

Suburban Service Capital Budget

Overview

On September 15, 2009, the RTA Board adopted the preliminary capital program marks which estimated federal and other funds that might be available to the region for capital investment purposes. Additionally, the Service Boards must address how they will work toward returning the system to a “State Of Good Repair.” The RTA is also developing a comprehensive set of performance measures which will track and report at a frequency appropriate for each measurement. These measurements have been used and are incorporated into Pace’s capital program. A more detailed capital project selection process and completion of an asset condition assessment being undertaken by RTA will eventually be used to develop a future “objective needs-based” capital plan.

The main focus of the RTA criteria puts projects into three categories:

- *System Stability Investments* - “Maintain” which protects the existing system and service levels and addresses critical safety, security and regulatory projects and moves towards returning the system to a State of Good Repair.
- *System Capacity Investments* - “Enhance” which makes improvements to the existing system and includes increasing capacity, provides operational efficiencies and purchases new technologies.
- *Market Capture Investments* - “Expand” which includes major new capital projects of regional significance, addresses congestion relief and proposes new transit alternatives.

Summary

The 2010 Capital Program totals \$66.4 million. The entire program falls in the category of projects needed to return the Pace system to a “State of Good Repair” or projects which will improve operational efficiencies.



Pace’s new headquarters building was completed in 2009.



Pace has millions of dollars of concrete and asphalt repairs to make.

2010 Suburban Service Capital Program Project Descriptions

Table 26. 2010 Suburban Capital Budget (000's)

Project Description	Amount
ROLLING STOCK	
22 Fixed Route Buses - 40 ft.	\$ 8,910
15 Vanpool Vans	675
Bus Overhaul/Maintenance Expense	2,000
Associated Capital	2,850
Diesel Engine Retrofit	8,260
Capital Cost of Contracting	9,000
Subtotal - Rolling Stock	\$ 31,695
SUPPORT FACILITIES/EQUIPMENT	
Maintenance Equipment/Non-Revenue Vehicles	\$ 860
Computer System/Hardware & Software	3,440
Office Equipment	100
Garages - Mid-Life Reconstruction	4,500
Northwest Garage - Land Acquisition	4,500
Northwest Garage - Engineering and Site	9,200
Master Plans - NW Cook, South Holland, Print Shop	250
South Holland Garage Engineering/Phase I Construction	7,345
Subtotal - Support Facilities/Equipment	\$ 30,195
STATIONS AND PASSENGER FACILITIES	
DuPage County Transportation Center	\$ 500
Transit Information Signage	440
Milwaukee Avenue Transit Infrastructure	400
Randall Road Transit Infrastructure	800
Plainfield Park-N-Ride	245
Toyota Park Transit Center	475
Passenger Facilities - Mid-Life Reconstruction	450
Signs/Shelters/Passenger Amenities	150
Subtotal - Stations and Passenger Facilities	\$ 3,460
PROJECT ADMINISTRATION/MISCELLANEOUS	
Project Administration	\$ 450
Unanticipated Capital	250
J-Route BRT Alternative Analysis	360
Subtotal - Project Administration/Misc.	\$ 1,060
Total Capital Program	\$ 66,410
TOTAL FUNDING	
Federal 5307	\$ 34,100
Federal 5309	2,720
Federal CMAQ	2,340
IDOT	22,500
Pace Funds	4,750
Total Funding	\$ 66,410

Table 26 summarizes the capital projects for which we expect to receive funding.

Rolling Stock (\$31.7 Million)

- 22 Fixed Route Replacement Buses (\$8.9 million) - The program contains funds for the replacement of 22 fixed route buses which have exceeded their useful life. All vehicles will be 40 feet in length.
- 15 Vanpool Vans (\$.7 million) - The program contains funds for the replacement of vanpool vans which have exceeded their useful life.
- Bus Overhaul Maintenance Expenses (\$2.0 million) - The program contains funds to cover reimbursement for maintenance overhaul expenses which qualify as capital.
- Associated Capital (\$2.8 million) - The program contains funds for the purchase of engines, transmissions, axle assemblies, etc., for fixed route and paratransit buses.
- Diesel Engine Retrofit (\$8.3 million) - The program contains funds to retrofit Detroit Diesel Series 50 engines in existing buses with improved mechanical components and software upgrades that reduce engine exhaust emission through the installation of a diesel multi-stage filter (DMF).
- Capital Cost of Contracting (\$9.0 million) - The RTA has directed Pace to use \$9.0 million of its federal 5307 capital funds to pay for the capital cost of contracting expenses incurred in 2009 for regional ADA service.

Operating Cost Impacts

Pace's average fleet age is 7.4 years for fixed route, 4.5 years for paratransit, and 3.5 years for vanpool. The typical life expectancy is 12 years, 4-7 years and 5 years, respectively. For fixed route buses, mid-life expenses begin increasing at the 6-8 year mark. The vanpool vans are past their mid-life and out of warranty. These units will incur additional annual operating costs of approximately \$3,000 each.

Support Facilities & Equipment (\$30.2 Million)

- Maintenance Equipment/Non-Revenue Vehicles (\$.9 million) - The program contains funds for the purchase of maintenance equipment and trucks for the garages.
- Computer Equipment (\$3.4 million) - The program contains funds for the purchase of miscellaneous hardware and software replacement of existing systems.
- Office Equipment (\$.1 million) - The program contains funds to purchase office equipment for the garages.
- Garages - Mid-Life Reconstruction (\$4.5 million) - The program contains funds for the purchase of bus washers, equipment, lighting improvements, new bus lifts, concrete/asphalt replacement and mid-life renovations to Fox Valley, North, River, South and West garages.
- Replace Northwest Cook Garage (\$13.7 million) - The program contains funds to purchase land, engineering and site work for the construction of a new replacement garage in the Northwest Cook County suburbs. This facility will replace a 47 year old garage in Des Plaines. Due to funding limitations, the Phase I construction will include bus storage for approximately 70 buses which will initially help alleviate the overcrowding conditions in Des Plaines. Phase II expansion for up to an additional 50 buses will be built once additional funding is secured. Pace expects to purchase the land in 2010 in order to take advantage of a distressed real estate market.
- Master Plans (\$.2 million) - The program contains funds to complete initial master plans for a new Northwest Cook Garage, a new South Holland replacement garage on the existing Pace property and a new print shop/storage facility. These master plans will establish design requirements as to how the buildings will be situated on the site and will develop probable construction cost and work around plans.
- South Holland Garage (\$7.4 million) - The program contains engineering and construction for a replacement garage in South Holland. The existing building is 27 years old and in need of replacement. The function of this garage has changed over the years, and a new garage will better accommodate our customer service representatives, electronic technicians, bus maintenance specialists and bus acceptance functions.

Operating Cost Impacts

The replacement of obsolete facilities and equipment will result in savings to the operating budget. Pace is now taking a different approach to replacing old equipment at the garages and replacing major infrastructure. In order to schedule repairs and replacement to match limited annual funding, Pace will now perform mid-life renovation to its existing facilities. This will enable Pace to combine improvements under one general construction effort and schedule the repairs/replacement when the equipment and infrastructure is at its building mid-life age, so as to avoid equipment breakdowns.

Stations and Passenger Facilities (\$3.5 million)

- DuPage County Transportation Center (\$.5 million) - The program contains engineering and site work for the construction of a transportation center in Downers Grove at I-88 and the North-South Tollway - I-355.
- Transit Information Signage Harvey and Chicago Heights (\$.4 million) - The program contains funds to purchase a real time information signage system for the Harvey and Chicago Heights Transportation Centers. Pace will install digital next bus signage which will inform waiting passengers of bus arrival times.
- Milwaukee Avenue Transit Infrastructure (\$.4 million) - The program contains funds to make pedestrian improvements on Milwaukee Avenue in Chicago and Niles.
- Randall Road Transit Infrastructure (\$.8 million) - The program contains funds to make small infrastructure investments along Randall Road between Aurora and Elgin. The project includes Transit Signal Priority at 22 signalized intersections and 20 bus stop shelters.
- Plainfield Park and Ride (\$.3 million) - The program contains funds to design a park-n-ride facility. Once a location is finalized, however, Pace needs to secure future funding for the construction.
- Toyota Park Transfer Center (\$.5 million) - In 2009, Pace received a congressional earmark to construct a transfer center at Toyota Park in Bridgeview. The program contains funds to design a transfer center in Bridgeview. The Center would consist of three bus bays just outside the park entrance and two boarding locations.

