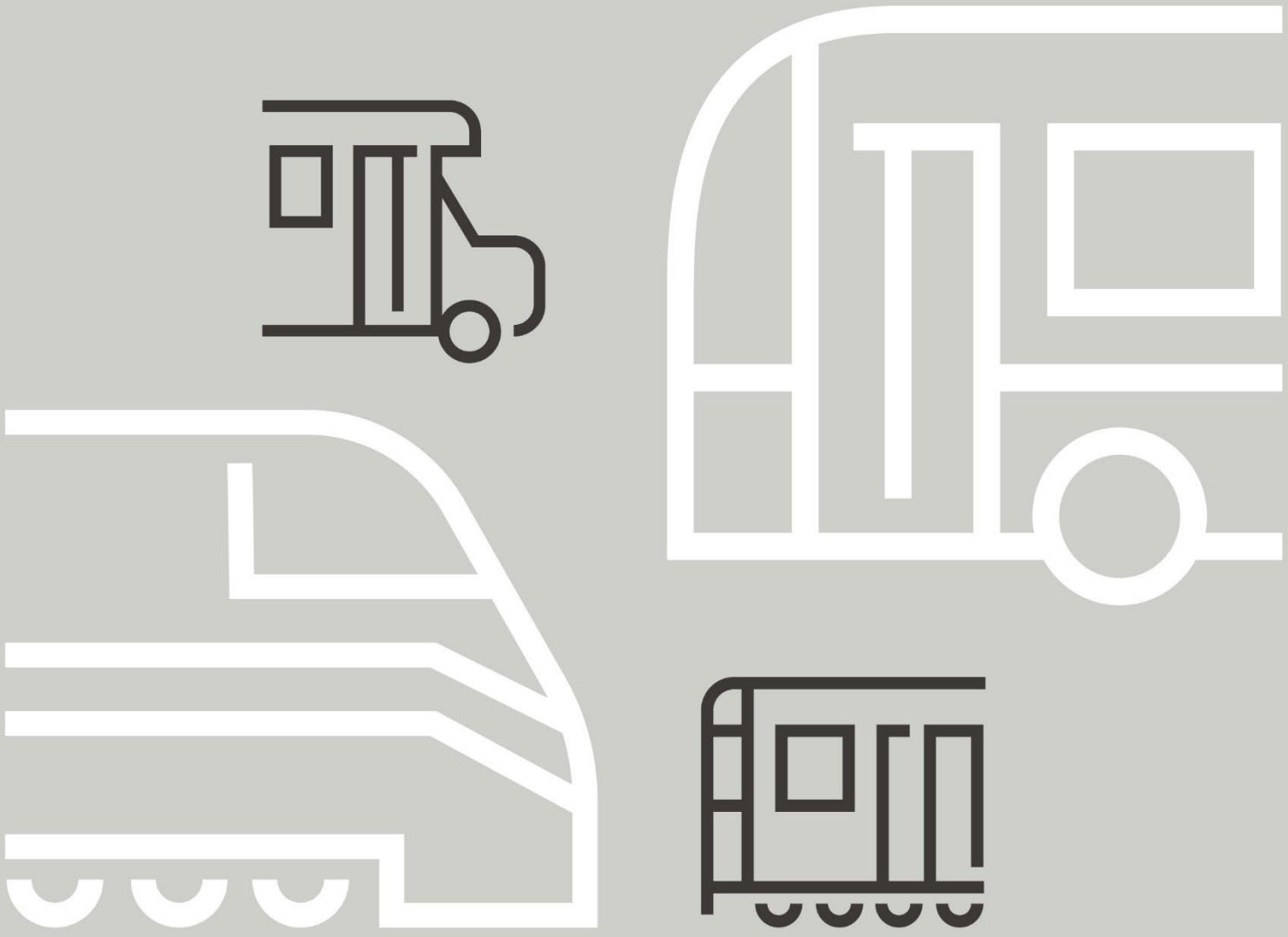
Proposed 2023 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program

Northeastern Illinois
November 2022

Appendix A



Regional Transportation Authority

Appendix A - Draft

CTA Capital Project Details

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Other Project: Bond Repayment, Interest Cost & Finance Cost - 10-year need $1,874,473,580		
CTA Bond Repayment	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.	$1,011,656,756
CTA Priority Project: Red Line Extension - 10-year need $3,541,709,184		
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 commitment needed to successfully complete Project Development.	$339,480,519
CTA Priority Project: Railcar Purchase - 10-year need $1,008,519,862		
Rail Cars - 7000 Series Options	CIP funds provides for initial cash needs and obligation anticipated for the Option(s) order to procure up to an additional 256 new 7000' series rail cars.	$130,162,187
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.	$97,714,823

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Railcar Overhauls - 10-year need $216,027,620		
Life extending Overhaul 2600/3200 Series	Life extending overhaul on the 258 3200 Series and 300 2600 Series cars. Work on these cars will focus on major systems starting with the propulsion/powering.	$119,854,926
5000 Series Qtr Overhaul - 714 Cars	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.	$71,172,694
Replace video system on the 3200 and 5000-Series railcars	Replace the existing video system on the 5000-series rail cars which is obsolete and no longer supported by the vendor. Replace existing video system on the 3200-series rail cars with a more reliable system. Useable components removed from the 3200s will be re-used to support the same system on the 2600-seriese rail cars.	$25,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Replacement Buses (1000 Series) - 600 Clean Diesel - 10-year need $274,459,219		
Replace Buses - Options to Purchase Up to 500 of 1,030	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, onsite 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.	$198,793,103
CTA Priority Project: Perform Bus Maintenance Activities - 10-year need $360,000,000		
Perform Bus Maintenance Activities (P1)	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.	$180,000,000
CTA Priority Project: Replacement Buses (4000 Series) - Electric Buses - 10-year need $287,703,333		
Purchase Articulated Electric Buses and Charging Equipment	Funding will provide for a new procurement intended to replace 208 articulated 4000-Series buses with the equivalent number of electric buses.	$143,986,783

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Electric Bus Infrastructure Program - 10-year need $291,100,000		
Improve Facilities - Electric Bus Program - Construction	Provide for the upgrade and modification necessary to electrify an existing bus garage or provide a share of funding for new bus garage.	$98,000,000
Bus Garage Electrification - Chicago	The project will provide for the necessary electrical, communications, and life safety system modernization at the Chicago Bus Garage to support the ongoing fleet conversion. This is a share of funding necessary for full upgrade to modify the Chicago Avenue bus garage. When engineering assessment and design criteria are complete, construction work can proceed with the first of CTA system bus garages. Order of magnitude estimate for Chicago Garage work is $100.0M, complete estimate will come from the engineering assessment.	$17,010,000
Improve Facilities - Electric Bus Program	Funding will provide for a full engineering assessment of CTA Bus Facilities to determine the necessary modifications to network and power requirements to electrify the bus system. Planning and design for necessary upgrades to the CTA garages to support full electrification of the bus fleet, including ComEd coordination. Develop detailed design criteria for future garage upgrades. Funding advances the work of the recently completed with CTA bus feasibility plan “Charging Forward” and will provide for the following task to be completed: Load Flow Study and Design Criteria, 77th and South Shops Garage Master Plan and Facility Assessment and Garage Facility Assessments	$11,590,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Station ASAP - 10-year need $473,900,000		
Rehab Rail Stations - ASAP (Belmont) Station Construction)	Scope of work for this station includes Maintain all existing stairways and escalators; Provide one elevator for access between street level and the unpaid side of the stationhouse; Provide one elevator for access between the paid side of the stationhouse and the platform; and install and emergency stairway at the south end of platform and provide street-level exit at northeast quadrant of Barry Ave./ Kimball Ave.	$27,000,000
Rehabilitate Rail Stations - ASAP (Oak Pk, Ridgeland, Partial **Construction** - Lake Green Line	Partial Construction funds will provide for the Oak Park & Ridgeland Stations on the Green Line. The Oak Park proposed scope of work for this station includes: Add a ramp between street level and the stationhouse; Remove the escalator from the stationhouse to the platform in addition to repositioning one set of stairs to allow wheelchair passing space and turning at platform level; Position the elevator connecting the stationhouse and platform between the two sets of stairs; and reopen the stairs and Euclid Ave. stationhouse at the east end of the platform to provide an additional exit through the existing corridor underneath the inbound tracks. The Ridgeland Green proposed scope of work for this station includes: Complete renovation and expansion of the Ridgeland Ave stationhouse to include an ADA compliant ramp between street-level and stationhouse; addition of an elevator from the stationhouse to the platform; Extension of the platform to the west to accommodate the new elevator; Extension of the platform to the east to accommodate a new platform exit stair; and provide a new exit stair and bridge over the inbound tracks to allow additional exiting at the east end of the platform.	$24,215,938

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rehab Rail Stations - ASAP Phase II (ELEVATOR REPLACEMENT)	CTA developed the Elevator Replacement Program to strategically maintain existing passenger elevators across the rail system as vertical accessibility is expanded via ASAP. The Elevator Replacement Program will rehabilitate or replace existing passenger elevators throughout the CTA rail system to reduce the backlog of elevator rehabilitation and replacement needs and bring them into a state of good repair. Current funded phase I provides for the replacement of 16 elevators and phase II will provide for an additional 16. With this funding a total of 32 elevators are schedule for replacement.	$18,183,224
Rehab Rail Stations - ASAP (ESCALATOR REPLACEMENT)	Project will fund the replacement of a select number of escalators. CTA is currently in development of a PPS document to prioritize the replacement effort. This program upgrades or replaces aging escalators within the system. The general scope of work includes demolition of the existing escalator, modification of the existing structure, and fabrication and installation of the new escalator. Stations along the Blue line O'Hare branch have been identified as priority locations for escalator replacement.	$15,000,000
Rehab Rail Stations - ASAP (Irving Park) Station Construction	Fully fund Irving Park - O'Hare Blue. Scope of work for this station includes: Two new stationhouses each with a CA kiosk and elevators providing access to the north and south ends of the platform; To add accessibility at this station, the existing stationhouse on the south side of Irving Park Road is proposed to be converted to a stationhouse without a CA kiosk; and The stationhouse on the west side of Pulaski Road will remain unchanged.	$14,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rehab Rail Stations - ASAP (ELEVATOR REPLACEMENT)	CTA developed the Elevator Replacement Program to strategically maintain existing passenger elevators across the rail system as vertical accessibility is expanded via ASAP. The Elevator Replacement Program will rehabilitate or replace existing passenger elevators throughout the CTA rail system to reduce the backlog of elevator rehabilitation and replacement needs and bring them into a state of good repair. Current funded phase I provides for the replacement of 16 elevators and phase II will provide for an additional 16. With this funding a total of 32 elevators are schedule for replacement.	$8,916,776
CTA Priority Project: Mid-Life Bus Overhaul (7900 series) - 10-year need $80,488,850		
Bus Overhaul - Mid-Life 450 Nova	Funding will provide for the mid-life overhaul of the CTA Nova buses 7900 Series. Buses placed into service between 2014 and 2017 will receive a bus overhaul and will be returned to a state of good repair. This scheduled Mid-Life Bus Overhaul Program will allow for safe, effective operation of the buses throughout their standard estimated life of 15 years. Major components, which are a part of the overhaul, include items such as engines, transmissions, electronics (including cameras, GPS, destination signs, voice announcements, and passenger counters), HAVC, cooling and suspension systems, doors, wheel chair ramps, driver seats, interior lighting, and other components as needed.	$80,488,851

