (Lake County), Cermak Road, I-90 Transit Corridor Access Intersections and Halsted Street.This form represents the portion of the project funded with PAYGO in 2024. Years 2021-2023 of TSP related projects are funded with ICE funds as shown in Exhibit I.	\$2,000,000			•	•			
			5610	Transit Signal Priority	(No Projects Programmed)	\$4,407,729		•		•			
	Farebox System	\$13,250,000	5413	Farebox System Replacement	Farebox System Replacement - Over 700 fareboxes on Pace fixed route buses will be replaced, with prior PAYGO funding of \$7.5M from 2020 included.	\$10,000,000	•						•
	Paratransit Vehicles - Expansion	\$13,000,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0							
	Community Vehicles - Expansion	\$3,000,000	None	(No Projects Programmed)	(No Projects Programmed)	\$0							
	Uncategorized Projects - Pace	\$0	5195	TRANSIT ASSET MANAGEMENT	TRANSIT ASSET MANAGEMENT - This project funds the continuation of Metra's comprehensive asset assessment. This phase will consist of hiring a consultant to assist with the monitoring and implementation of Metra's Transit Asset Management Plan as required by the Federal Transit Administration.	\$400,000	•					•	
			5540	Vision Plan Implementation Study	Vision Plan Implementation Study - Consulting services to include a system-wide market analysis and proposed service restructuring plan that will address the goals and objectives of Pace's Driving Innovation Strategic Vision Plan.	\$1,000,000			•		•		•
	Administration - Pace	\$0	5543	Project Management for Priority Capital Projects	Project Management for Priority Capital Projects - Consulting services to assist Pace in the successful delivery of priority capital projects funded by Rebuild Illinois.	\$4,000,000	•			•			
Pace ADA Paratransit	ADA Regional Paratransit Program	\$187,000,000	5650	Regional ADA Paratransit Communication Technology and Transfer Locations	Regional ADA Paratransit Communication Technology and Transfer Locations - Projects include upgrades to the Trapeze software, TripCheck online booking and tracking, TripCheck Interactive Voice Response phone system, text/email notifications, and Ventra integration. In areas with frequent transfers, funding will be used to purchase land, build facilities, and provide amenities for riders. Pace has identified a location that is adjacent to the Northwest Transportation Center in Schaumburg that is planned to be the first of these transfer locations.	\$15,800,000		•		•	•		
	Grand Total	\$33,815,498,881				\$55,532,116,601							

Print An Oversized Document

You can print a large format document, such as a poster or banner, by splitting the page across multiple sheets of paper (called “tiling”). The tiling option calculates how many sheets of paper are needed. You can adjust the size of the original to best fit the paper and specify how much each “tile” overlaps. You can then piece together the tiles.

You can also scale up a standard-sized document and print it on multiple pages.

- ❶ Choose **File > Print**.
- ❷ Click **Poster**.
- ❸ (Optional) Set any of these options, referring to the Preview image to check the output results:

Tile Scale Adjusts the scaling. The scaling affects how the sections of the PDF page map to the physical sheet of paper. (Click in the Overlap field to force the preview to redraw with the new scale value.)

Overlap Specifies the minimum amount of duplicated information you want printed on each tile for ease in assembly. The Overlap option uses the unit of measure specified for the document. The value should be greater than the minimum nonprinting margins for the printer. You can specify up to half the size of the shortest side of the document page to overlap. For example, tiles for a page that measures 11-by-17 inches (279.4mm-by-431.8mm) can overlap up to 5.5 inches (139.7mm).

Labels Includes the PDF name, date of printing, and tile coordinate on every sheet. For example, Page 1 (1,1) means row 1, column 1 of the first page. Tile coordinates are used for reassembling the tiles.

Cut Marks Prints marks on each corner of a tiled page for ease of assembly. Use this option in conjunction with the Overlap option. When you specify an overlapping edge and then superimpose those edges, you can use the cut marks to line up the tiles.

Tile Only Large Pages Tiles only oversized pages and prints standard pages as is.

Resource: <https://helpx.adobe.com/acrobat/using/printing-pdfs-custom-sizes.html>



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