Pace needs to secure future funding for construction of this facility, however.

- Passenger Facilities - Mid-Life Reconstruction (\$.4 million) - The program contains funds to renovate Pace passenger facilities which have reached their mid-life. Renovation includes updating passenger amenities, concrete and asphalt replacement, etc.
- Signs/Shelters/Passenger Amenities (\$.2 million) - This program contains funds for the installation of signs and shelters.

Operating Cost Impacts

The projects covered here fall mostly in the enhancement category and will make Pace more efficient, resulting in increased ridership. The transit infrastructure improvements in particular will make our buses operate through congested areas more quickly.

Project Administration/Miscellaneous (\$1.0 Million)

- Project Administration (\$.4 million) - Project includes funds for staff time spent on the administration of various grants. (Reduces operating expense by equal amount.)
- Unanticipated Capital (\$.2 million) - Project includes funds for capital eligible projects not anticipated in the budget process.
- J-Route/BRT/Alternative Analysis (\$.4 million) - The program contains funding to perform an alternative analysis for a BRT route plan from Aurora to O'Hare Airport. Pace received a congressional earmark for this project, but it is not sufficient to complete the study.



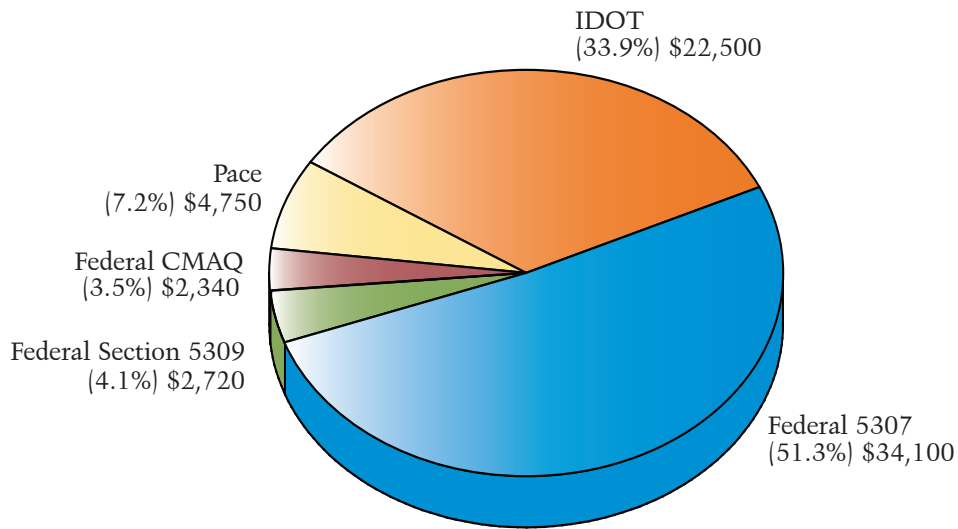
The building envelope at Heritage Division is in desperate need of replacement.



The Dry Valve System was replaced at our McHenry County Garage in 2009.

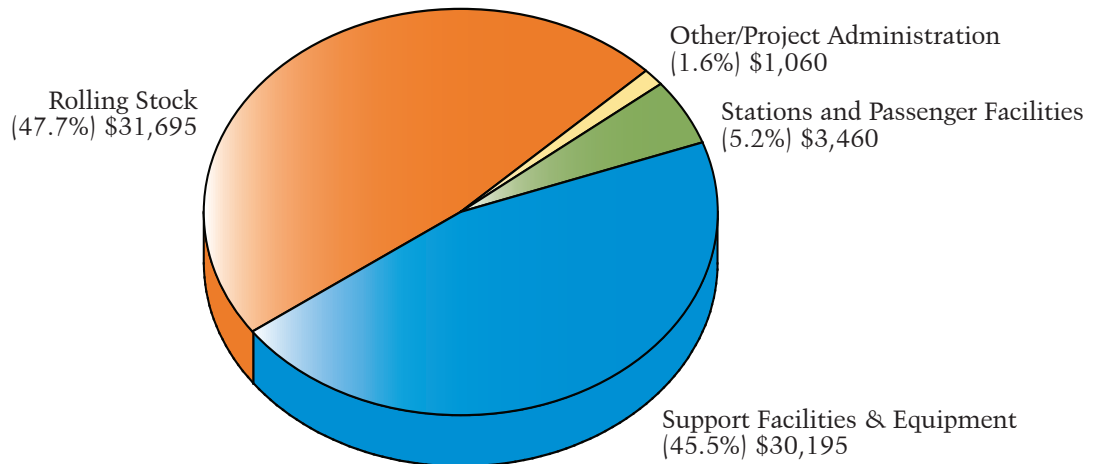
Chart I. 2010 Suburban Service Capital Program—Sources and Uses of Funds

Sources (000's) Total \$66,410



59% of Pace's program is derived from Federal sources

Uses (000's) Total \$66,410



Nearly half of the 2010 program will be spent on the replacement of rolling stock

Capital Funding Sources

The pages that follow explain the typical capital funding sources that are available to Pace.

Federal Funding

The SAFETEA-LU expires on September 30, 2009. At this time it is unlikely that a full six year reauthorization will be passed before the beginning of the next federal fiscal year on October 1, 2009. The Obama Administration is recommending an 18 month extension of current programs. For planning purposes, the RTA marks assume the continued availability of federal funds in the 2010 through 2014 marks.

There are three funding sources—Section 5307, Section 5309 and Flexible Funds—carried over from the previous authorization, TEA-21. In addition, SAFETEA-LU added three new sources of funding; Section 5339, Alternative Analysis; Section 5340, Growing and High Density States; and Section 5317, New Freedom Program. Lastly, SAFETEA-LU also continues two transit programs: Clean Fuels Program and JARC (Job Access and Reverse Commute Program).

Certain federal funding programs are allocated to urbanized areas based on statutorily defined formulas. The RTA region receives Section 5307 Urbanized Area Formula funds and Section 5309 (m)(2)(B) Fixed Guideway Modernization funds in this fashion. SAFETEA-LU includes a program, Section 5340 Growing and High Density States, also distributed by formula that will provide monies to northeastern Illinois. All of these formula-based funds are allocated by the RTA to the Service Boards according to the historical distribution of 58% to the CTA, 34% to Metra, and 8% to Pace.

Other federal funds are available to the region on a competitive basis. The RTA, with substantial input from the Service Boards, estimates annual funding levels based on staff analysis of national funding levels, past performance, project readiness and existing legislative or contractual commitments. The Section 5309 (m)(2)(A) New Start and Section 5309 (m)(2)(C) Bus and Bus Facility capital funding is earmarked in the federal legislation. Federal Flexible funds, such as the Congestion Mitiga-

tion and Air Quality (CMAQ) and Surface Transportation Program (STP) funds, are also sought by the Service Boards through a regional competitive process.

Finally, other federal funds will be made available to the region by formula but may be allocated among a variety of agencies including, but not limited to, transit operators, on a competitive basis. These programs include the Section 5316 Job Access and Reverse Commute (JARC) Program and Section 5317 New Freedom Program (for services supplemental to ADA requirements). Since projects using funds for these programs will be selected in 2010 based on a competitive selection process being led by the RTA, in cooperation with the Chicago Metropolitan Agency for Planning (CMAP), no funding marks have been proposed at this time by the RTA.