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Rail Shops Improvements - 10-year need $255,900,000		
Facilities - Railcar Hoists - Skokie Shops	Construct two new Rail car body hoists where the non-revenue unit is currently situated. This unit is to move to new facility in late 2023 or early 2024. Additional space with new hoists increases the capacity to overhaul series cars. Over the next five years, CTA will need to continue the overhaul of the 5000 Series, while also addressing life extending work on existing 2600 and 3200 Series expected to remain in fleet until replacement cars are available from a future order.	$20,000,000
Facilities - Rail Car Facility Maintenance	Replacement of various shop facility heavy equipment that is ending their useful lives. Equipment includes: carbody hoists at Harlem, spin jacks at Rosemont and Wheel truing machine at 54th (replace with 4-axle), office space at Harlem above classroom, security gates at Kimball/54th for when rollup doors are raised, 2-man gates at DesPlaines.	$15,000,000
Facilities - Midway Shop - Wheel Truing Machine Bldg. Extension and Access Track.	Provide railcar access from the north yard. Both cars of a railcar unit will be able to be trued without removing the unit from the shop to turn around. Allows for increased wheel truing activity, improves ride quality, and extends wheel life and track life.	$13,800,000
Facilities - Diesel Locomotive Storage Sheds	Design/Build of 5 vehicle storage sheds. Expecting Delivery of Four diesel locomotives in 2023. Programmed an Option to procure one additional locomotive. Locations include Midway, Rosemont, Howard, Skokie and 98th rail shops.	$11,000,000
Facilities - Wheel truing machine replacement - Skokie Shops	Design and install new wheel truing machine.	$9,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Facilities - Skokie Shops Improvements Other	Various shop improvements, including Repurpose truck wash machine area to HVAC/truck wash, fill in truck transfer pit and install truck hi-line, add truck hi-line positions (and lighting, hose reels) in truck storage area, additional air operated 2-ton crane in Paint Booth, engineering lab, additional crane in truck shop on existing rails.	$2,500,000
CTA Other Project: Uncategorized Projects - CTA - 10-year need $160,000,000		
Match for FTA Discretionary Awards	Local source of funds is in reserved to match Annual Federal Discretionary Awards.	$40,000,000
Implement Security Projects - HLS Program	This program provides competitive funding to public transportation agencies to protect critical high-risk surface transportation and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure with eligibility based on daily ridership of transit systems serving key high-threat urban areas. It has identified critical infrastructure assets that are vital to the functionality and continuity of major high risk transit systems and whose incapacitation or destruction would have a debilitating effect on national security, public health, safety, or any combination thereof.	$30,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Rail Car Maintenance Activities - 10-year need $300,000,000		
Perform Rail Car Maintenance Activities (P1)	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. CTAs 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 CTAs 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. CTAs 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. CTAs 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.	$60,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Maintenance Facilities Rehabilitation - 10-year need $200,000,000		
Facilities Maintenance - Systemwide	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.	$60,000,000
CTA Priority Project: Information Technology - 10-year need $124,100,000		
Farebox Replacement	The new Farebox system will reduce in-service defects, improve network security by upgrading the data reporting system, reduce counterfeit bill transactions, and improve the efficiency of portable farebox operations for special events, while providing a more accurate location and complete ridership data picture of cash- paying customers.	$29,965,430

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Security Camera Modernization and Upgrade	Project will provide for the comprehensive overhaul of CTA's CCTV Security Camera Video System to upgrade the Authority's camera and video management system and communications transport system from antiquated and obsolete technology to modern high-speed technology with disaster recovery/business continuity solutions, increased capacity, and inter-operability with City of Chicago OEMC. The video system upgrade will include the upgrade of the master CCTV head-end system at the Control Center and Headquarters, and life safety CCTV systems upgrades at each rail station, transit facility, and critical infrastructure, with ancillary physical infrastructure.	$11,568,629
Information Technology - IVN3/IVN4 Replacement	The purpose of this project is to perform a technological refresh of the IVNs (Intelligent Vehicle Network) computer system on bus to ensure bus communications network and data management is optimized. This refresh would be applied to the entire fleet of buses. Target 2023 to have hardware replaced and start refresh project. To provide a technology refresh cycle all IVN (Intelligence Vehicle Network) computers on board the CTA Bus Fleet currently active in the Bus transportation field operations with new IVN5 models.	$7,200,000
Information Technology - Bus Router Replacements (MP070's)	The purpose of this project is to perform a technological refresh of the bus routers to ensure bus communications network and data management is optimized. This refresh would be applied to the entire fleet of buses. Target 2024 to have hardware replaced and start refresh project. To provide the CTA transit buses entirely new communications router and management platform by transitioning to commercially available standard and supported hardware. Maintain annual support agreements with vendors solely dedicated to mobile communication providing a longevity and overall support cost savings.	$4,200,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Information Technology - MMIS Upgrade	The MMIS application is used for managing repairs and issuing parts to the CTA Bus and Rail fleet. The last upgrade of this application started in 2016 with target completion of 2018. By 2022, this version of the MMIS product will no longer be supported by Trapeze, the vendor of the MMIS application. This request is for the next anticipated major upgrade for this mission critical software. Without the upgrade CTA will not be entitled to fixes and support of this application and can be in danger of operating this critical software with risk of bugs or failures without a means to resolve them. The expected length of time for this upgrade is 18 months. This project will be to upgrade the MMIS application, and its related hardware. This includes upgrading the MMIS application, Document Cloud application, all various interfaces between the applications and other enterprise applications like TOPS, ERP, Clever etc. The hardware infrastructure for the MMIS servers (Dev, Test, Training, PROD) will need to be upgraded. The 256 KIOSKS spread across the various CTA facilities will need to be upgraded.	$2,500,000
Upgrade Office Computer Systems	Funding will provide for the hardware needed for any business-requested upgrades to major IT applications, which may include but not be limited to Filemaker Pro, Hyperion, and QuickTrack. This project will also provide for the continued upgrade/replacement of desktop computers, printers servers, software, and associated peripherals.	$1,700,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Information Technology - TOPS Upgrade II	To upgrade TOPS to Version 2025 or higher. In order to be on the most recent software refresh and technological architecture the TOPS applications should be upgraded every 3-4 years to utilize the latest software algorithms and better means of doing business. The current contract with Trapeze calls for 2 different TOPS upgrade. This request is for the 2nd TOPS upgrade request. This project will be to upgrade the TOPS application, and its related hardware. This includes upgrading the TOPS application, Viewpoint application, and the several interfaces with other enterprise applications like TOPS, ERP, Hastus, LMS etc. The hardware infrastructure for the TOPS servers (Dev, Test, Training, PROD) will need to be upgraded along with The Tap / SIT boxes that are spread across the various CTA facilities will also need to be upgraded.	$1,500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Information Technology - Hastus Upgrade	The purpose of this project is to upgrade to Hastus Version 2022 (or later) to ensure bus and rail scheduling utilizes the advanced scheduling tools Hastus provides to provide 24/7 transit service to CTA riders. This scheduling software utilizes customized rules based on CTA's union rules and also current transit industry trends. Target October 2022 to have hardware in place and start software upgrade project. The current Hastus contract with vendor GIRO requires CTA to begin the update project in Oct 2022 by providing a notice to proceed order in Q4 2022. Delays may result in change orders by the vendor. The CTA uses Hastus software to optimize the efficiency of bus and rail vehicle and crew schedules. Hastus software has been the agency's exclusive transit scheduling tool since 1999 and CTA has been upgrading its Hastus version every 4-5 years to keep up with the industry trends and improved practices. Hastus is used for bus schedule changes four times annually, and for rail schedule changes, twice annually. In addition, Hastus is used to generate supplemental schedules associated with school trips and special events. Hastus provides critical interfaces for CTA's operations, bidding - TOPS system, Customer Timetables, Clever works and on other budget functions for external stakeholders. Over the course of the 20 years with Hastus, CTA has made significant investments in customizations with each new version and intends to upgrade to the latest version in 2022 to take advantages of the better algorithms and industry trends available at that time.	$1,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Technology Upgrades Rail Eng./Maintenance	Various Technology upgrades, such as: Replace RETS engineer computers with ones similar to Infrastructure Engineering at 567 be able to run CAD including using 3D modeling software (SolidWorks, CATIA, Polyworks). Needed for new car programs for which vendors increasingly are providing files in these formats. Improve Skokie server capacity for storage of larger files related to new car/overhaul programs, incident investigations. WiFi at various shops to allow class material to be accessible remotely from various classrooms and shops; live or remote demonstrations via classrooms will assist with troubleshooting and learning. New laptops are needed for instructors to properly address troubleshooting, event recorder and diagnostics. Tablets for repairers connected via WiFi to MMIS to allow easy access to maintenance manuals/bulletins/etc., quick parts ordering and work order updates.	$300,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Systemwide Track Renewal - 10-year need $396,611,635		
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 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.	$190,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Infrastructure State of Good Repair Program	Project funds will be targeted to Safety and State of Good Repair projects throughout CTA's right-of-way infrastructure. All work planned and performed will maintain the asset(s) in proper condition through its quarter life cycle, while a more extensive rehabilitation is planned at the mid-life of the asset. Funding will provide for the replacement of ties, running rail and third rail on the elevated structure systemwide. Beyond track renewal, work will focus on key deficient structural elements that have been identified through structural inspections.	$46,156,621
CTA Other Project: Administration - 10-year need $55,000,000		
Office Building Principle and Interest	The scope of this project will provide for capitalized lease payments for the new administration building, and improvements and upgrades to existing facilities and associated elements throughout the system.	$30,937,288
Support Services	Funding will provide for Project Administration for the program of projects. Supports a variety of tasks necessary to administer the project that include, but are not limited to, ensuring that quarterly and milestone progress reports are submitted on time, ensuring that sufficient funds are available for approved projects, reviewing and approving invoices for payment, submitting approved invoices for reimbursement, identifying and cataloging agency assets, preparing financial statements, and ensuring that approved projects meet expenditure goals established for the participation of DBEs	$11,466,066
CTA Other Project: Program Management - 10-year need $66,064,000		
Program Management	Professional services to manage implementation of the CTA's Capital Construction Program. Funds provide for a construction program management consultant.	$33,031,875

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Non-Revenue Vehicle Replacement Program - 10-year need $81,741,905		
Rail-Borne Vehicle Equipment	Replace various rail-borne non-revenue vehicles that have exceeded their useful lives. Repairs and spare parts have become increasingly difficult which raises maintenance costs and increases duration of downtime of this critical equipment. Equipment includes car movers, rail borne sewer vacuum, subway washer vehicle, rail profile grinder, rail cranes, 2 locomotive crane 22 ton, 2 tie cranes w/ close clearance tie replacement head, sky trim tree trimmer, tie inserters, MKVI tamper and stabilizer. Car movers needed to move rail cars in/out of shops, sewer vac needed for subway sewers, subway washer needed for subway cleanliness, other equipment needed for track maintenance.	$10,600,000
Equipment and Non-Revenue Vehicles Program	CTA plans to invest funds annually to fund the phased replacement of aged equipment and vehicles used by CTA maintenance groups that include Bus, Rail, Power & Way, and Facilities.	$8,000,000
Equipment and Non-Revenue Vehicles Program (Diesel Locomotive Option)	Funding will provide for the replacement of CTA's diesel locomotive snow fighters. The self-propelled locomotives with special attachments to remove snow and ice during severe winter weather conditions are able to operate and clear system track, so that CTA can safely power up the system to restore/provide service. When traction power is down, this equipment will also be used to move rolling stock to secure locations.	$5,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Non-Revenue Utility Vehicle Replacement - Infrastructure	Creates a small, multi-year program to replace, renew, or lease vehicles assigned to the Utility Group with CTA Facility Maintenance. These vehicles are used to provide essential functions for maintaining safe and continuous operation of CTA rail and bus operations. Additional funding will be necessary to fund the full plan. These vehicles include trucks, vans, truck-mounted machinery, snowplows, mobile workspaces, and transport vehicles for other equipment, personnel, and supplies.	$3,675,000
Equipment/Service Non-Rev Work 63rd Shop (New)	Purchase of equipment associated with 63rd Shop operations moving from Skokie to 63rd. Also, contracts for movement of existing equipment/material. This is necessary to allow use of the new shop as planned.	$3,000,000
CTA Priority Project: CTA OFPS - Equipment (Lease) - VENTRA - 10-year need $150,000,000		
CTA Open Fare Payment System - Equipment (Lease) - VENTRA	Funds will provide in part for the principal and interest of the agreement need for the Open Fare Standard equipment, hardware, and software costs. The contractor (Cubic) costs including, but are not limited to, expenses incurred to design, build, finance, operate, maintain, repair and replace the equipment, the software and the Open Standards Fare System, and provide the Services, in accordance with the specifications and performance at the service levels and perform any other obligations pursuant to this Agreement. The capital share of the annual Base component cost is $15 million which provides for necessary design, testing, purchase and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and B26all software applications, and back-end hardware.	$30,000,000
CTA Priority Project: Systemwide Station Program - 10-year need $140,877,056		