The Section 5339 Alternatives Analysis Program will pay for studies conducted as part of the transportation planning process for the New Starts projects; the funds allocated for the Section 5340 Growing States and High Density States are combined with the Section 5307 formula apportionment for urbanized areas; and finally, the Section 5317 New Freedom Program will pay for public transit service alternatives beyond those currently required by ADA.

Section 5307 apportionment funds are typically used for Pace's overall capital needs (Section 5340 funds are now combined with the Section 5307 funds). Section 5309 (m)(2)(C) discretionary funds are used for bus and bus related facilities projects and 5309 (m)(2)(A) is for New Starts projects. Congestion Mitigation and Air Quality (CMAQ) funds are typically used for qualifying transit projects like Pace's Vanpool Program.

The Clean Fuels Program will finance the purchase or lease of clean fuel buses and facilities, as well as the improvement to existing facilities to accommodate clean fuel buses. The Job Access and Reverse Commute (JARC) Program is designed to transport welfare recipients and eligible low-income individuals to and from jobs. Many projects to be funded under the 5309 Bus, 5339 Alternative Analysis and Clean Fuel Programs are earmarked by congressional sponsors.

The Section 5307 and the Section 5309 Fixed Guideway Modernization funds are allocated to the Service Boards on a percentage basis allocation by the RTA. Presently, the allocation is 58% to the CTA, 34% to Metra, and 8% to Pace. This percentage basis allocation has been in place since 1985. The Section 5309 bus funds are discretionary and reflect the levels of funding for projects identified in SAFETEA-LU earmarks. Additionally, the Section 5309 New Starts funding is also discretionary and dependent on Pace's ability to secure congressional earmarks for its projects. It has been the RTA's practice that these funds are considered to be outside the 58%-34%-8% allocation.

State Funding

On April 3, 2009, Governor Pat Quinn signed into law the "Illinois Jump Start" capital bill providing \$900.0 million to make grants to fund public transportation projects in Northeastern Illinois. Pace has been allocated \$77.4 million for suburban capital needs and \$36.0 million for ADA paratransit capital needs. These funds were added to the 2009 capital marks and the Service Boards were directed by RTA to add projects to their capital programs accordingly. At this time, none of these state funds have been released for grant awards.

On July 13, 2009, the Governor signed the "Illinois Jobs Now" capital bill that provided \$1.8 billion for regional transit projects. The legislation allocated 50% of these funds to CTA, 45% to Metra and 5% to Pace. Pace expects to receive \$90.0 million over the next four years for suburban capital needs. The budgetary problems of the state are affecting the availability of all state capital funds, and it is unclear as to when this issue will be resolved or when these funds will be released for grant awards.

Service Board Funding

Operational savings achieved by the Service Boards also provide funds for capital investments.

RTA Funding

In 1999, the RTA Act was amended as part of Illinois FIRST legislation. All of these funds (SCIP and RTA bonds) have been programmed to the Service Boards and there has been no new funding since 2004.

The RTA's Capital Marks contain no additional SCIP or RTA Bond funds since there has been no legislation passed to extend the RTA's SCIP or RTA bond programs. Note that any additional bonding authority would require State legislation, as well as a funding source to pay debt service on any additional bonds that were authorized to be issued.

Through the passage of the new state funding package which provided funds to support operations beginning in 2008, the state provided one new funding source for capital projects referred to as the Innovation, Coordination and Enhancement (ICE) Program. The RTA is authorized to spend \$10.0 million annually to enhance the coordination and integration of public transportation and to develop and improve service, and advance the goals of the RTA's strategic plan. Due to the unprecedented negative economic conditions which exist, in 2010 RTA may use these funds for preserving operating stability.

Tollway Revenue Credits

The Service Boards may propose to exercise the toll revenue credit provision that was established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), incorporated in TEA-21 and continued in SAFETEA-LU. The toll revenue credit provision permits states to use certain expenditures of toll revenue as a "credit" toward the required local match for certain federal highway and transit programs. These credits are not actually funds that can be used; rather they are a mechanism to count toll revenues already spent for tollway capital projects as local matching dollars for federal capital funds for transit.



Pace received \$33 million in 2009 from the federal ARRA Program.

This page left intentionally blank.

Pace 2010-2019 Ten Year Capital Business Plan Constrained To RTA Marks

The marks released by the RTA on September 15, 2009, total \$560.160 million for the ten year period 2010-2019.

Listed below is a summary description of Pace’s Ten Year Capital Plan. It is constrained to the marks established by the RTA, and it assumes a total of \$90.0 million in new state funding for Pace for the four year period between 2010 to 2013. Table 27 below summarizes the amount of funding over the next ten years that Pace has estimated to receive:

Table 27 - Pace FY2010 – 2014 Capital Program Marks— (In Millions)

Federal 5307	\$ 409.50
Federal 5309 Bus	2.72
Federal CMAQ	50.94
State Funding	90.00
JARC/New Freedom/ICE	0.00
Pace Funds	7.00
Total \$	\$ 560.16

Highlights of the Ten Year Capital Plan are summarized below. Table 28 details the ten year needs as constrained to the marks.

Rolling Stock (\$380.720 Million)

- Fixed route buses – 471 replacement buses
- Paratransit buses – 827 replacement buses
- Vanpool equipment – 1,181 replacement and 276 expansion vans
- Community Transit Vehicle Program – 81 replacement buses

Electrical/Signal/Communications (\$10.000 Million)

- Radio system replacement
- Intelligent Bus System (IBS) and Mobile Data Terminals (MDT) replacements

Support Facilities/Equipment (\$116.270 Million)

- Systemwide farebox system replacement
- Maintenance equipment, office equipment, computer systems, and support vehicles
- Improvements to existing garages and facilities
- Construct new garages

Stations & Passenger Facilities (\$41.060 Million)

- Improvements to existing passenger facilities
- Transit Information Signage
- Enhancements to existing park-n-ride lots
- Purchase signs, shelters, and other passenger amenities
- DuPage Transportation Center
- Milwaukee Ave and Randall Road transit infrastructure
- Plainfield Park-N-Ride
- Toyota Park Transfer Center

Miscellaneous/Project Administration (\$12.110 Million)

- Purchase miscellaneous items under unanticipated capital
- Funds for staff time spent on the administration of capital projects
- J-Route BRT Alternative Analysis



A new Burnham boiler blast tube was replaced at River Division in 2009.

Table 28. 2010–2019 Suburban Service Capital Ten Year Business Plan (000's)—Constrained