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rehabilitate Rail Stations -Reconstruct Western Station (Brown Line)	The work generally falls into three categories: ADA and Code Requirements: As the station was built prior to the enactment of the Americans with Disabilities Act (ADA) in 1990, many areas of the station are out of compliance. Renovation and reconstruction to meet the current guidelines within the station and street right-of-way is a base element of the proposed work, State-of-Good Repair: Many areas, such as the platform precast concrete panels and station roof, require repair or replacement to mitigate continued safety hazards and continued degradation of the building, and Operational Improvements and Enhancements: Other items may also be improved to assist in the overall passenger flow and aesthetic of the station. While these items may be of a lower priority, they also have the potential for the most impact to the CTA customers.	$13,200,000
Refresh and Renew Program Expansion	Provides a heavy investment in refreshing stations and facilities every five years to promote safety, security and longevity to all CTA facilities including, but not limited to Rail Stations and Platforms, Bus Garages and Rail Shops across the system. The Refreshed & Renewed Program performs major improvement work at these transit operations facilities for both the customer and the internal needs of the Authority.	$12,000,000
Rehabilitate Rail Stations - Loyola Station (Stairs & Elevator)	Project will reconstruct or replace the existing cast-in-place concrete stairs that go from the main stationhouse to the elevated platform. Additionally, the traction elevator will be fully replaced with all new components including cab, platform, cables, motor, and controller. Additional state-of-good repair and customer facing improvements may be made on platform level with painting and amenity upgrades.	$2,500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Park & Ride Improvements	Capital maintenance work is necessary to improve or maintain parking lots at a SOGR. Renewal work for priority locations includes concrete structure restoration, surface paving, curb and sidewalk, drainage systems, and installation of parking machines.	$1,500,000
CTA Priority Project: Station Communication Infrastructure - 10-year need $158,800,000		
Public Address Communication Modernization & Upgrade	Project will provide for the comprehensive overhaul of CTA's Public Address System to upgrade the Authority's PA system from antiquated and obsolete technology to modern digital technology with disaster recovery/business continuity solutions, increased capacity, and compliance with NFPA 130. The PA system upgrade will include the upgrade/replacement of the master head-end system at the Control Center and Backup Control Center, and remote systems at each rail station, with ancillary physical infrastructure.	$12,000,000
Rail Station Communications Infrastructure Modernization	Project will provide for the comprehensive rehabilitation, overhaul, and expansion of communications infrastructure at all CTA rail stations to support new and modern technologies for customer facing as well as life safety functions. The rail station communications infrastructure upgrade will include the upgrade/rehabilitation/expansion of communications infrastructure at each rail station, including but not limited to conduit, cabling, power sources, networking, HVAC, grounding, and other ancillary physical infrastructure.	$10,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Life-Extending Bus Overhaul 430 (1000 series) - 10-year need $19,567,505		
Life Extending Bus Overhaul - (1000 Series)	Life Extending Overhaul - Up to 430 Standard (1000 Series) - This project will overhaul the engine and other major sub-components to provide the minimal amount of work necessary to keep the fleet going. As of FY2020 630 buses will have met their estimated 12-year life expectancy. This extension would extend the bus life by four years. The life extension for the 40-foot 1000-1629 New Flyer Bus is essential to keeping a majority of the CTA fleet running in optimal condition. The current fleet of 40-foot NF buses is over 1000 buses. This project is essential to meet availability requirements for CTA. These buses were purchased in 2006-2007 and this life extension is essential to maintaining peak availability requirements at all 7 bus garages.	$19,541,372
CTA Priority Project: Subway Life Safety Improvements - 10-year need $604,309,000		
Subway Life Safety	This project improves safety across CTA Right of Way (ROW), particularly in the subway systems and facilities to help meet life safety requirements per applicable codes. The project will complete assessments and the design approaches for safety issues in the subway. Items to investigate include, but are not limited to: Ventilation improvements, Vent shaft grate replacements, Subway pumps and controls rehabilitation, Subway emergency egress footwalks, LED lighting improvements, Emergency Light Feed (ELF) upgrades, and Subway sewer restoration	$18,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Bus Slow Zones Elimination Program - CMAQ	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.	$15,200,000
CTA Priority Project: Critical Needs at CTA Facilities - 10-year need $118,533,935		
Facilities - Critical Needs	This would be building envelope repairs, roof replacements and repairs, pavement repairs, lighting upgrades, mechanical, electrical, plumbing upgrades, etc.	$10,000,000
CTA Priority Project: Green Line Improvements - 10-year need $674,708,239		
Infrastructure Lake Street Line Track & Structure Rehab	Track renewal work focusing on a segment of the Lake Street elevated tracks from Ada Street to the Abutment West of Laramie Avenue. This work builds upon the recent track renewal work completed from Harlem to Laramie Avenue. Scope includes replacement of ties, fasteners, timber guards, contact rail chairs, footwalks, handrails, track planking, selective running and contact rail, including at special trackwork and the middle track locations. The scope also includes improved curve geometry, running rail grinding, and incidental signal/traction power work. Lake Street Continues investment made on Lake Street track work to continue to provide safe and reliable service.	$7,504,062

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Rail Yard Improvements - 10-year need $259,324,412		
Rail Facilities (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.	$3,950,000
CTA Other Project: Program Development - 10-year need $6,250,000		
Program Development - UWP	Develop and refine CTA's capital programs for inclusion into five-year regional Transportation Improvement Program. Provide support as required to finalize the current TIP. Analyze project proposals for potential inclusion in the Authority's Capital Program, presentations to the public, CTA Board and Regional Transportation Authority (RTA).	$2,625,000
CTA Priority Project: Tactical Traction Power Improvements (Systemwide) - 10-year need $155,739,098		
Tactical Traction Power (Equipment/Cable/ Enclosures)	The purpose of this project is to implement traction power system improvements that will enable the CTA to continue to meet existing traction power needs, increase traction power capacity to meet future demand, and address state of good repair by repairing or replacing worn or obsolete equipment.	$2,125,768

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
CTA Priority Project: Red Purple Modernization - 10-year need $5,956,152,265		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Blue Line Forest Park Modernization - Phase 2 - 10-year need $653,077,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Signal Replacement (Systemwide) - 10-year need $619,339,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Blue Line Forest Park Modernization - Phase 3 - 10-year need $598,030,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Blue Line Forest Park Modernization - Phase 4 - 10-year need $597,030,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Replacement Buses 1000 Series - 430 Electric Buses - 10-year need $459,358,312		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Brown Line Improvements - 10-year need $436,384,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Red Line Improvements - 10-year need $396,400,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Systemwide Structural Renewal - 10-year need $336,200,000		
Project is not funded in the 2023-2027 Capital Program		
CTA Priority Project: Bus Garage Improvements - 10-year need $248,090,000		
Project is not funded in the 2023-2027 Capital Program		

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed

CTA Priority Project: Blue Line (O'Hare) Traction Power Capacity & Track Improvements - 10-year need $217,940,463

Project is not funded in the 2023-2027 Capital Program

CTA Priority Project: Replacement Bus Purchase (4300 series) - 10-year need $140,000,000

Project is not funded in the 2023-2027 Capital Program

CTA Priority Project: Blue Line Forest Park Modernization - Phase 1 - 10-year need $131,245,158

Project is not funded in the 2023-2027 Capital Program

CTA Priority Project: Radio System Upgrade - 10-year need $35,000,000

Project is not funded in the 2023-2027 Capital Program

CTA Priority Project: Tactical Signal Improvements - 10-year need $21,630,000

Project is not funded in the 2023-2027 Capital Program

CTA Priority Project: Mid-Life Bus Overhaul (4300 series) - 10-year need Fully Funded

Project is fully funded

CTA Priority Project: New Control and Training Center - 10-year need Fully Funded

Project is fully funded

Metra Capital Project Details

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Metra Priority Project: Fleet Modernization Plan - 10-year need $1,797,589,605		
New Cars Purchase	The long-term proposed rail car program will purchase up to 300 new diesel rail cars to replace Metra's oldest rail cars that are more than 40 years old. The project will likely increase the number of spare cars.	$273,624,000
Car Rehab-Amerail (Midlife Rehab)	This project involves the life extension rehabilitation of bi-level trailer and cab cars. Morrison Knudsen Corporation built and delivered the cars between 1994 and 1998. This is the second major rehabilitation of these commuter cars and will be performed in multiple phases.	$84,000,000
Car Rehab-Nippon Sharyo (HL2)	This project funds the continued rehabilitation of self-propelled electric cars used on the Metra Electric (ME) Line. The cars were delivered between 2012 and 2016. This first rehabilitation may include, but is not limited to, repair of the car body structure, interior components, and overhaul of propulsion control systems.	$70,000,000
F59 Locomotive Engine Upgrade	This project will overhaul 21 F59PHI locomotives to keep them in a state of good repair. The main engine will be upgraded from Tier 0+ to Tier 3 emissions and the HEP genset will be upgraded from Tier 2 to Tier 4i.	$65,800,000
Car Rehab (Nippon Sharyo)	This project involves the mid-life rehabilitation of bi-level trailer and cab cars. Nippon Sharyo Corporation built and delivered the cars between 2002 and 2008. This is the first major rehabilitation of these commuter cars and will be performed in multiple phases.	$55,000,000
Zero-Emissions Locomotives	Metra investment in innovative, cleaner energy trainsets will be funded in part by this project which will procure trainsets that produce zero mobile emissions. This multi-year, multi-phase project will acquire state-of-the-art technologies and pilot their performance capabilities given Metra’s track profile and the Chicago region’s inclement weather patterns. Metra estimates that replacing one old diesel locomotive with a zero-emission trainset will reduce nitrogen oxides	$36,274,137