Project Description	Eval. Criteria*	2010	2011	2012	2013	2014	Total 2010-2014
ROLLING STOCK							
471 Fixed Route Buses - Replacement	M3	\$ 8,910	\$ 25,600	\$ 33,200	\$ 22,400	\$ 14,800	\$ 104,910
827 Paratransit Vehicles - Replacement	M3	0	0	5,100	11,135	10,115	26,350
81 Community Vehicles - Replacement	M3	0	0	0	2,520	0	2,520
1,181 Vanpool Equipment - Replacement	M3	675	5,400	3,510	3,465	7,695	20,745
276 Vanpool Vehicles - Expansion	EN1	0	1,980	1,980	1,980	1,980	7,920
Bus Overhaul/Maintenance Expense	M3	2,000	2,000	2,000	2,000	2,000	10,000
Associated Capital	M3	2,850	2,000	1,000	1,000	0	6,850
Diesel Engine Retrofit	M3	8,260	0	0	0	0	8,260
Capital Cost of Contracting	M3	9,000	0	0	0	0	9,000
Subtotal - Rolling Stock		\$ 31,695	\$ 36,980	\$ 46,790	\$ 44,500	\$ 36,590	\$ 196,555
ELECTRICAL/SIGNAL/COMMUNICATIONS							
Systemwide Radio System - Replacement	M3	\$ 0	\$ 4,000	\$ 0	\$ 0	\$ 0	\$ 4,000
MDT/IBS - Replacement	M3	0	0	0	1,000	0	1,000
Subtotal - Electric/Signal/Communications		\$ 0	\$ 4,000	\$ 0	\$ 1,000	\$ 0	\$ 5,000
SUPPORT FACILITIES AND EQUIPMENT							
Maintenance/Support Equipment/Vehicles	M3	\$ 860	\$ 500	\$ 500	\$ 1,000	\$ 900	\$ 3,760
Computer Systems/Hardware & Software	M3	3,440	2,700	2,800	2,450	1,500	12,890
Office Equipment	M3	100	100	100	100	100	500
Garages - Mid-Life Reconstruction	M3	0	1,000	1,500	1,500	1,500	5,500
Improvements to Garages/Facilities	M3	4,500	5,000	7,000	5,000	1,400	22,900
Replace Northwest Garage	M3	13,700	2,000	0	6,000	0	21,700
Master Plans - NW, S. Holland, Print Shop	M3	250	0	0	0	0	250
Replace South Holland Garage	M3	7,345	775	0	0	0	8,120
Print Shop at Headquarters Facility	M3	0	1,750	0	250	0	2,000
Farebox System - Replacement	M3	0	2,000	1,450	1,450	0	4,900
Subtotal - Support Facilities & Equipment		\$ 30,195	\$ 15,825	\$ 13,350	\$ 17,750	\$ 5,400	\$ 82,520
STATIONS AND PASSENGER FACILITIES							
DuPage County Transportation Center	EN2	\$ 500	\$ 2,000	\$ 0	\$ 0	\$ 0	\$ 2,500
Transit Information Signage	EN2	440	0	0	0	0	440
Milwaukee Ave. Transit Infrastructure	EN2	400	0	0	0	0	400
Randall Road Transit Infrastructure	EN2	800	0	0	0	0	800
Plainfield Park-N-Ride	EN2	245	0	1,300	0	0	1,545
Toyota Park Transit Center	EN2	475	1,200	0	0	0	1,675
Passenger Facilities – Mid-Life Reconstruction	M3	450	1,000	1,000	1,000	1,000	4,450
Passenger Facilities/Transfer Facilities	EN2	0	1,000	1,200	1,000	1,200	4,400
Signs/Shelters/Passenger Amenities	M3	150	750	500	500	500	2,400
Subtotal - Stations & Passenger Facilities		\$ 3,460	\$ 5,950	\$ 4,000	\$ 2,500	\$ 2,700	\$ 18,610
MISCELLANEOUS							
Unanticipated Capital	M3	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250
J-Route BRT Alternative Analysis	EN2	360	0	0	0	0	360
Subtotal - Miscellaneous		\$ 610	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,610
PROJECT ADMINISTRATION							
Project Administration	M3	\$ 450	\$ 645	\$ 660	\$ 550	\$ 610	\$ 2,915
Subtotal - Project Administration		\$ 450	\$ 645	\$ 660	\$ 550	\$ 610	\$ 2,915
GRAND TOTAL - CONSTRAINED		\$ 66,410	\$ 63,650	\$ 65,050	\$ 66,550	\$ 45,550	\$ 307,210

***MAINTAIN**

M1- SAFETY/SECURITY
M2 - REGULATORY
M3 - STATE OF GOOD REPAIR

ENHANCE

EN1 - CAPACITY IMPROVEMENT
EN2 - OPERATIONAL EFFICIENCIES
EN3 - NEW TECHNOLOGIES

EXPAND

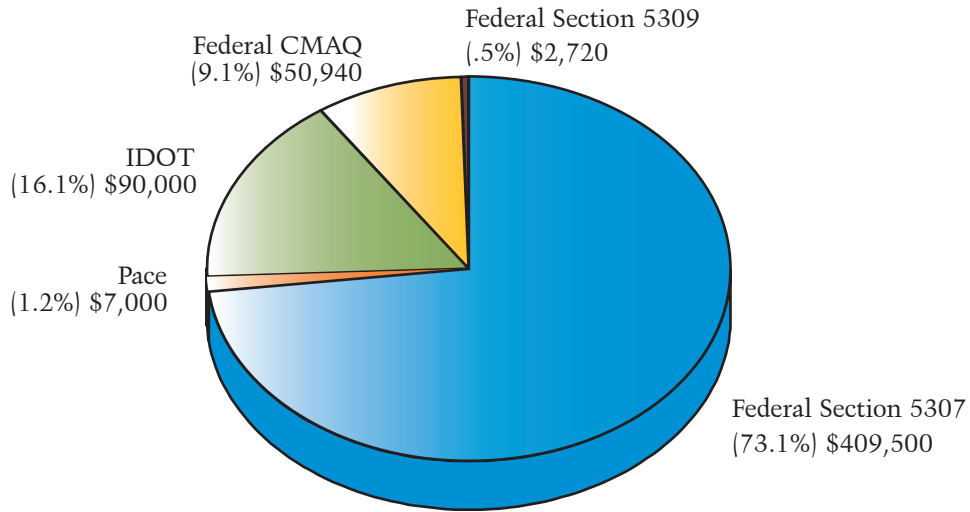
EX1 - CONGESTION RELIEF
EX2 - TRANSIT ALTERNATIVES

	2015	2016	2017	2018	2019	Total 2015-2019	Ten Year Total
\$	16,000	\$ 20,000	\$ 18,000	\$ 15,200	\$ 14,400	\$ 83,600	\$ 188,510
	6,375	6,375	12,325	8,245	10,625	43,945	70,295
	2,500	0	2,800	0	0	5,300	7,820
	4,500	8,100	3,600	8,100	8,100	32,400	53,145
	900	900	900	900	900	4,500	12,420
	2,000	2,000	2,000	2,000	2,000	10,000	20,000
	500	825	975	1,120	1,000	4,420	11,270
	0	0	0	0	0	0	8,260
	0	0	0	0	0	0	9,000
\$	32,775	\$ 38,200	\$ 40,600	\$ 35,565	\$ 37,025	\$ 184,165	\$ 380,720
\$	4,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,000	\$ 8,000
	0	0	0	1,000	0	1,000	2,000
\$	4,000	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 5,000	\$ 10,000
\$	1,000	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,000	\$ 6,760
	3,200	2,000	2,500	2,500	2,500	12,700	25,590
	100	100	100	100	100	500	1,000
	250	250	250	250	250	1,250	6,750
	2,000	3,000	3,000	3,000	4,000	15,000	37,900
	0	0	0	0	1,000	1,000	22,700
	0	0	0	0	0	0	250
	0	0	0	300	0	300	8,420
	0	0	0	0	0	0	2,000
	0	0	0	0	0	0	4,900
\$	6,550	\$ 5,850	\$ 6,350	\$ 6,650	\$ 8,350	\$ 33,750	\$ 116,270
\$	0	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 2,700
	200	200	200	200	200	1,000	1,440
	0	0	0	0	0	0	400
	0	0	0	0	0	0	800
	0	0	0	250	0	250	1,795
	0	0	0	250	0	250	1,925
	1,000	1,200	1,200	1,200	1,200	5,800	10,250
	1,500	1,200	200	2,000	2,000	6,900	11,300
	350	350	350	3,500	3,500	8,050	10,450
\$	3,050	\$ 2,950	\$ 1,950	\$ 7,400	\$ 7,100	\$ 22,450	\$ 41,060
\$	250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250	\$ 2,500
	0	0	0	0	0	0	360
\$	250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250	\$ 2,860
\$	525	\$ 1,500	\$ 1,400	\$ 1,485	\$ 1,425	\$ 6,335	\$ 9,250
\$	525	\$ 1,500	\$ 1,400	\$ 1,485	\$ 1,425	\$ 6,335	\$ 9,250
\$	47,150	\$ 48,750	\$ 50,550	\$ 52,350	\$ 54,150	\$ 252,950	\$ 560,160

Chart J. 2010–2019 Suburban Service Ten Year Capital Business Plan—Sources and Uses of Funds—Constrained

Sources (000's)

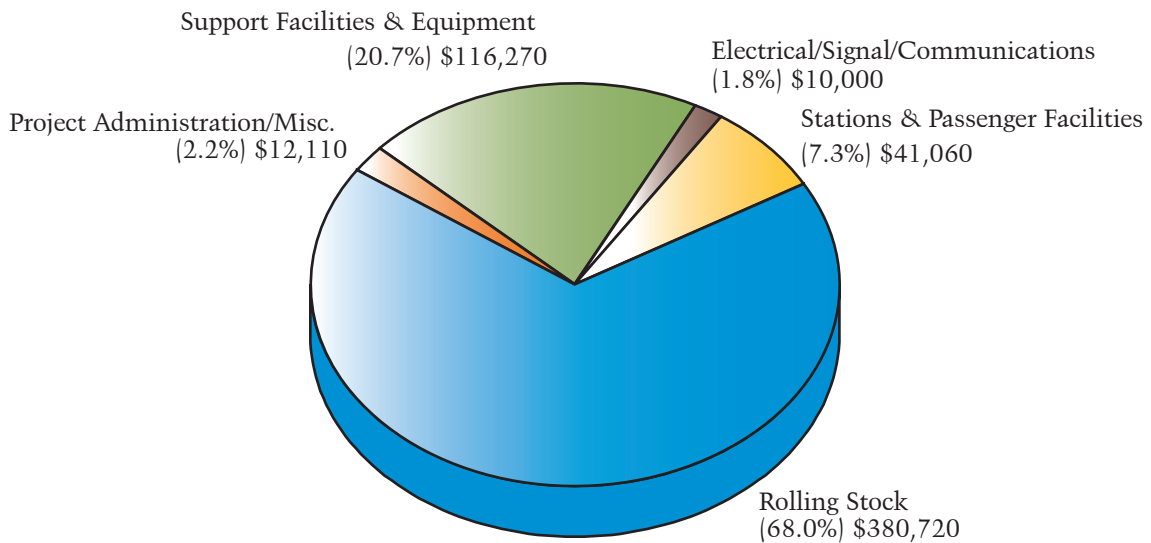
Total \$560,160



Over 82% of Pace's entire program would be funded with federal sources

Uses (000's)

Total \$560,160



68% of Pace's program is for the purchase of rolling stock

Pace Proposed 2010-2019 Ten Year Capital Business Plan—Unconstrained Needs

The RTA is requiring the Service Boards to prepare constrained and unconstrained ten year capital budgets. In summary, when comparing Pace’s needs to the current marks issued by the RTA, capital funding is inadequate to achieve a state of good repair, much less enhance or expand its existing system.

Over the ten year period, Pace has a \$407.745 million shortfall in funding to meet its replacement and enhancement needs to its existing system. Since the anticipated new state money in the amount of \$90 million is assumed for only four years by the RTA, these funds along with the Federal 5307 funding, are significantly lacking in the next ten years, and it does not even address the replacement of Pace’s rolling stock and its infrastructure based on straight line depreciation and life cycle costing.

Table 29 below compares the ten year needs against the ten year marks.

This shortfall of funding represents a challenge for Pace. Pace has the option to extend the life of some of its fixed route buses in order to undertake other capital projects such as replacing fareboxes, radios, and other equipment. However, the replacement of our infrastructure will put a major strain on our capital resources since our facilities (garages and passenger facilities) are getting older and bringing existing facilities up to a state of good repair is expected to cost approximately \$204.805 million alone in the next ten years. For nearly six years, Pace deferred a number of capital projects because it used its Federal 5307 funding to support its operations. Nearly

\$90.0 million was redirected from capital to support its operations, therefore, vehicle replacements and infrastructure improvements were deferred. In 2010, Pace once again will redirect \$9.0 million in Federal 5307 to pay for over-budget paratransit expenses. It will take several years to catch up with these replacements unless Pace receives a major increase in capital funding levels.

Lastly, it is important to note that funding is not available to address any expansion. As contained in the RTA’s strategic plan, *Moving Beyond Congestion*, Pace identified that it needs \$70.0 million for expansion of support facilities and equipment over a five year period alone. Over ten years, the need to advance Pace’s Arterial Rapid Transit (ART) core expansion and other related initiatives is in serious jeopardy. Tables 30, 31 and 32 provide a detailed listing of Pace’s ten year needs, the amount that is necessary to return the system to a state of good repair and the amount necessary to enhance the existing Pace system.



Concrete replacement is a very costly improvement and deferral of capital dollars is causing a great backlog of the work.

Table 29. Ten Year Capital Needs vs. Ten Year Marks (In Millions)

Needs	Total 10 Year Needs
State of Good Repair (SOGR)	\$ 713.545
Enhancements	254.360
	\$ 967.905
Funding	
Ten Year Estimated Capital Funding	\$ 560.160
Net Capital Shortfall	\$ 407.745

Table 30. 2010–2019 Capital Business Plan (000's)—State of Good Repair—Unconstrained

Description	Eval. Criteria*	2010	2011	2012	2013	2014	Total 2010-2014
ROLLING STOCK QUANTITIES							
Fixed Route Buses	-	61	93	66	8	182	410
Paratransit Buses - Suburban	-	0	0	145	97	218	460
Community Based Vehicles	-	0	0	0	28	25	53
Vanpool Vehicles	-	163	104	60	87	193	607
ROLLING STOCK							
616 Fixed Route Buses - Replacement	M3	\$ 24,400	\$ 37,200	\$ 26,400	\$ 3,200	\$ 72,800	\$ 164,000
920 Paratransit Vehicles - Replacement	M3	0	0	12,325	8,245	18,530	39,100
106 Community Based Vehicles - Replacement	M3	0	0	0	2,520	2,250	4,770
1,441 Vanpool Equipment - Replacement	M3	6,520	4,160	2,400	3,480	7,720	24,280
Bus Overhaul/Maintenance Expense	M3	2,000	2,000	2,000	2,000	2,000	10,000
Associated Capital	M3	4,000	3,500	3,500	3,500	3,500	18,000
Diesel Engine Retrofit	M3	8,260	1,000	1,000	1,000	1,000	12,260
Capital Cost of Contracting	M3	9,000	0	0	0	0	9,000
Subtotal - Rolling Stock		\$ 54,180	\$ 47,860	\$ 47,625	\$ 23,945	\$107,800	\$ 281,410
ELECTRICAL/SIGNAL/COMMUNICATIONS							
Systemwide Radio System - Replacement	M3	\$ 0	\$ 4,000	\$ 0	\$ 0	\$ 0	\$ 4,000
MDT/IBS - Replacement	M3	0	0	0	1,000	0	1,000
Subtotal - Electrical/Signal/Communications		\$ 0	\$ 4,000	\$ 0	\$ 1,000	\$ 0	\$ 5,000
SUPPORT FACILITIES/EQUIPMENT							
Maintenance/Support Equipment/Vehicles	M3	\$ 1,000	\$ 500	\$ 500	\$ 500	\$ 1,000	\$ 3,500
Computer Systems/Hardware & Software	M3	5,000	2,700	5,000	3,000	3,000	18,700
Office Equipment	M3	100	100	100	100	100	500
Garages - Mid-Life Reconstruction	M3	4,500	5,000	5,000	4,500	3,500	22,500
Replace Northwest Garage	M3	4,575	750	26,580	0	0	31,905
Master Plans - NW, S.Holland, Print Shop	M3	250	0	0	0	0	250
Replace South Holland Garage	M3	1,000	8,000	500	500	0	10,000
Print Shop at Headquarters Facility	M3	0	1,750	0	250	100	2,100
Farebox System - Replacement	M3	0	0	0	0	0	0
Subtotal - Support Facilities/Equipment		\$ 16,425	\$ 18,800	\$ 37,680	\$ 8,850	\$ 7,700	\$ 89,455
STATIONS AND PASSENGER FACILITIES							
Passenger Facilities - Mid-Life Reconstruction	M3	\$ 1,500	\$ 1,000	\$ 3,000	\$ 2,000	\$ 2,000	\$ 9,500
Signs/Shelters/Passenger Amenities	M3	500	500	500	750	2,750	5,000
Subtotal - Stations and Passenger Facilities		\$ 2,000	\$ 1,500	\$ 3,500	\$ 2,750	\$ 4,750	\$ 14,500
MISCELLANEOUS							
Unanticipated Capital	M3	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250
Subtotal - Miscellaneous		\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250
PROJECT ADMINISTRATION							
Project Administration	M3	\$ 1,200	\$ 1,200	\$ 1,000	\$ 1,200	\$ 1,200	\$ 5,800
Subtotal - Project Administration		\$ 1,200	\$ 1,200	\$ 1,000	\$ 1,200	\$ 1,200	\$ 5,800
GRAND TOTAL - STATE OF GOOD REPAIR		\$ 74,055	\$ 73,610	\$ 90,055	\$ 37,995	\$121,700	\$ 397,415