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
	(NOx) emissions by more than 30 tons per year, thus significantly reducing the agency's greenhouse gas footprint and greatly improving air quality in the region.	
Car Rehab (Nippon Sharyo Highliners)	This project funds the continued rehabilitation of self-propelled electric cars used on the Metra Electric (ME) Line. The cars were delivered between 2005 and 2007. This first rehabilitation may include, but is not limited to, repair of the car body structure, interior components, and overhaul of propulsion control systems.	$22,532,466
Zero-Emissions Trainsets	Metra's investment in innovative, cleaner energy locomotives will be funded in part by this project which will procure multiple-unit car that produce zero mobile emissions. This multi-year, multi-phase project will acquire battery-electric trainsets. Metra will be among the first passenger rail transit agencies to purchase and operate self-propelled trainsets that will not require the construction and maintenance of wayside power. Metra estimates that replacing one old diesel locomotive with a zero-emission locomotive will reduce nitrogen oxides (NOx) emissions by more than 30 tons per year, thus significantly reducing the agency's greenhouse gas footprint and greatly improving air quality in the region.	$20,000,000
Wheel Replacement	This project will implement the FRA-mandated replacement of wheelsets on Metra's fleet of locomotives and commuter cars. The replacement wheels will be used on vehicles being operated on all carriers and railroads in the Metra system as part of an ongoing program to overhaul major rolling stock components.	$20,000,000
Car And Locomotive Cameras	This project involves the purchase of a digital video recording (DVR) system. The system will replace the 12-year-old, obsolete system currently running on Metra's rolling stock. The new system will allow for video recording of railroad signal aspects and incidents and includes inward-facing cameras and outward-facing, dual-lens cameras.	$8,000,000
Locomotive and Car Improvements	This project makes improvements to diesel and electric rolling stock during ongoing maintenance and/or major overhauls. Improvements to be made by this project may include, but are not limited to digital recording devices, new technologies, LED light conversions, hardware to support ACORN, and other components. The	$8,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
	improvements may also address Federal or State mandates.	
Traction Motors	This project funds the overhaul of traction motors and traction alternators for locomotives. This project also involves the overhaul of auxiliary generators and head-end-power (HEP) alternators. The overhauled equipment will be used on locomotives operated on railroads either owned or operated by Metra. A basic overhaul is required to return these motors to an acceptable level of performance.	$6,600,000
PTC Renewal (Mechanical)	This project will fund the second phase of Positive Train Control (PTC). Project funds will update onboard equipment and parts in locomotives and cab cars that communicate with the guideway PTC system.	$2,500,000
MU Car Improvements	This project involves the purchase of parts and equipment that will be needed for the rehabilitation and restoration of the 26 electric cars that were ordered in 2002 and delivery began in 2004/5.	$1,300,000
Metra Priority Project: Rail Station Improvements - 10-year need $747,272,085		
59th/60th UChicago Station	This project consists of the complete rehabilitation of the 59th/60th Street (U. of Chicago) station facility in Chicago along the Metra Electric Line. As part of the project, the 60th Street entrance will be reopened. Additional project elements include, but may not be limited to, lighting, sidewalk, bike facilities, landscape enhancements, and other related work. The project will leverage $2,500,000 from the University of Chicago.	$40,500,000
Platform Improvements	This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platform and access work may be completed as necessary.	$37,580,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rogers Park Station	This project will completely rehabilitate the northern-most Metra station in Chicago. The Rogers Park station is located on the Union Pacific North (UP-N) Line atop a retaining wall section that was originally constructed in 1916. The project scope includes extensive repairs to the station depot and entrance ramps and shelters. Station lighting upgrades and platform renovation work will be completed as needed. Additional project elements may include but are not limited to, sidewalk repairs, upgraded bike facilities, landscape enhancements, entrance staircase repairs, and other related work as needed. This is a multi-year project that will fund design engineering services and any environmental analyses as required by the National Environmental Policy Act (NEPA). Construction funds are provided in later years.	$27,000,000
95th Street Station CSU	This project will fund the rehabilitation of the 95th Street / Chicago State University Station on the Metra Electric (ME) Line in Chicago. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, rehabilitation of the headhouse, repair or replacement of roofs, installation of warming shelters, new platform amenities, and other related work. The project may also include wayfinding signage or other station identifiers. A new tunnel and second station entrance will be added, and parking facility upgrades will be completed. The station will be made fully accessible with the addition of elevators.	$25,670,000
Harvey Transportation Center	The Pace Harvey Transportation Center and Metra Harvey Station Improvements is a Metra and Pace collaboration along with the City of Harvey to redevelop the existing Harvey Transportation Center and improve the Metra commuter rail station to form a magnet to new businesses and new residents to the City of Harvey.	$20,850,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Van Buren Street Station	A complete renovation of the downtown Chicago terminal station will rehabilitate the existing historic waiting rooms, replace the roof assembly while maintaining the green roof, and will replace the pedestrian tunnel in the park. A new 'pop-up' entrance in Grant Park will add a new access staircase and elevator and add an ADA-compliant ramp connecting to the pedestrian bridge. The pedestrian tunnel under Michigan Ave will be waterproofed and a new elevator will be added to the Jackson Blvd platform. The scope of work includes rehabilitation of the stair enclosures and elevator west of Michigan Avenue, replacement of the platforms, new full-length platform canopies, heated warming shelters, construction of a new vendor space at lower level, and all new mechanical, electrical, and plumbing throughout the station.	$15,624,000
Olympia Fields Station & Parking	This project will provide construction funds for the rehabilitation of the Olympia Fields station along the Metra Electric (ME) Line. The station will be rehabilitated to be ADA compliant, the existing pedestrian tunnel will be renovated, and the existing Kiss & Ride facilities will be improved. Upon completion, the station will be made fully ADA-accessible. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, gatehouse/head house rehabilitation, replacement of leaking roofs, installation of warming shelters, new platform amenities, and other related work.	$13,900,000
Elevator Replacement	This project will renovate or replace and upgrade elevators at various locations throughout the Metra system. New elevators will be built to the industry best practice specifications set by American Public Transportation Association (APTA) to ensure the new elevators are reliable and resilient. This project is part of Metra’s ongoing commitment to achieving full accessibility across the system.	$13,625,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Evanston Davis Street	Complete station renovation includes but not limited to platform improvements, rehabilitating concrete ramps, stars, landings, retaining walls/retaining walls, and concrete tunnel that passes beneath the tracks. Replacing “doghouses” structures over stairs, refurbishing canopy structures, and cast-iron downspouts. New ADA compliant handrails and guardrails. Replacing existing lighting with new LED lighting. New wayfinding, informational signage, site furniture, and bike racks. Minor renovation of waiting area. Sandblast and paint bridges with high quality FEVE coating. New landscape. Hazardous materials identification and abatement. New pole-mounted Metra information boards on each platform and two pole- or pedestal-mounted Metra information boards.	$10,945,000
103rd Street Station Rosemont	This project will fund the rehabilitation of the 103rd St. (Rosemont) station on the Metra Electric (ME) Line in the Pullman neighborhood of Chicago. Upon completion, the station will be made fully ADA-accessible. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, gatehouse/head house rehabilitation, replacement of leaking roofs, installation of warming shelters, new platform amenities, and other related work. The project may also include wayfinding signage or other station identifiers.	$10,300,000
79th Street Station Chatham	This project funds the complete rehabilitation of the 79th Street station facility in Chicago along the Metra Electric (ME) Line. The project scope includes the repair or replacement of aging shelter enclosures, station lighting upgrades, and platform renovation work. Additional project elements may include but are not limited to, sidewalk repairs, upgraded bike facilities, landscape enhancements, bench repairs, and other related work as needed. The station will be made fully ADA accessible upon completion of the project.	$8,400,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
87th Street Station Woodruff	This project funds the complete rehabilitation of the 87th Street station facility in Chicago along with the Metra Electric (ME) Line. The project scope includes the repair or replacement of aging shelter enclosures, station lighting upgrades, and platform renovation work. Additional project elements may include but are not limited to, sidewalk repairs, upgraded bike facilities, landscape enhancements, bench repairs, and other related work as needed. The station will be made fully ADA accessible upon completion of the project.	$7,900,000
Systemwide Station Signs	This project will replace all Metra station identification throughout the Metra system. These signs were installed in the early 1980s and are reaching the end of useful life. The new signs will be designed to comply with the Americans with Disabilities Act (ADA).	$7,500,000
Westmont Station	This project involves the full reconstruction of the Westmont Station platforms to meet BNSF Railway's updated standard for cantilevered passenger platforms. The project scope includes installing a new heated-platform technology that the village requested. The heated platform will reduce the amount of snow and ice build-up during the winter months, nearly eliminating the need for manual snow removal. Additional project scope may be included to ensure Metra's renovated platforms comply with the BNSF Railway's new standards for passenger boarding platforms.	$6,770,000
Hickory Creek Station	The project involves the mid-life rehabilitation of the Hickory Creek depot building including adding an ADA ramp inside the building. Replacing the platform waiting shelter with a new waiting shelter, stair rehab, ADA ramp rehab, handrail rehab, multiple sitework improvements, and resurfacing the top asphalt layer of the parking lot.	$6,200,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
West Chicago Station	The project involves the rehabilitation of the West Chicago Station facility. Work to be done may include, but is not limited to, rehabilitation of the access tunnels, stairs, ramps, waiting room, platforms, lighting, retaining wall improvements, and painting. The depot building entry on the platform side will be modified at the interior space to include an ADA ramp. Project funds will be used for construction, design, and engineering. Design drawings from a previous task not completed will be used as reference.	$6,200,000
West Hinsdale Station	The project will fund new shelters with on-demand heating, platform modifications, and repairs to stairs, handrails, guardrails, accessible paths, and lighting. A staircase at east end of the station must be fully replaced. The project scope may also include the upgrade and relocation of visual information signage (VIS), updated landscaping, and new site amenities.	$5,000,000
Auburn Park Station-78th St Entrance	The new station in the Auburn Park neighborhood of Chicago will feature a platform-length canopy and heated headhouse with two elevators. The station will include a center boarding platform with a staircase down to the street level entrance tunnel, a landscaped plaza with benches, a canopy, bicycle parking, and a vendor space Metra will lease. A parking lot will include 79 parking stalls, 5 ADA parking spaces, and a passenger drop-off lane. The new station will be fully ADA accessible. This project will fund the required second station entrance at 78th Street.	$5,000,000
South Water Street Station	This project will provide construction funds to rehabilitate the South Water Street Station access points and station facility along the Metra Electric. The repair work may include, but is not limited to, the replacement of floors and the suspended ceiling in the waiting area, updated lighting fixtures, restroom updates, and upgraded heating and air conditioning.	$4,500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Parking Lot Improvements	This project will fund major parking lot renovations throughout the system. Parking lots have a shorter useful life than stations, therefore, must be overhauled even if the station does not require rehabilitation. Project activities may include but are not limited to, parking surface grinding, asphalt peeling, asphalt resurfacing, blacktop seal coating, patch repairs, new or replacement signage, and the repair or replacement of collection boxes as needed.	$4,220,000
Millennium Station-MEP Upgrades	This project will fund upgrades to the aging Mechanical, Electrical, and Plumbing (MEP) systems at the Millennium Station, which is the downtown Chicago terminal of the Metra Electric (ME) Line. The scope of work may include, but is not limited to, replacement of the boiler system, replacement of the HVAC, upgrading MEP components, the installation of drainage solutions, related engineering design services, and other activities as needed. This is a multi-year, phase-funded project.	$4,000,000
Kenilworth Station	This project will rehabilitate the Kenilworth station facility. The project scope includes extensive repairs to the station depot, including tuckpointing, masonry restoration, and roof tile repairs. Additional project elements may include but are not limited to, sidewalk repairs, upgraded bike facilities, landscape enhancements, entrance staircase repairs, and other related work as needed. This is a multi-year, multi-phase project.	$4,000,000
Glen Ellyn Station	Complete rehabilitation of the station facility including new depot, platforms, pedestrian tunnel under RR, and rebuilt parking lots on the north and south ends of the new tunnel.	$4,000,000
115th St/Morgan Park Rehabilitation	This project will provide design engineering funds for the 115th St. (Morgan Park) station on the Rock Island (RI) Line in the Morgan Park neighborhood of Chicago. A new station warming shelter will be constructed with distinctive architectural elements and materials that are appropriate for the historic neighborhood. The project scope includes parking lot renovations, ADA improvements, the installation of shelters, bicycle parking, and landscaping improvements. This is a multi-year project that will fund design engineering services and any environmental analyses as required by the National Environmental Policy Act (NEPA).	$3,800,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Shelters	This project will fund the installation of shelters at stations across the system, which will provide on-demand heat. Specific locations are to be determined, based on existing conditions and demand. Shelters will be prefabricated structures and may include on-demand heating elements.	$3,580,000
Station ADA Improvements	Americans with Disabilities Act (ADA) infrastructure deficiencies will be addressed by this project. Repair services and construction materials will be funded by this annual project. This project identifies the specific work that will be done to bring the key stations into compliance. At these stations, existing platforms will be rehabilitated, and deteriorated tactile surfaces will be replaced with ADA-compliant “truncated dome” type surfaces. Platform and pathway improvements may also be completed under this project. Metra forces may complete some project activities for cost savings and to expedite repairs.	$3,110,000
Peterson Ridge New Station	The new station in the Edgewater neighborhood of Chicago will be built to modern standards and feature a platform-length canopy and a heated headhouse. Four ADA-compliant pedestrian ramps and six staircases will provide numerous access points that are accessible to all. A landscaped plaza with benches and bicycle parking will be installed at the station entrance. A passenger drop-off drive aisle, five accessible parking stalls, and 50 parking stalls will be constructed.	$2,500,000
Auburn Park New Station	The new station in the Auburn Park neighborhood of Chicago will feature a platform-length canopy and heated headhouse with two elevators. The station will include a center boarding platform with a staircase down to street level entrance tunnel, a landscaped plaza with benches, canopy, bicycle parking, and a vendor space Metra will lease. A parking lot will include 79 parking stalls, 5 ADA parking spaces, and a passenger drop-off lane. The new station will be fully ADA accessible.	$2,200,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Round Lake Station	To accommodate the Cedar Lake Road Realignment project led by Lake County, portions of the Round Lake station will have to be relocated and reconstructed. The Cedar Lake Road will bisect the station's platform as they are currently located, therefore, the platforms will need to be rebuilt due east. Lake County will fund the station infrastructure components that are directly impacted by the project in full. Metra is taking the opportunity to reevaluate the station site plan and to consider Metra-funded improvements. Funds programmed in 2022 will finance engineering and design services. Construction funds are provided in later years.	$1,975,000
Indian Hill Station	New Stair access and New Elevator at East (Inbound). Rehab Tunnel, Rehab Historic Canopies and wind breaks, Rehab Historic Depot for ADA access, tuck point masonry as required, New ADA ramp near Depot, Peel and Pave at Parking (110,000sf)	$1,300,000
LaGrange Road Station	This project consists of the rehabilitation of the LaGrange Road station facility in LaGrange along the BNSF line. The scope of work may include, but is not limited to, replacing the station depot and windbreak roofs, renovating the station depot heating and ventilation systems, brick and stone repairs and tuckpointing, and refinishing the interior of the station depot. Additional project elements include, but are not limited to, sidewalk accessibility improvements, bicycle facility upgrades, and drainage repairs.	$900,000
Naperville Station	This project will fund improvements to the Naperville station facility that also serves as an Amtrak train station. The canopy roof west of station depot is in disrepair and will be replaced with a new cantilevered canopy. The project will also improve or replace stair enclosures based on surveyed conditions. Customer amenities will be enhanced by expanding waiting areas, the installation of additional bicycle racks, and the replacement of the existing shelters over the bicycle parking areas.	$700,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
91st/Beverly Station	The project may include but is not limited to restoration of the Historic Depot, including insulating the walls and ceiling, and adding new windows, improving the waiting room, and other interior improvements. A new shelter and a reconstructed parking lot may be considered and may require land acquisition or land swap with the city of Chicago. Improvements to the foundation may including raising a portion of the building to eliminate the existing ramp to platform.	$700,000
107th/Beverly Station	This project will provide design engineering funds for the 107th St. (Beverly Hills) station on the Rock Island (RI) Line in the Beverly Hills neighborhood of Chicago. Rehabilitation of the existing station warming shelter that is appropriate for the historic neighborhood will be completed in future phases of the project. Project activities may include, but are not limited to, parking lot renovations, ADA improvements, new lighting around the station, additional shelters and bicycle parking, and other activities as needed. This is a multi-year, multi-phase project that will fund design engineering services and any environmental analyses as required by the National Environmental Policy Act (NEPA). Construction funds are provided in later years.	$600,000
Waukegan Station	This project will rehabilitate the inbound and outbound platforms. Platform light poles and fixtures on both platforms will be replaced. New on-platform shelters will be removed and reinstalled. Project activities may also include renovations to the interior of the station depot.	$600,000
103rd/Washington Heights Station	Rehabilitate Depot, Rehab Stair and Ramp and Handrails, Peel and Pave outbound Platform, add 181' new Timber Box Platform for 510' length platform (6-Car). Demolish Inbound Platform and replace with new 510' Timber Box Platform. (1) New Shelter. Grind and resurface south parking and Replace North Parking and Drive Aisle. Site Amenities including VIS, Signs, Wayfinding, benches and lighting	$415,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Forest Glen Station	The Forest Glen Station will undergo multi-phase rehabilitation. Phase 1 will replace the inbound and outbound platforms with new heated platforms that will include tactile strips for ADA compliance, reconstruct the entry staircase with heated stairs, and replace the deficient station depot with a temporary shelter. Following design engineering services, Phase 2 will add a new, heated station depot in place of the temporary shelter, new wayfinding signage, and other station identifiers. Upon completion of Phase 3, the station will be made fully ADA-accessible.	$400,000
South Shore Station	This project will provide construction funds to rehabilitate the South Water Street Station access points and station facility along the Metra Electric. The repair work may include, but is not limited to, the replacement of floors and the suspended ceiling in the waiting area, updated lighting fixtures, restroom updates, and upgraded heating and air conditioning.	$380,000
Solar Canopies	Metra will investigate the feasibility of erecting solar canopy systems at Metra-owned stations and parking lots. Metra will study the benefits and costs of offering electric vehicle charging stations that utilize power derived from solar canopies positioned above parking stalls. Project activities include but are not limited to feasibility studies, site surveys, professional services, preliminary engineering, and construction activities.	$300,000
83rd/South Chicago Station	The project may include but is not limited to repairing wind break shelters, the rehabilitation or replacement of the station depot and canopy shelter, addition of a new staircase, handrails, and an ADA ramp (if feasible) at the intersection of 82nd and Commercial. Site Amenities, signage and wayfinding	$225,000
Ashland Station	This project will rehabilitate the aged timber deck platform and add new lighting around the station facility. The project may include a new warming shelter, staircase improvements, and the installation of a new ADA Ramp to platform. Enhanced customer amenities may include a new station amenities, wayfinding, signage, benches, and parking lot improvements.	$126,659