* MAINTAIN	ENHANCE	EXPAND
M1 - SAFETY/SECURITY	EN1 - CAPACITY IMPROVEMENT	EX1 - CONGESTION RELIEF
M2 - REGULATORY	EN2 - OPERATIONAL EFFICIENCIES	EX2 - TRANSIT ALTERNATIVES
M3 - STATE OF GOOD REPAIR	EN3 - NEW TECHNOLOGIES	

	2015	2016	2017	2018	2019	Total 2015-2019	Ten Year Total
	6	60	0	102	38	206	616
	0	0	145	97	218	460	920
	0	0	0	28	25	53	106
	220	213	154	110	137	834	1,441
\$	2,400	\$ 24,000	\$ 0	\$ 40,800	\$ 15,200	\$ 82,400	\$ 246,400
	0	0	12,325	8,245	18,530	39,100	78,200
	0	0	0	2,520	2,250	4,770	9,540
	8,800	8,520	6,160	4,400	5,480	33,360	57,640
	2,000	2,000	2,000	2,000	2,000	10,000	20,000
	3,500	2,000	2,000	2,000	3,000	12,500	30,500
	1,000	1,000	1,000	1,000	1,000	5,000	17,260
	0	0	0	0	0	0	9,000
\$	17,700	\$ 37,520	\$ 23,485	\$ 60,965	\$ 47,460	\$ 187,130	\$ 468,540
\$	0	\$ 0	\$ 0	\$ 0	\$ 4,000	\$ 4,000	\$ 8,000
	13,000	1,000	1,000	1,000	0	16,000	17,000
\$	13,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 4,000	\$ 20,000	\$ 25,000
\$	1,000	\$ 1,000	\$ 500	\$ 1,000	\$ 1,000	\$ 4,500	\$ 8,000
	3,800	5,000	3,000	3,000	3,000	17,800	36,500
	100	100	100	100	100	500	1,000
	6,000	5,000	3,000	5,000	3,500	22,500	45,000
	15,000	750	0	0	0	15,750	47,655
	0	0	0	0	0	0	250
	0	0	0	0	0	0	10,000
	0	0	0	0	0	0	2,100
	0	0	0	0	25,000	25,000	25,000
\$	25,900	\$ 11,850	\$ 6,600	\$ 9,100	\$ 32,600	\$ 86,050	\$ 175,505
\$	1,500	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 6,300	\$ 15,800
	500	500	500	3,500	3,500	8,500	13,500
\$	2,000	\$ 1,700	\$ 1,700	\$ 4,700	\$ 4,700	\$ 14,800	\$ 29,300
\$	250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250	\$ 2,500
\$	250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250	\$ 2,500
\$	1,200	\$ 1,200	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,900	\$ 12,700
\$	1,200	\$ 1,200	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,900	\$ 12,700
\$	60,050	\$ 53,520	\$ 34,535	\$ 77,515	\$ 90,510	\$ 316,130	\$ 713,545

Table 31. 2010–2019 Capital Business Plan (000's)—Enhancement Projects—Unconstrained

Description	Eval. Criteria*	2010	2011	2012	2013	2014	Total 2010-2014
ROLLING STOCK QUANTITIES							
Vanpool Vehicles	-	50	50	50	50	50	250
ROLLING STOCK							
500 Vanpool Vehicles	EN1	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 10,000
Subtotal - Rolling Stock		\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 10,000
ELECTRICAL/SIGNAL/COMMUNICATION							
TSP Technology	EN2	\$ 0	\$ 2,300	\$ 2,500	\$ 2,500	\$ 2,200	\$ 9,500
Subtotal - Electrical/Signal/Communication		\$ 0	\$ 2,300	\$ 2,500	\$ 2,500	\$ 2,200	\$ 9,500
SUPPORT FACILITIES/EQUIPMENT							
Garages/New Facilities	EN2	\$ 0	\$ 0	\$ 10,000	\$ 12,000	\$ 5,000	\$ 27,000
Subtotal - Support Facilities/Equipment		\$ 0	\$ 0	\$ 10,000	\$ 12,000	\$ 5,000	\$ 27,000
STATIONS AND PASSENGER FACILITIES							
DuPage County Transportation Center	EN2	\$ 500	\$ 2,000	\$ 0	\$ 0	\$ 0	\$ 2,500
Transit Information Signage	EN2	440	500	100	100	100	1,240
Milwaukee Ave. Transit Infrastructure	EN2	400	400	0	0	0	800
Randall Road Transit Infrastructure	EN2	800	200	0	0	0	1,000
Plainfield Park-N-Ride	EN2	245	1,300	0	0	0	1,545
Toyota Park Transit Center	EN2	475	1,400	0	0	0	1,875
Passenger Facilities/Transfer Facilities	EN2	1,200	250	2,000	3,000	2,000	8,450
Subtotal - Stations and Passenger Facilities		\$ 4,060	\$ 6,050	\$ 2,100	\$ 3,100	\$ 2,100	\$ 17,410
MISCELLANEOUS							
J-Route BRT Alternative Analysis/ART	EN2	\$ 1,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 57,000
Subtotal - Miscellaneous		\$ 1,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 57,000
GRAND TOTAL - ENHANCEMENTS		\$ 7,060	\$ 24,350	\$ 30,600	\$ 33,600	\$ 25,300	\$ 120,910

* MAINTAIN	ENHANCE	EXPAND
M1 - SAFETY/SECURITY	EN1 - CAPACITY IMPROVEMENT	EX1 - CONGESTION RELIEF
M2 - REGULATORY	EN2 - OPERATIONAL EFFICIENCIES	EX2 - TRANSIT ALTERNATIVES
M3 - STATE OF GOOD REPAIR	EN3 - NEW TECHNOLOGIES	

	2015	2016	2017	2018	2019	Total 2015-2019	Ten Year Total
	50	50	50	50	50	250	500
	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 10,000	\$ 20,000
	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 10,000	\$ 20,000
	\$ 0	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 10,000	\$ 19,500
	\$ 0	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 10,000	\$ 19,500
	\$ 0	\$ 0	\$ 10,000	\$ 12,000	\$ 0	\$ 22,000	\$ 49,000
	\$ 0	\$ 0	\$ 10,000	\$ 12,000	\$ 0	\$ 22,000	\$ 49,000
	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 2,700
	500	500	500	500	500	2,500	3,740
	0	500	250	0	0	750	1,550
	0	0	250	500	0	750	1,750
	0	0	250	0	0	250	1,795
	0	0	0	0	500	500	2,375
	0	1,000	500	500	500	2,500	10,950
	\$ 500	\$ 2,000	\$ 1,750	\$ 1,500	\$ 1,700	\$ 7,450	\$ 24,860
	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 28,000	\$ 84,000	\$ 141,000
	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 28,000	\$ 84,000	\$ 141,000
	\$ 16,500	\$ 20,500	\$ 30,250	\$ 32,000	\$ 34,200	\$ 133,450	\$ 254,360

Table 32. 2010–2019 Ten Year Capital Plan (000's)—Suburban Service—Total Unconstrained Program

Description	Eval. Criteria*	2010	2011	2012	2013	2014	Total 2010-2014
ROLLING STOCK							
616 Fixed Route Buses - Replacement	M3	\$ 24,400	\$ 37,200	\$ 26,400	\$ 3,200	\$ 72,800	\$ 164,000
920 Paratransit Vehicles - Replacement	M3	0	0	12,325	8,245	18,530	39,100
106 Community Based Vehicles - Replacement	M3	0	0	0	2,520	2,250	4,770
1,441 Vanpool Equipment - Replacement	M3	6,520	4,160	2,400	3,480	7,720	24,280
500 Vanpool Equipment	EN2	2,000	2,000	2,000	2,000	2,000	10,000
Bus Overhaul/Maintenance Expense	M3	2,000	2,000	2,000	2,000	2,000	10,000
Associated Capital	M3	4,000	3,500	3,500	3,500	3,500	18,000
Diesel Engine Retrofit	M3	8,260	1,000	1,000	1,000	1,000	12,260
Capital Cost of Contracting	M3	9,000	0	0	0	0	9,000
Subtotal - Rolling Stock		\$ 56,180	\$ 49,860	\$ 49,625	\$ 25,945	\$ 109,800	\$ 291,410
ELECTRICAL/SIGNAL/COMMUNICATIONS							
Systemwide Radio System - Replacement	M3	\$ 0	\$ 4,000	\$ 0	\$ 0	\$ 0	\$ 4,000
MDT/IBS - Replacement	M3	0	0	0	1,000	0	1,000
TSP Technology	EN2	0	2,300	2,500	2,500	2,200	9,500
Subtotal - Electrical/Signal/Communications		\$ 0	\$ 6,300	\$ 2,500	\$ 3,500	\$ 2,200	\$ 14,500
SUPPORT FACILITIES/EQUIPMENT							
Maintenance/Support Equipment/Vehicles	M3	\$ 1,000	\$ 500	\$ 500	\$ 500	\$ 1,000	\$ 3,500
Computer Systems/Hardware & Software	M3	5,000	2,700	5,000	3,000	3,000	18,700
Office Equipment	M3	100	100	100	100	100	500
Garages - Mid-Life Reconstruction	M3	4,500	5,000	5,000	4,500	3,500	22,500
Replace Northwest Garage	M3	4,575	750	26,580	0	0	31,905
Master Plans - NW, S.Holland, Print Shop	M3	250	0	0	0	0	250
Replace South Holland Garage	M3	1,000	8,000	500	500	0	10,000
Print Shop at Headquarters Facility	M3	0	1,750	0	250	100	2,100
Farebox System - Replacement	M3	0	0	0	0	0	0
Garages/New Facilities	EN2	0	0	10,000	12,000	5,000	27,000
Subtotal - Support Facilities/Equipment		\$ 16,425	\$ 18,800	\$ 47,680	\$ 20,850	\$ 12,700	\$ 116,455
STATIONS AND PASSENGER FACILITIES							
DuPage County Transportation Center	EN2	\$ 500	2,000	\$ 0	\$ 0	\$ 0	\$ 2,500
Transit Information Signage	EN2	440	500	100	100	100	1,240
Milwaukee Ave. Transit Infrastructure	EN2	400	400	0	0	0	800
Randall Road Transit Infrastructure	EN2	800	200	0	0	0	1,000
Plainfield Park-N-Ride	EN2	245	1,300	0	0	0	1,545
Toyota Park Transit Center	EN2	475	1,400	0	0	0	1,875
Passenger Facilities - Mid-Life Reconstruction	M3	1,500	1,000	3,000	2,000	2,000	9,500
Passenger Facilities/Transfer Facilities	EN2	1,200	250	2,000	3,000	2,000	8,450
Signs/Shelters/Passenger Amenities	M3	500	500	500	750	2,750	5,000
Subtotal - Stations and Passenger Facilities		\$ 6,060	\$ 7,550	\$ 5,600	\$ 5,850	\$ 6,850	\$ 31,910
MISCELLANEOUS							
Unanticipated Capital	M3	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250
J-Route BRT Alternative Analysis/ART	EN2	1,000	14,000	14,000	14,000	14,000	57,000
Subtotal - Miscellaneous		\$ 1,250	\$ 14,250	\$ 14,250	\$ 14,250	\$ 14,250	\$ 58,250
PROJECT ADMINISTRATION							
Project Administration	M3	\$ 1,200	\$ 1,200	\$ 1,000	\$ 1,200	\$ 1,200	\$ 5,800
Subtotal - Project Administration		\$ 1,200	\$ 1,200	\$ 1,000	\$ 1,200	\$ 1,200	\$ 5,800
GRAND TOTAL		\$ 81,115	97,960	\$ 120,655	\$ 71,595	\$ 147,000	\$ 518,325

2015	2016	2017	2018	2019	2015-2019	Ten Year Total
\$ 2,400	\$ 24,000	\$ 0	\$ 40,800	\$ 15,200	\$ 82,400	\$ 246,400
0	0	12,325	8,245	18,530	39,100	78,200
0	0	0	2,520	2,250	4,770	9,540
8,800	8,520	6,160	4,400	5,480	33,360	57,640
2,000	2,000	2,000	2,000	2,000	10,000	20,000
2,000	2,000	2,000	2,000	2,000	10,000	20,000
3,500	2,000	2,000	2,000	3,000	12,500	30,500
1,000	1,000	1,000	1,000	1,000	5,000	17,260
0	0	0	0	0	0	9,000
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 19,700	\$ 39,520	\$ 25,485	\$ 62,965	\$ 49,460	\$ 197,130	\$ 488,540
\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,000	\$ 4,000	\$ 8,000
13,000	1,000	1,000	1,000	0	16,000	17,000
0	2,500	2,500	2,500	2,500	10,000	19,500
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 13,000	\$ 3,500	\$ 3,500	\$ 3,500	\$ 6,500	\$ 30,000	\$ 44,500
\$ 1,000	\$ 1,000	\$ 500	\$ 1,000	\$ 1,000	\$ 4,500	\$ 8,000
3,800	5,000	3,000	3,000	3,000	17,800	36,500
100	100	100	100	100	500	1,000
6,000	5,000	3,000	5,000	3,500	22,500	45,000
15,000	750	0	0	0	15,750	47,655
0	0	0	0	0	0	250
0	0	0	0	0	0	10,000
0	0	0	0	0	0	2,100
0	0	0	0	25,000	25,000	25,000
0	0	10,000	12,000	0	22,000	49,000
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 25,900	\$ 11,850	\$ 16,600	\$ 21,100	\$ 32,600	\$ 108,050	\$ 224,505
\$ 0	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 2,700
500	500	500	500	500	2,500	3,740
0	500	250	0	0	750	1,550
0	0	250	500	0	750	1,750
0	0	250	0	0	250	1,795
0	0	0	0	500	500	2,375
1,500	1,200	1,200	1,200	1,200	6,300	15,800
0	1,000	500	500	500	2,500	10,950
500	500	500	3,500	3,500	8,500	13,500
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 2,500	\$ 3,700	\$ 3,450	\$ 6,200	\$ 6,400	\$ 22,250	\$ 54,160
\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,250	\$ 2,500
14,000	14,000	14,000	14,000	28,000	84,000	141,000
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 14,250	\$ 14,250	\$ 14,250	\$ 14,250	\$ 28,250	\$ 85,250	\$ 143,500
\$ 1,200	\$ 1,200	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,900	\$ 12,700
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 1,200	\$ 1,200	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,900	\$ 12,700
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ 76,550	\$ 74,020	\$ 64,785	\$ 109,515	\$ 124,710	\$ 449,580	\$ 967,905

Regional ADA Capital Business Plan

ADA Capital Business Plan and Needs

Table 33 below represents a list of ADA capital needs for the 2010-2019 ten year period. The program identifies a need for \$193.020 million. This program has no specific funding identified and RTA has provided no marks for Regional ADA.