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
63rd St Station	This project will study potential improvements to the station which may include but are not limited to restoration of the viaduct, replacement of staircases, the potential addition of an elevator, design of a new gatehouse and platform head house, the feasibility of extending the boarding platforms, and consideration of a platform-length canopy.	$100,000
Clybourn Station	Replace and widen west platform to 510' x 24' to accommodate new elevator. Requires realignment of track and replacement of Armitage Road Bridge (single track). Add 3 new headhouses with APTA elevators and new stairs, add (5) additional new stairs for access and egress. Provide (8) new shelters. (4) new 300' by 10' Canopies. Replace remaining platforms with new 510' long platforms. Replace south parking with dual lane turnaround and drop off and replace and reconfigure remaining parking (10+ spots). Replace and Rehab retaining walls. Tunnel rehab and extension. Site amenities. Includes replacement of 3-track through-plate steel bridge at Armitage Road.	$100,000
Bicycle Parking	Metra seeks to add bike parking capacity at several stations where utilization is strong, the mode of access to the station for biking is comparatively high to other modes and were driving alone is comparatively low. This project will install bicycle parking facilities at 17 Metra stations creating a total of 340 new bicycle parking spaces. The purpose of the project is to encourage “bike and ride” trips by supporting bicycle infrastructure and station access via bicycle.	$85,000
Metra Priority Project: Yards, Facilities, and Equipment Improvements - 10-year need $647,379,936		
Protective Asset Acquisition	Project funds will be used to strategically acquire real property that is significant to Metra’s operations. Real estate purchases will improve the regional passenger rail system. Potential purchase agreements are subject to extensive negotiations, market research, and deliberation between Metra's Board of Directors and executive leadership.	$ 111,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Ticket Vending Machines	This two-phase project will procure up to 650 new Ticket Vending Machines (TVMs) and will fund the installation of the TVMs at stations throughout the Metra system to provide added amenities to Metra customers. The TVMs will offer a variety of ticket purchasing options and make purchasing tickets faster, easier, and more convenient for our customers. The TVMs will be fully ADA-accessible and will offer the ability to purchase tickets using contactless cards and mobile wallet applications and will no longer need to insert debit/credit cards into the machine.	$34,360,000
Enterprise Asset Management System	This project funds the acquisition of an Enterprise Asset Management (EAM) system that will meet the agency's business objectives for asset management. Consultant services will be utilized for tasks that may include, but are not limited to establishing databases, detailed business standards to maintain data, and facilitating training sessions for Metra staff. The new EAM is integral to implementing Metra's Transit Asset Management (TAM) Plan and maintaining standardized, quality data utilized for Federal reporting, accounting, and business purposes. Metra will realize productivity gains and staff will run analyses, improve department workflows, and initiate work orders in this new system of record.	$17,166,000
Right of Way Equipment	This project involves the purchase of various pieces of equipment to be utilized by Metra's Engineering Department. Equipment purchased under this project may include, but is not limited to, end loaders, track backhoes, hi-rail equipment for track inspection, track tampers, track stabilizers, tie cranes, speed swings, plate brooms, tower cars for inspection, tractors, woodchippers, brush cutters, and other equipment. The equipment is operated and maintained by Metra's crews and is utilized to improve the trackbed and various facilities to maintain safe and reliable operations.	$10,526,000
Yard Improvements-BNSF	This project will provide design and construction funds for annual yard improvements and capital maintenance at rail yards on the BNSF Line. Improvements may include but are not limited to repairing ties and track, improving crosswalks and yard platforms, upgrading switch machines and heaters, cable reels, shore power, fencing, and other improvements to the trackbed on various lines on the Metra system.	$9,704,400

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Yard Improvements-ME	This project will provide design and construction funds for annual yard improvements and capital maintenance at rail yards on the Metra Electric (ME) Line. Improvements may include but are not limited to repairing ties and track, improving crosswalks and yard platforms, upgrading switch machines and heaters, cable reels, shore power, fencing, and other improvements to the trackbed on various lines on the Metra system.	$9,650,000
Yard Improvements-MWD	This project will provide design and construction funds for annual yard improvements and capital maintenance at rail yards on the multiple Milwaukee District (MWD) Lines. Improvements may include but are not limited to repairing ties and track, improving crosswalks and yard platforms, upgrading switch machines and heaters, cable reels, shore power, fencing, and other improvements to the trackbed on various lines on the Metra system.	$7,520,000
Yard Improvements-RI	This project will provide design and construction funds for annual yard improvements and capital maintenance at rail yards on the Rock Island (RI) Line. Improvements may include but are not limited to repairing ties and track, improving crosswalks and yard platforms, upgrading switch machines and heaters, cable reels, shore power, fencing, and other improvements to the trackbed on various lines on the Metra system.	$4,560,000
IT Components & Services	Purchases various pieces of equipment that will be utilized at Metra Headquarters and outlying Metra facilities. Purchases may include, but are not limited to, replacement of obsolete information technology infrastructure, upgrade network switches, computers and printers, copiers, new and replacement servers, financial system software, storage, and other software.	$3,750,000
BNSF Yards-Power Transformers	This project will fund the replacement of electrical power transformers and related components within rail yards that BNSF owns and operates Metra service from. The current equipment is beyond its useful life and may be under. BNSF Railway will contribute to the capital costs of the project based on the terms set in fixed facility agreements.	$3,500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Central Warehousing	Metra acquired an existing warehouse facility to develop a centralized warehouse for materials that support the activities of the commuter railroad system. The central warehouse will combine 4 existing buildings that are overcrowded and create efficiencies by allowing Metra to buy in bigger quantities and lower freight delivery costs. Renovations will continue as part of a multi-year, phase-funded project.	$3,250,000
Yard Improvements-UPR	This project will provide design and construction funds for annual yard improvements and capital maintenance on the multiple Union Pacific (UPR) Lines. Improvements may include but are not limited to repairing ties and track, improving crosswalks and yard platforms, upgrading switch machines and heaters, cable reels, shore power, fencing, and other improvements to the trackbed on various lines on the Metra system.	$3,220,000
Engineering Cyber Security Systems	The project will replace obsolete information technology infrastructure to increase the efficiency and productivity of Metra staff. Project activities include but are not limited to purchasing cybersecurity-related hardware, software, professional services, and cloud investments. The project will support the equipment utilized by the Engineering Department including positive train control (PTC), SCADA infrastructure, signal and telecommunication systems, and camera networks.	$2,300,000
Woodstock Yard	This project will create a new yard in Woodstock, with room for approximately 14 trains, representing a 30% increase in capacity relative to current conditions. The yard will contain office and garage space, as well as a break room, communications rooms, lockers, and a parking lot. By storing trains at Woodstock, it will reduce the need to store trains in yards at Crystal Lake and Barrington, thereby allowing more trains to stop at stations northwest of Barrington on the Union Pacific Northwest line and removing idling trains from suburban downtown areas.	$2,100,000
Office Equipment	This project consists of the purchase of various pieces of equipment and office furniture that will be utilized at Metra storehouses and the 547 Building. The current condition of the equipment that is being replaced is poor, as it has reached or surpassed its useful life.	$2,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
GPS/Train Tracking	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, onboard announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an information system. This project will enable Metra to track trains, count passengers, and provide information with one system.	$1,500,000
Cybersecurity Systems	This project covers all cybersecurity-related hardware, software, professional services, and cloud investments for the entire agency. The project also includes the purchase of hardware and software for multiple networks and segments including IT systems, positive train control (PTC), SCADA infrastructure, signal, telecom, and camera networks. The purchased equipment will cover vulnerability scanning and prioritization, patch automation and remediation, Security Information and Event Management (SIEM), and Endpoint Detection and Response (EDR).	$1,500,000
47th St Yard-Diesel Shop Exhaust	Design and construction services for the replacement of existing exhaust systems.	$1,350,000
Storage Equipment	This project involves the purchase of storage equipment including but not limited to vertical units and racks for the Materials Department. Proper storage of materials, especially hazardous and flammable materials, is important to maintain safety and compliance with various regulatory codes.	$1,150,000
Station Displays (TROI Net)	The TROI-Net Station Displays Project is the design and rollout of the next generation of Metra's Visual Information System (VIS) Signs as they reach the end of their useful life and require replacement. Instead of one VIS Sign per platform, TROI-Net Station Displays will be installed at more than one location at most stations. To meet accessibility requirements and like the current VIS Signs, TROI-Net Station Displays will provide the visual part of Metra's Audio/Visual announcements at stations. TROI-Net Station Displays will also provide live train tracking information, customer information messages, and emergency messages to Metra’s customers.	$1,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Joliet Yard-Wayside Power	Design and construction services for the Joliet Yard cable reels replacement.	$1,000,000
Western Ave Yard Oil-Water Separator	This project will fund the replacement of the oil separation system at the diesel repair facility in the Western Avenue Yard. The existing system is nearing the end of its useful life and is increasingly at risk of failure.	$950,000
Crew Facilities-University Park	The University Park Crew Facility project addresses the crew needs of Operations, Mechanical and Engineering staff. Facilities include locker rooms, toilet facilities, shower facilities, break room and storage for equipment and consumables. The locker facilities will meet the needs for both male and female staff. The project also addresses miscellaneous staff needs to facilitate railcar and site maintenance.	$830,000
Western Ave-Sanding System	This project will either repair or replace the existing sanding system. A study will first determine what alternate shall be chosen. The first alternative to be analyzed is the repair of the existing sanding systems. The second alternative to be analyzed is the complete replacement of existing sanding systems.	$800,000
Data Center HVAC System	This project will replace or upgrade the existing HVAC systems that provide climate control to Metra's data center. This project may include but is not limited to funding the design of the new system, replacing air handling units (AHU), associated air distribution equipment, and control systems.	$750,000
MU Shop-New Train Washer	Design and construction services to replace or upgrade the existing 18th Street Train Wash Facility.	$612,000
Downtown Combined Crew Facility	This project will support a potential new crew facility that is intended to be a centralized location within downtown Chicago that operations crews can use as a crew welfare facility, layover center, and gathering space for training and job briefings. Project activities may include but are not limited to contracting real estate assistance, conducting design studies, purchase of furniture and equipment, and interior construction.	$600,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Crew Facilities-14th Street Yard	This project will improve various facilities at the exiting 14th Street Yard buildings that are utilized by Operations, Mechanical and Engineering staff. Facilities include locker rooms, toilet facilities, shower facilities, break room and storage for equipment and consumables. The locker facilities will meet the needs for both male and female staff. The project also addresses miscellaneous staff needs to facilitate railcar and site maintenance.	$580,000
Western Ave Yard-Wayside Power	Design and construction services for the Western Ave. Yard cable reels replacement.	$500,000
Western Ave Yard-12KV Elec Distribution	Design and construction services for the Western Ave. Yard power distribution systems.	$500,000
Above-Ground Diesel Fuel Tanks	Replacement of HVAC systems that are beyond their useful life at the California Ave. Yard.	$500,000
KYD Yard-Fueling System Modernization	Replacement of the underground storage tanks at KYD. Project will include modernization of the tank monitoring sensors and alarm panels.	$300,000
Blue Island Yard-Fueling System	Replacement of the underground storage tanks at the Blue Island yard. Project will include modernization of the tank monitoring sensors and alarm panels.	$300,000
Western Ave-AHU Replacement	This project will either repair or replace the existing engineering building rooftop Air Handler Unit (AHU). This project funds the design and construction of the AHU.	$300,000
KYD-Shop HVAC	This project will replace or upgrade the existing HVAC systems at Metra's Kensington Yard District (KYD) facility on the Metra Electric (ME) Line. This project may include but is not limited to funding the design of the new system, replacing air handling units (AHU), associated air distribution equipment, and control systems.	$250,000
95th St Substation Facility Upgrades	This project shall provide new water service to an existing washroom facility at the 95th Street Substation. The existing water service for the 95th St. Substation facility is inadequate for the washroom facilities of the building.	$240,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Cal Ave Yard-HVAC Coach Shops	Replacement of HVAC systems that are beyond their useful life at the California Ave. Yard.	$145,000
47th St Yard-Diesel Shop Upgrades	Design and construction services for the 47th St. Yard Diesel Shop Lunchroom, Locker, Bathroom Upgrades, includes HVAC and plumbing work.	$102,000
Elgin Yard-Remote Fueling System	Replacement of the above ground storage tanks at the Elgin Coach Yard. Project will include modernization of the tank monitoring sensors and alarm panels.	$100,000
Blue Island Yard-Remote Fueling System	Replacement of the above ground storage tanks at the Blue Island yard. Project will include modernization of the tank monitoring sensors and alarm panels.	$100,000
Orland Park Yard-Remote Fueling System	Replacement of the above ground storage tanks at the Orland Park Coach Yard. Project will include modernization of the tank monitoring sensors and alarm panels.	$100,000
Hill Yard-Compressed Air System	Design and construction services needed for a new compressed air building and new air lines throughout the Hill Yard.	$100,000
Metra Priority Project: Signal & Electrical Improvements - 10-year need $1,157,328,900		
CUS Interlockers	This project involves the modernization and upgrading of outmoded interlockings at the north and south ends of Chicago Union Station (CUS). The project will include, but not be limited to, new rail, ties, ballast cleaning or replacement, upgrades to signal infrastructure, replacement of switches and components, and other related work as needed. Amtrak contributes funds towards a portion of the project work.	$21,250,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
MED Improvement Project	This project consists of the upgrade of the Metra Electric track and structure in conjunction with the increased service planned for the Northern Indiana Commuter Railroad District (NICTD) and its Federally assisted New Start project for the South Shore Line. This project will install, upgrade and/or realign tracks, install signals, turnouts, and associated catenaries, extend and construct new storage tracks, and construct and install new platforms. Metra funds are to be fully reimbursed in accordance with a Fixed Facility Agreement with NICTD. Funds programmed in 2022 will finance improvements to the 11th Place Interlocking in downtown Chicago that will be completed by Metra forces.	$19,580,000
16th Street Interlocker	This project will replace the 16th Street interlocking with a modern solid-state automated electronic system at a junction with tracks owned by Canadian National (CN) near 16th Street in Chicago. The 16th Street interlocking plant consists of an obsolete manual interlocking with two outdated hand lever machines built in 1901 and 1929. There are no manufacturers of spare or replacement equipment for these machines.	$17,500,000
MWD Holding Signal (50/50)	This project is a multi-year signal replacement project on the Milwaukee District West (MD-W) Line. Seven Interlockers, Control Points or Holding signal locations will be replaced between B17 and Almora. This is a 50/50 project in partnership with the Canadian Pacific Railway.	$15,400,000
Smart Gates	The smart gates project will apply new, innovative crossings that utilize cameras, sensors, and artificial intelligence to constantly monitor the crossing gate, signals, and guideway intrusions. When a monitor detects an anomaly, the system will send a notice to the back office and dispatch a signal maintainer to perform repairs. The project is intended to eventually go systemwide.	$15,250,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Jackson Substation	This project will fund the replacement and expansion of the Jackson Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity on the tracks leading into Van Buren St. Station. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$12,260,000
Homewood Substation	This project will fund the design, replacement, and expansion of the Homewood Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$10,940,000
A-20 (Techny) Interlocker	This project provides engineering and construction funds to modernize the A-20 Interlocking near Techny Road in Northbrook on the Milwaukee District North (MD-N) Line. The scope of work includes improving two grade crossings (Shermer and Techny Road), modernizing signals, and improving track between the Morton Grove Station and Deerfield Station. Under this project, work may include adding rail, switches, signals, crossovers, and renewal of track and signal circuits and cables.	$10,690,000
Lake Street Interlocker	This project consists of the modernization and upgrading of the Lake Street interlocking at the north end of the Ogilvie Transportation Center (OTC). It will replace track, track bed, switches, switch machines, switch heaters, dwarf signals, and signal cable for the remaining facilities. In the future, the interlocking control machine in Lake Street Tower will be replaced by modern equipment.	$10,250,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Western Interlocking	This project will provide construction funds for the replacement of the Western Avenue Interlocking at Vermont and Grove Street in Blue Island on Metra's Rock Island (RI) Line. The signal system infrastructure at Western Avenue Junction interlocker has become obsolete. The interlocking was originally installed in the early 1960s.	$8,020,000
Morgan Interlocking	This project will provide construction funds for the replacement of the Morgan Street Interlocking on Metra's Milwaukee C&M subdivision, the signal system infrastructure between Canal Street, and A-2 interlocking. The Morgan Street Interlocking and crossings were originally installed in the early 1960s. The signal system is also affected by the extreme weather conditions common to the Chicago region. It has become extremely difficult in recent years to get parts to make repairs to keep the system operational.	$7,800,000
Signal System Upgrades-ME	This project will replace various signal infrastructure components on the Metra Electric (ME) Line including, but not limited to, junction boxes, electrical cabinets, wiring, LED lights, and other essential components on an as-needed basis. Locations and scope of work are determined upon routine inspection or failure.	$7,200,000
SCADA Upgrade	Metra's Supervisory Control and Data Acquisition (SCADA) system monitors the power distribution system in the Metra Electric (ME) Line. The SCADA system and related components are nearing the end of their useful life. The project will replace obsolete software, hardware, servers, and related components to reduce the likelihood of equipment failure, system downtime, and potential train delays.	$7,000,000
Signal System Upgrades-MWD	This project will replace various signal infrastructure components on multiple Milwaukee District (MWD) Lines including, but not limited to, junction boxes, electrical cabinets, wiring, LED lights, and other essential components on an as-needed basis. Locations and scope of work are determined upon routine inspection or failure.	$6,900,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Signal System Upgrades-RI	This project will replace various signal infrastructure components on the Rock Island (RI) Line including, but not limited to, junction boxes, electrical cabinets, wiring, LED lights, and other essential components on an as-needed basis. Locations and scope of work are determined upon routine inspection or failure.	$6,800,000
Milwaukee Signals North	This project will improve signals from Rondout to Deerfield on the Milwaukee North Line. The project will include but not be limited to improving pedestrian crossings at the West Lake Forest Station, as well as grade crossing improvements at Everett and Conway Roads in Lake Forest. IDOT will be doing improvements in conjunction with this project.	$4,500,000
Switch Layout Standards	This multi-year project will standardize the layout of switches on the Metra Electric, Rock Island, and Milwaukee North and West lines.	$4,420,000
Impedance Bonds	This project involves replacing impedance bonds that are damaged, defective, or have insufficient negative return equipment and connections. The impedance bonds are a fundamental part of the track circuit. Impedance bonds control the current path and thus limit the power losses and assure proper function of the protective relays.	$2,900,000
Systemwide Cameras	This project consists of adding up to 600 cameras per year throughout the Metra system. Upon completion of fiber optic installation on the Rock Island (RI) Line and the Southwest Service (SWS) Line, this project may support up to 1,300 cameras to be installed at all grade crossings and the 23 existing depots on the RI and SWS. Project expenses may include, but are not limited to, cameras and associated wiring and masts. This is a multi-year, phase-funded project.	$2,550,000
Signal Standards	Signal engineering design and construction standards will be developed under this project. Project activities include but are not limited to documenting recommended practices and procedures manuals, development of a preliminary engineering manual, establishment of micro-station smart cell libraries and seed files and macros, standardizing material manifests construction drawings sets, and the development of a signal project estimator tool. Inspection and test procedures manuals and other documents will be updated.	$2,500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Phone System Refresh	This project funds the in-house design and installation of necessary telecommunications hardware to migrate from land-line telephones at various Metra facilities to modern VoIP phone systems. Metra Telecommunications engineers will complete the necessary design, configuration, and installation of the new phones and system components, software upgrades, cyber security updates, and related components. This project will realize cost savings as Metra will be able to disconnect expensive phone lines and all project work will be completed by Metra forces.	$2,150,000
Catenary Auto-Tensioning	This project will fund an engineering study of constant tensioning technology for the potential application to the Metra Electric (ME) District. The catenary system is currently undergoing extensive rehabilitation. Automatic constant tensioning technology may be added to the catenary rehabilitation project scope pending the results of this study.	$2,000,000
DC & AC Switchgear Replacement	Metra will install a new switchgear system that can supply Direct Current (DC) and Alternating Current (AC) switchgear along the Metra Electric (ME) Line. This project will replace obsolete assets with a new system designed to protect the DC powered railway line and integrated with high-speed circuit breakers for the rectifier, the power feeder, and the backup application to prevent safety incidents.	$1,690,000
Downtown Public Information Displays	Public Information Displays (PIDs) at the terminal stations in downtown Chicago have exceeded their useful life and are due for replacement. Crucial information such as arrival times, the tracking number of arrivals and departures, equipment failures, and delays are visually communicated to Metra riders via the PIDs system. Project activities may include, but are not limited to, installing equipment and components, purchasing new hardware for emergency repairs, and the installation of a replacement system. The new PIDs system will be designed to comply with the Americans with Disabilities Act (ADA) and is essential to accommodate passengers with hearing impairments. This is a multi-year, phase-funded project.	$1,200,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Crossing Inventory Management System	Metra will procure a web-based railway crossing inventory management application. The new software application shall have numerous features that may include but are not limited to the capability to sync with the FRA Grade Crossing Inventory System (GCIS), the ability to utilize the GCIS Application Programming Interface (API), compatibility with FRA Accident Prediction and Severity (APS) model, ability to provide near real-time data transfer. The project will also include professional services to review and provide quality control of existing databases and field investigation to update the crossing inventory and crash incident databases.	$840,000
CTC Over ICTM	Metra's existing system of field controls and indications relies on outdated infrastructure and must be upgraded. The primary means of communicating with the field is the ATCS radio network which is being decommissioned within the next 3-5 years. Backup modes of communications rely on aging copper circuits which are costly and unreliable. CTC over ITCM leverages the PTC communications infrastructure to transport controls and indications, which increases reliability and decreases costs by converging infrastructure.	$500,000
16th Street Substation	This project will fund the design, replacement, and expansion of the 16th Street Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$500,000
Harvey Substation	This project will fund the design, replacement, and expansion of the Harvey Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Vollmer Substation	This project will fund the design, replacement, and expansion of the Vollmer Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$500,000
University Park Substation	This project will fund the design, replacement, and expansion of the University Park Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$500,000
Brookdale Substation	This project will fund the design, replacement, and expansion of the Brookdale Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$500,000
Cheltenham Substation	This project will fund the design, replacement, and expansion of the Cheltenham Substation along the Metra Electric (ME) Line. The rectifiers are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity. The project is part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled.	$500,000
Metra Priority Project: Track Improvements - 10-year need $1,951,478,550		