The program contains \$137.640 million for the replacement of 1,600 vehicles for services operated in the City of Chicago. These vehicles are replaced every four years, therefore in the course of ten years, they are replaced at least twice. The program contains \$6.400 million for a radio system and a call recorder system; \$41.050 million for the construction of three bus garages, regional call center equipment, computers and a

new farebox system, and \$10.000 million for design and construction of transit facilities and bus stop upgrades.

Pace has identified the cost to replace all vehicles currently operated by the City's private contractors. This is based on Pace's business model and how it operates paratransit services in the suburbs. Replacing these vehicles would allow Pace to receive more competitive bidding from private contractors. The same is true for garages. If Pace owns the fixed facility, it can save on lease cost pass through by the private bus companies.

It should be understood that the ADA paratransit service is the only fully privatized regional transit program.

Table 33. 2010–2019 ADA Capital Business Plan (000's)—Unconstrained

Project Description	Eval. Criteria*	2010	2011	2012	2013	2014	Five Year Total
ROLLING STOCK QUANTITIES							
Buses - Paratransit	-	100	100	100	800	420	800
ROLLING STOCK							
Buses - Paratransit	M3	\$ 8,500	\$ 8,500	\$ 8,500	\$ 6,800	\$ 35,700	\$ 68,000
Associated Capital	M3	210	210	100	150	150	820
Subtotal - Rolling Stock		\$ 8,710	\$ 8,710	\$ 8,600	\$ 6,950	\$ 35,850	\$ 68,820
ELECTRICAL/SIGNAL/COMMUNICATIONS							
Radio System	M3	\$ 0	\$ 0	\$ 3,000	\$ 0	\$ 0	\$ 3,000
Call Recorder for Contractor Sites	EN3	0	0	200	0	0	200
Subtotal - Electrical/Signal/Communications		\$ 0	\$ 0	\$ 3,200	\$ 0	\$ 0	\$ 3,200
SUPPORT FACILITIES AND EQUIPMENT							
Construct - 3 Garages	EN1	\$ 0	\$ 5,000	\$ 5,000	\$ 5,000	\$ 0	\$ 15,000
Regional Call Centers Telephone Equipment	M1	0	0	1,700	1,700	0	3,400
Computers	M3	0	0	20	20	0	40
Farebox System	EN2	0	0	975	0	0	975
Subtotal - Support Facilities and Equipment		\$ 0	\$ 5,000	\$ 7,695	\$ 6,720	\$ 0	\$ 19,415
STATIONS AND PASSENGER FACILITIES							
Construct -3 Transfer Facilities	EN1	\$ 0	\$ 1,000	\$ 1,000	\$ 1,000	\$ 0	\$ 3,000
ADA Stop Upgrades	EN1	0	0	1,000	1,000	0	2,000
Subtotal - Stations and Passenger Facilities		\$ 0	\$ 1,000	\$ 2,000	\$ 2,000	\$ 0	\$ 5,000
GRAND TOTAL		\$ 8,710	\$ 14,710	\$ 21,495	\$ 15,670	\$ 35,850	\$ 96,435

*** MAINTAIN**

M1 - SAFETY/SECURITY
M2 - REGULATORY
M3 - STATE OF GOOD REPAIR

ENHANCE

EN1 - CAPACITY IMPROVEMENT
EN2 - OPERATIONAL EFFICIENCIES
EN3 - NEW TECHNOLOGIES

EXPAND

EX1 - CONGESTION RELIEF
EX2 - TRANSIT ALTERNATIVES



Private contractor buses are used in the City of Chicago.

2015	2016	2017	2018	2019	Total 2015-2019	Ten Year Total
100	100	100	800	420	800	1600
\$ 8,500	\$ 8,500	\$ 8,500	\$ 6,800	\$ 35,700	\$ 68,000	\$ 136,000
150	210	210	100	150	820	1,640
\$ 8,650	\$ 8,710	\$ 8,710	\$ 6,900	\$ 35,850	\$ 68,820	\$ 137,640
\$ 0	\$ 0	\$ 0	\$ 3,000	\$ 0	\$ 3,000	\$ 6,000
0	0	0	200	0	200	400
\$ 0	\$ 0	\$ 0	\$ 3,200	\$ 0	\$ 3,200	\$ 6,400
\$ 0	\$ 0	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000	\$ 30,000
0	0	0	1,700	1,700	3,400	6,800
150	0	0	20	20	190	230
0	0	0	975	0	975	1,950
\$ 150	\$ 0	\$ 5,000	\$ 7,695	\$ 6,720	\$ 20,565	\$ 41,050
\$ 0	\$ 0	\$ 1,000	\$ 1,000	\$ 1,000	\$ 3,000	\$ 6,000
0	0	0	1,000	1,000	2,000	4,000
\$ 0	\$ 0	\$ 1,000	\$ 2,000	\$ 2,000	\$ 5,000	\$ 10,000
\$ 8,800	\$ 8,710	\$ 14,710	\$ 19,795	\$ 44,570	\$ 96,585	\$ 193,020

Pace's 25th Anniversary

Pace celebrated its 25th Anniversary in 2009 by dedicating a new administrative office. During the past 25 years, Pace focused its efforts on replacing 10 bus garages, constructing 7 new transportation centers, 12 bus transfer points and 8 park-n-ride lots. Pace spent \$120 million building the infrastructure that was necessary to provide quality public transportation service in the suburbs. The last facility that needed replacement was the administrative office building in Arlington Heights and it was completed in 2009.

Pace Headquarters Building

Size

65,000 square feet with expansion capabilities for a third floor which would add approximately 20,000 square feet to the building.

Construction Cost

\$14,200,000 (\$218 per square foot)

Funding

Federal Transit Administration	\$7,900,000 – 56%
Regional Transportation Authority	\$3,600,000 – 25%
Pace Suburban Bus	\$2,700,000 – 19%

Design

Muller and Muller Architects

Construction

Nicholas and Associates

Features Include

- Easy public access to the board room.
- Multiple function rooms such as board/training room, lunch/training room, conference rooms, graphics studio, high density filing rooms and computer room.
- State of the art audio-visual system for presentations and training classes.
- Standardized offices and cubicles.

Photos

Compliments of Ballogg Photography of Chicago



Pace's Headquarters Facility was dedicated on July 1, 2009.



Pace's Board Room also doubles as a conference center for large meetings.



Pace's state of the art computer center.

Energy Efficiency Features

The building has been designed with an efficient lighting system utilizing automatic dimming and occupancy sensor controls. The lights adjacent to the windows have day light sensors that will dim in response to the outside sunlight. Additionally, occupancy sensors will sense when there is no movement and the lights will go off automatically.

In addition, the building has a Computer Based Building Automation System monitored from a PC either from the building or remotely. The system monitors the status of all HVAC equipment to ensure that they are operating properly.

Leadership in Energy and Environmental Design (LEEDS)

The design of the building incorporated sustainable design elements to the greatest extent feasible based on the limited construction budget. Pace incorporated those items that would provide the most benefit and allow for an “Existing Building” (EB) certification at a later date. These items include: easy access to public transportation and the purchase of a bike stand; designed according to Model Energy Code; purchased building level HVAC and refrigeration equipment and fire suppression systems that do not contain HCFC or Halon; purchased low VOC emitting materials such as paint, carpet, etc.; installed a permanent carbon dioxide monitoring system; used recycled asphalt material and regional materials; purchased highly efficient roofing system; purchased premium efficiency motors for HVAC equipment; and purchased daylight harvesting for the lighting system.



First floor office cubicles.



Lobby allows easy access for visitors.

This page left intentionally blank.