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rail Renewal-MWD	Rail conditions are integral to maintaining safe operations and maintaining track speeds and on-time performance. These projects fund the refurbishment or replacement of rail and switches on multiple Milwaukee District (MWD) Lines. Project activities may include, but are not limited to, the renewal of switch points at various locations, the replacement of switch machines, AC heaters, the replacement of turnouts, and correcting minor defects with field welding. The high density of freight and commuter traffic, including extensive express service, requires close monitoring and periodic replacement of switches, switch machines, and sections of rail.	$18,334,000
Ties & Ballast-RI	This project consists of the replacement of cross ties, switch ties, and ballast on the Rock Island (RI) Line. To maintain a proper track gauge and surface, it is necessary to replace ties and ballast periodically. This improves the riding quality of the trains and reduces the incidence of slow orders, which adversely affect adherence to train schedules. This project represents part of an ongoing program to replace ties and ballast throughout Metra's territory.	$18,285,000
Ties & Ballast-MWD	This project funds the replacement of ties and the cleaning or replacement of ballast on multiple Milwaukee District (MWD) Lines. Periodically replacing ties and ballast is necessary to maintain proper track gauge and surface conditions. This project improves the riding quality of the trains and reduces the incidence of slow orders, which can impact the ability to maintain on-time performance. Metra forces complete the track improvements, which saves time and money for the agency and our passengers. Costs for improving particular portions of the Milwaukee District are split with the Canadian Pacific Railroad.	$14,100,000
Ties, Ballast, & Switch Heaters-BNSF	This project funds the replacement of ties, the cleaning or replacement of ballast, and the replacement of switch components and heaters on the BNSF Line. Periodically replacing ties and ballast is necessary to maintain proper track gauge and surface conditions. This project improves the riding quality of the trains and reduces the incidence of slow orders, which can impact the ability to maintain on-time performance. Metra provides funds to the BNSF Railroad to improve the track along the BNSF Line and rail yard facilities.	$13,150,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Crossings (Road & Track)-ME	These projects provide for the renewal of rail highway grade crossings at various locations on the Metra Electric (ME) Line. The specific crossings to be renewed will be based on the stage of deterioration at each crossing. The work will include, but not be limited to, the replacement of cross ties, crossing material, and ballast, as well as the surfacing of the track.	$12,840,000
Crossings (Road & Track)-RI	These projects provide for the renewal of rail highway grade crossings at various locations on the Rock Island (RI) Line. The specific crossings to be renewed will be based on the stage of deterioration at each crossing. The work will include, but not be limited to, the replacement of cross ties, crossing material, and ballast, as well as the surfacing of the track.	$11,160,000
Rail Renewal-RI	Rail conditions are integral to maintaining safe operations and maintaining track speeds and on-time performance. These projects fund the refurbishment or replacement of rail and switches. Project activities may include, but are not limited to, the renewal of switch points at various locations, the replacement of switch machines, AC heaters, the replacement of turnouts, and correcting minor defects with field welding. The high density of freight and commuter traffic, including extensive express service, requires close monitoring and periodic replacement of switches, switch machines, and sections of rail.	$10,785,000
Crossings (Road & Track)-MWD	These projects provide for the renewal of rail highway grade crossings at various locations on multiple Milwaukee District (MWD) Lines. The specific crossings to be renewed will be based on the stage of deterioration at each crossing. The work will include, but not be limited to, the replacement of cross ties, crossing material, and ballast, as well as the surfacing of the track.	$10,480,000
Ties & Ballast-ME	This project consists of the replacement of cross ties, switch ties, and ballast on the Metra Electric (ME) Line. To maintain a proper track gauge and surface, it is necessary to replace ties and ballast periodically. This improves the riding quality of the trains and reduces the incidence of slow orders, which adversely affect adherence to train schedules. This project represents part of an ongoing program to replace ties and ballast throughout Metra's territory.	$10,320,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rail Renewal-ME	Rail conditions are integral to maintaining safe operations and maintaining track speeds and on-time performance. This project funds the refurbishment or replacement of rail and switches on the Metra Electric (ME) Line. Project activities may include, but are not limited to, the renewal of switch points at various locations, the replacement of switch machines, AC heaters, the replacement of turnouts, and correcting minor defects with field welding. The high density of freight and commuter traffic, including extensive express service, requires close monitoring and periodic replacement of switches, switch machines, and sections of rail.	$8,496,000
Undercutting & Surfacing-MWD	Track undercutting provides for the removal of all fouled track ballast, which is then cleaned and returned to the trackbed. When the ballast is fouled, the load spreading capability is lost. Undercutting is necessary when the ballast section has become so contaminated that normal ballasting and surfacing will no longer hold a proper track surface. Undercutting provides a smooth, well-aligned track surface that extends tie and ballast life and reduces maintenance costs. This project will fund improvements on multiple Milwaukee District (MWD) Lines.	$5,084,000
Undercutting & Surfacing-RI	Track undercutting provides for the removal of all fouled track ballast, which is then cleaned and returned to the trackbed. When the ballast is fouled, the load spreading capability is lost. Undercutting is necessary when the ballast section has become so contaminated that normal ballasting and surfacing will no longer hold a proper track surface. Undercutting provides a smooth, well-aligned track surface that extends tie and ballast life and reduces maintenance costs.	$4,455,500
Undercutting & Surfacing-ME	Track undercutting provides for the removal of all fouled track ballast, which is then cleaned and returned to the trackbed. When the ballast is fouled, the load spreading capability is lost. Undercutting is necessary when the ballast section has become so contaminated that normal ballasting and surfacing will no longer hold a proper track surface. Undercutting provides a smooth, well-aligned track surface that extends tie and ballast life and reduces maintenance costs. This project will fund improvements on the Metra Electric (ME) Line.	$4,435,500

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Catenary Structure Rehabilitation	This project involves the ongoing rehabilitation of various catenary structures on the Metra Electric (ME) Line including the Mainline, the South Chicago Branch, and the Blue Island Branch. This work typically involves refurbishing structural steel, improving walkways, replacing alternating current cross-arms, and rehabilitating concrete foundation pedestals. Specific project activities will depend on the results of condition assessments and the availability of track time to schedule work.	$4,250,000
Ties & Ballast-UPR	This project consists of the replacement of cross ties, switch ties, and ballast on multiple Union Pacific (UPR) Lines. To maintain a proper track gauge and surface, it is necessary to replace ties and ballast periodically. This improves the riding quality of the trains and reduces the incidence of slow orders, which adversely affect adherence to train schedules. Metra provides funds to the Union Pacific Railroad to improve the track across Metra's three Union Pacific commuter lines and rail yard facilities.	$3,575,000
Rail Renewal-BNSF	Rail conditions are integral to maintaining safe operations and maintaining track speeds and on-time performance. This project funds the refurbishment or replacement of rail and switches on the BNSF Line. Project activities may include, but are not limited to, the renewal of switch points at various locations, the replacement of switch machines, AC heaters, the replacement of turnouts, and correcting minor defects with field welding. The high density of freight and commuter traffic, including extensive express service, requires close monitoring and periodic replacement of switches, switch machines, and sections of rail.	$3,310,000
Crossings (Road & Track)-UPR	These projects provide for the renewal of rail highway grade crossings at various locations on multiple Union Pacific (UPR) Lines. The specific crossings to be renewed will be based on the stage of deterioration at each crossing. The work will include, but not be limited to, the replacement of cross ties, crossing material, and ballast, as well as the surfacing of the track.	$2,480,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Rail Renewal-UPR	Rail conditions are integral to maintaining safe operations and maintaining track speeds and on-time performance. These projects fund the refurbishment or replacement of rail and switches. Project activities may include, but are not limited to, the renewal of switch points at various locations, the replacement of switch machines, AC heaters, the replacement of turnouts, and correcting minor defects with field welding. The high density of freight and commuter traffic, including extensive express service, requires close monitoring and periodic replacement of switches, switch machines, and sections of rail.	$2,425,000
Undercutting & Surfacing-UPR	Track undercutting provides for the removal of all fouled track ballast, which is then cleaned and returned to the trackbed. When the ballast is fouled, the load spreading capability is lost. Undercutting is necessary when the ballast section has become so contaminated that normal ballasting and surfacing will no longer hold a proper track surface. Undercutting provides a smooth, well-aligned track surface that extends tie and ballast life and reduces maintenance costs.	$1,205,000
Metra Other Project: Administration - Metra - 10-year need $0		
Program Management	This project will fund the professional services necessary to deliver capital projects. Project activities may include but are not limited to funding studies, concept design, developing new business tools and processes, professional services under the Project Management Oversight (PMO) contract, and the procurement of software. Historic levels of capital funding necessitate additional program management capacity.	$ 121,050,000
Infrastructure Engineering-MET	This project funds various engineering responsibilities for capital projects. Project funds support the implementation of capital projects and cover the costs of Metra's Engineering Department and consultants providing professional services. The associated professional consultant services may include design engineering and/or construction management in the areas of civil, structural, electrical, mechanical, signal, communications, and environmental engineering.	$14,950,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Contingencies	This project will fund both emergencies and unanticipated capital needs that arise throughout the program year. Items covered require immediate attention and cannot wait for inclusion in the budget for the forthcoming program year. Contingencies are necessary to fund emergency activities to prevent project and service delays.	$7,110,820
Project Development	This project will allow Metra to undertake studies to advance major capital projects and secure grant funding.	$4,800,000
Project Administration	This project funds the activities associated with the administration of capital grants and the projects in those grants. This includes only those labor, fringe, and overhead costs covered by Metra's cost allocation plan. Examples of the types of activities associated with the administration of capital grants are budget revisions, requisitions, quarterly reports, and reconciliation of expenses done at project closeout. Metra funds associated with capital grant administration are recognized as capitalized costs under Generally Accepted Accounting Principles (GAAP).	$4,800,000
Transit Asset Management	This project funds the continuation of Metra's Transit Asset Management Program as mandated by the FTA. Funding for this project would be for maintaining the TAM Plan, implementation and continuous improvement efforts.	$2,000,000
Transportation Division Software	New integrated solutions will be deployed to support Metra's Transportation Division's operations. Included in this are enhancements and new functionality for Metra's crew calling systems, new solutions to integrate existing technology footprint, and efforts to perform business process optimization and organizational design optimization.	$1,500,000
Procurement Oversight	This project will provide the Mechanical Department guidance and oversight in purchasing, ensuring that Metra remains compliant with the provisions of the Federal Transit Administration's Buy America Provisions. Delays in project implementation and the need for non-Federal funding sources result from failure to comply with the Buy America provisions. Federal funding for capital projects typically includes Buy America regulations.	$500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Metra Priority Project: Bridge Replacement and Repair - 10-year need $2,046,135,000		
UP North Line Bridges	The project will remove the 11 existing Union Pacific North (UP-N) Line bridges over local roads and streets and replace them with single span bridges with three through plate girders and new abutments. Each bridge will also require a walkway and sacrificial girders along the outer girders. The design shall be staged and phased to ensure that two tracks will always be in service. Shoring and earth retention systems required for the phased construction must be included in the design.	$35,286,000
Bridge 86 Replacement	Engineering, design, construction, and related services for the replacement of Bridge 86 on the Rock Island (RI) Line will be funded by this project. Bridge 86 dates back to 1916 and spans 78th Street at milepost 8.62 in the Auburn Gresham neighborhood of Chicago. Contemporary construction methods will allow two-track service to be maintained during the bridge replacement. The replacement abutment wall at the south end of the bridge will include ground-floor space for a leasable storefront, a new staircase, and an elevator. The elevator and stairs will provide an accessible pathway from 79th Street to the new Auburn Park station boarding platforms and headhouse. This project is a necessary component of the new Auburn Park station project.	$25,100,000
Bridges & Retaining Walls-MWD	These projects improvement of bridges and the rehabilitation of retaining walls at various locations on multiple Milwaukee District (MWD) Lines to prevent structural issues. Project funds proactively address deterioration that can result in the destabilization of the roadbed, track shifting, and slow orders. Bridge improvements may include but are not limited to the rehabilitation of wing walls, addressing cracked bearing blocks, renewing bridge seats on abutments, and applying a protective coating. Project funds may be used for engineering design services, installation of outer-track fencing, the addition of concrete panels or bin walls, or reconstruction of retaining wall sections with steel sheet piling as needed. Specific improvements will be determined based on a survey of field conditions.	$11,400,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Bridges & Retaining Walls-RI	These projects improvement of bridges and the rehabilitation of retaining walls at various locations on the Rock Island (RI) Line to prevent structural issues. Project funds proactively address deterioration that can result in the destabilization of the roadbed, track shifting, and slow orders. Bridge improvements may include but are not limited to the rehabilitation of wing walls, addressing cracked bearing blocks, renewing bridge seats on abutments, and applying a protective coating. Project funds may be used for engineering design services, installation of outer-track fencing, the addition of concrete panels or bin walls, or reconstruction of retaining wall sections with steel sheet piling as needed. Specific improvements will be determined based on a survey of field conditions.	$11,310,000
Bridges & Retaining Walls-BNSF	These projects improvement of bridges and the rehabilitation of retaining walls at various locations on the BNSF Line to prevent structural issues. Project funds proactively address deterioration that can result in the destabilization of the roadbed, track shifting, and slow orders. Bridge improvements may include but are not limited to the rehabilitation of wing walls, addressing cracked bearing blocks, renewing bridge seats on abutments, and applying a protective coating. Project funds may be used for engineering design services, installation of outer-track fencing, the addition of concrete panels or bin walls, or reconstruction of retaining wall sections with steel sheet piling as needed. Specific improvements will be determined based on a survey of field conditions.	$10,562,500

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Bridges & Retaining Walls-ME	These projects improvement of bridges and the rehabilitation of retaining walls at various locations on the Metra Electric (ME) Line to prevent structural issues. Project funds proactively address deterioration that can result in the destabilization of the roadbed, track shifting, and slow orders. Bridge improvements may include but are not limited to the rehabilitation of wing walls, addressing cracked bearing blocks, renewing bridge seats on abutments, and applying a protective coating. Project funds may be used for engineering design services, installation of outer-track fencing, the addition of concrete panels or bin walls, or reconstruction of retaining wall sections with steel sheet piling as needed. Specific improvements will be determined based on a survey of field conditions.	$8,990,000
CREATE EW-2 Bridge Lift	This project involves lifting a bridge between 78th Street and 79th Street on Metra's Rock Island (RI) Line. The bridge spans over three sets of railroad tracks owned by The Belt Railway of Chicago and Norfolk Southern in Chicago at milepost 8.7. This project is a necessary component of the new Auburn Park station project.	$3,000,000
Old 96th Avenue	Bridge 275 was built in 1929 and is a through plate girder bridge with two main tracks. The deck and substructure are in poor condition, with rust and cracking damage to the steel deck. Given the extent of the damage and the bridge's age, this bridge on the Rock Island (RI) Line is being replaced to achieve a state of good repair and ensure safe continued operations.	$2,500,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Bridges & Retaining Walls-UPR	These projects improvement of bridges and the rehabilitation of retaining walls at various locations to prevent structural issues on multiple Union Pacific (UPR) Lines. Project funds proactively address deterioration that can result in the destabilization of the roadbed, track shifting, and slow orders. Bridge improvements may include but are not limited to the rehabilitation of wing walls, addressing cracked bearing blocks, renewing bridge seats on abutments, and applying a protective coating. Project funds may be used for engineering design services, installation of outer-track fencing, the addition of concrete panels or bin walls, or reconstruction of retaining wall sections with steel sheet piling as needed. Specific improvements will be determined based on a survey of field conditions.	$2,200,000
Bridge A418	Bridge A418 on the Milwaukee District North (MD-N) Line is a single main bridge located adjacent to the Ingleside train station. The existing timber bridge has exceeded its useful life and will be replaced with a modern concrete and steel bridge. The new bridge will be more resilient, require less maintenance, and will have greater load capacity.	$700,000
Hickory Creek Bridge	This project funds repair activities to rehabilitate the existing piers and abutments. The existing bridge spans the Hickory Creek and is located along the Rock Island (RI) Line.	$200,000
Metra Priority Project: 75th Street Corridor - 10-year need $1,568,175,000		
RI Connection and 3rd Main	This project will establish a new 3rd main on the Rock Island (RI) Line. The project study limits shall be from MP 0.0 (LaSalle Station) to MP 10.5 (Gresham Jct.). The new 3rd main is anticipated to extend from the new 16th Interlocking at MP 1.0 presently in design to the new CREATE P2 Interlocking at CP 74th. It is also anticipated that a new crossover will be required at Gresham to facilitate train movement into and out of the new 3rd main. This project may include but is not limited to, additional elements related to the new 3rd mainline track such as yard improvements at 49th Street Yard, connections to other routes, changes to 35th St. Lou Jones Station, and additional customer amenities at LaSalle Street Station.	$22,000,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Metra Priority Project: PTC - Systemwide - 10-year need Fully Funded		
PTC Renewal (Engineering)	This project will fund the second phase of Positive Train Control (PTC). Project funds will update back-office equipment, components, hardware, software, and other equipment that is necessary to maintain safe and consistent operations of Metra's interoperable PTC system. This project will fund the purchase, installation, and training of a modern, streamlined PTC system to replace the current PTC back office before the end of its useful life. This new system will have an advanced user interface that will provide operational self-checks and will enable safer operations.	$2,690,000
Metra Priority Project: Chicago Union Station Improvements - 10-year need $525,000,000		
CUS Concourse Reconstruction	This project will support the Amtrak-led effort to complete the Final Design phase work and the eventual construction phase to reconstruct the Chicago Union Station (CUS) Concourse. Metra and Amtrak collaborate to maintain and improve CUS and the facilities within the terminal. Project funds will provide Metra's local matching funding commitment to Amtrak's project.	$1,500,000
Metra Priority Project: A-2 Interlocking Replacement - 10-year need $787,500,000		
Project is not funded in the 2023-2027 Capital Program		

Pace Capital Project Details

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Pace Priority Project: Improve Support Facilities - 10-year need $237,322,483		
North Division Electrification/ Expansion	Renovation and expansion of North Division Garage located in Waukegan, including installation of charging capabilities for electric buses.	$96,386,500
Southwest Division Electrification/ Expansion	Renovation and expansion of Southwest Division Garage located in Bridgeview, including installation of charging capabilities for electric buses.	$94,142,000
Headquarters Renovation	Paint and carpet replacement at Administrative Office in Arlington Heights. HQ is currently 2 floors of employees with the building capable of a 3rd floor structure. Adding a third floor we would incorporate highly efficient heating and cooling with hospital grade filters update the colors and carpet and workspace on the first and second floor to match the third floor.	$16,750,000
Pace Priority Project: Fixed Route Buses - Electric - 10-year need $374,400,000		
Fixed Route Electric Buses	Replace diesel buses with electric buses including any associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections).	$59,800,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Pace Priority Project: Pulse Infrastructure - 10-year need $84,525,000		
Pulse 95th A/E and Construction	Design and construction of stations of the Pulse 95th Rapid Transit Line. The project corridor is approximately 12.4 miles in length and runs east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills primarily routed along 95th Street, as well as several other roadways in Bridgeview, Chicago Ridge, Hickory Hills, and Palos Hills. The proposed line would include connections to other transit services including the CTA Red Line 95th/Dan Ryan Station and other CTA routes, other Pace bus routes, Metra Rock Island District Line Longwood Station, Metra Southwest Service, and Oak Lawn Patriot Station. As Pace's third anticipated Pulse line, the 95th Street service will improve connectivity and increase transit service levels through higher frequencies, travel time savings, and station amenities. The Pulse 95th Street Line will connect to the Pulse Halsted Line, and eventually to the Pulse Harlem and Cicero Lines.	$21,031,500
Pace Priority Project: Paratransit Vehicles - Replacement - 10-year need $50,825,000		
Paratransit Vehicles	Replace paratransit vehicles (22'-25' cutaway) including associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for paratransit services.	$19,229,005

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Pace Priority Project: Bus on Shoulder (BoS) Infrastructure - 10-year need $17,025,000		
I-294 Stations	The Cermak Station project includes 1.) A proposed in-line bus rapid transit (BRT) station comprised of two passenger platforms (northbound and southbound), an enclosed pedestrian bridge spanning the Tollway, ADA-accessible pedestrian ramps, and bus-only lanes in both directions; 2.) A new bus drop-off / turn-around facility and 121-space park-n-ride lot on the northbound / east side of the station site with vehicular and ADA-accessible pedestrian access to Cermak Road. The O'Hare Oasis Station project includes 1.) A proposed in-line bus rapid transit (BRT) station comprised of two passenger platforms (northbound and southbound), a pedestrian bridge spanning the Tollway (Tollway is committed to building/implementing), ADA-accessible pedestrian ramps, and the use of existing vehicular ramps leading into the former oasis facilities in both directions; 2.) Additional pedestrian infrastructure providing access to the station from the residential area to the east.	$17,025,000
Pace Priority Project: Security, Computer, Software, and Office Systems Upgrades - 10-year need $47,900,000		
Onboard Digital Screens	Purchase and install digital screens inside existing buses to display passenger information, such as next-stop announcements, detour notices, and passenger notices.	$10,334,259
Computer Systems/Hardware & Software	Replacement of equipment that has reached useful life to maintain SGR and upgrade as technologies become obsolete.	$3,500,000
Bus Security Cameras	Replacement of security cameras for fixed route buses.	$2,000,000
Pace Priority Project: Fixed Route Buses - Replacement - 10-year need $79,300,000		
Fixed Route Coach Buses	Replace over-the-road coach buses including any associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections).	$9,750,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Pace Priority Project: Pedestrian Infrastructure/Shelters/Signs - 10-year need $30,500,000		
Bus Stop Shelters/Signs	Engineering drawings, manufacture, and installation of bus stop shelters, concrete pads, benches, and signs	$6,000,000
Bus Tracker Signs	Production of new electric signs and associated installation costs to provide real-time bus information to riders.	$2,000,000
Pace Priority Project: Regional Transit Signal Priority (RTSP) - 10-year need $36,599,307		
Transit Signal Priority	TSP implementation along priority corridors as part of the Regional Transit Signal Priority Implementation Program.	$6,000,000
Pace Priority Project: Improve Passenger Facilities - Transportation Centers - 10-year need $72,550,000		
Harvey Transportation Center Renovation	Funding to be combined with RAISE grant and other funding for the renovation of the transportation center located in Harvey.	$5,400,000
Pace Priority Project: Community Vehicles - Replacement - 10-year need $17,955,000		
Community Transit/On Demand Vehicles	Replace Community Transit/On Demand vehicles (17'-20' vans and 21'-23' cutaways) including associated equipment (cameras, destination signs, etc.) and services (Buy America audit and inspections) for paratransit services.	$4,830,000
Pace Priority Project: Support Equipment/Non-Revenue Vehicles - 10-year need $22,850,000		
Support Equipment/Non-Revenue Vehicles	Replacement of non-revenue vehicles that have reached useful life to maintain SGR.	$3,900,000

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed
Pace Priority Project: Intelligent Bus System (IBS) Replacement - 10-year need $18,150,000		
Intelligent Bus System	Replace and upgrade equipment including routers, apollo cameras, IBS servers, software, storage area network, dispatch radios, and mobile radios.	$3,650,000
Pace Priority Project: ADA Regional Paratransit Program - 10-year need $260,378,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Associated Capital Maintenance Items - 10-year need $89,600,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Fixed Route Buses - Expansion - 10-year need $83,889,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Charging Infrastructure - 10-year need $36,000,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Paratransit Vehicles - Expansion - 10-year need $13,000,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Vanpool Vehicles - Replacement - 10-year need $12,640,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Improve Passenger Facilities - Park-n-Ride Lots - 10-year need $7,450,000		
Project is not funded in the 2023-2027 Capital Program		
Pace Priority Project: Community Vehicles - Expansion - 10-year need $3,000,000		
Project is not funded in the 2023-2027 Capital Program		

Capital Project Title	Individual Project Scope	Total Five-Year Funding Programmed

Pace Priority Project: Farebox System - 10-year need $0

Project is fully funded

Pace Priority Project: Construct New Support Facilities - 10-year need $0

Project is fully funded

Pace Other Project: Uncategorized Projects - Pace - 10-year need $0

Project is fully funded

Pace Other Project: Administration - Pace - 10-year need $0

Project is fully funded