# Pace Suburban Bus Division
## of the Regional Transportation Authority of Illinois

# INITIAL TRANSIT ASSET MANAGEMENT PLAN 2019 UPDATE

# INITIAL TRANSIT ASSET MANAGEMENT PLAN

OCTOBER 2018

*Prepared with support from:*

WSP

## APPROVAL

| ACCOUNTABLE EXECUTIVE | SIGNATURE | DATE |
|---|---|---|
| Melinda J. Metzger,<br>General Manager/<br>Chief Operating Officer,<br>Pace Suburban Bus | Melinda J. Metzger | March, 2019 |

# PACE AND WSP DOCUMENT CONTROL

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| Pace Custodians | Janet Kuhn, Capital Infrastructure Program Manager<br>Jonathan Christ, Transit Asset Management Coordinator |
| WSP Support Staff | Thomas Goodyer<br>Sophie Cohen |

# PACE INTERNAL REVISION CONTROL

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| | | | |

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## BACKGROUND

In 2012, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law. MAP-21 made several fundamental changes to the statutes which authorize the Federal transit programs at 49 U.S.C. Chapter 53. Transit agencies who receive federal assistance or grant money, are required by 2016 law, 49 CFR 625, to create a Transit Asset Management (TAM) Plan comprised of a capital asset inventory (i.e. vehicles, facilities, equipment), capital asset condition assessment, investment prioritization, and performance target measures related to achieving a State of Good Repair (SGR). The intent is to provide increased transparency into agencies' budgetary decision-making process.

By FTA definition, Pace is considered a Tier I provider because we operate greater than 101 vehicles across all fixed route modes. Each Tier I provider developing a TAM Plan must report annually to the National Transit Database (NTD). Pace was required to have an initial nine element TAM Plan in place by no later than October 1, 2018. Pace successfully met this federal requirement. The September 27, 2019 FTA Triennial Exit Conference identified the Pace Initial TAM Plan as "…exemplary amongst its peers, and near the top of those plans reviewed thus far".

In October 2017, Pace awarded a five-year contract to WSP, USA, Inc., to provide TAM Plan consulting services to assist Pace with meeting our MAP-21 regulatory obligations. WSP shall help staff map the organizational mission for TAM and NTD by developing, mentoring, and training, a cross- functional internal TAM task force committee(s) in the industry best practices of transit asset management by educating staff in ways to approach transit asset management as a strategic business plan initiative. On an annual basis, the TAM Consultant shall refine and annually update the capital asset inventory, develop, and conduct an annual capital asset condition assessment of all Pace facilities, and update the TAM Plan as required by federal rule.

## WHAT IS AN ASSET MANAGEMENT PLAN?

An asset management plan provides an organization-wide view of the work necessary to deliver the organization's goals and objectives.

In striving to achieve a State-of-Good-Repair (SGR), this plan provides Pace with:

- A consolidated set of current practices and policies
- Consolidated technical and financial information about Pace's assets
- An understanding of our challenges, and present and future demands
- Clearly established links between organizational goals and asset management initiatives

## TAM PLAN PURPOSE

This TAM Plan covers a five-year time horizon. While this is one year longer than the FTA mandated four-year time horizon, it is consistent with Pace's Capital Business Plan, and other Federal planning cycles, such as the region's 2019-2024 Transportation Improvement Program (TIP) developed by the Chicago Metropolitan Agency for Planning (CMAP), the region's federally designated Metropolitan Planning Organization (MPO). The purpose of Pace's initial TAM Plan is to:

- Document the existing asset inventory – including nature, extent, age, and condition of Pace's physical assets.
- Identify existing and proposed levels of service to be achieved with these assets.
- Document the key processes, organization, technology, and tools that are required to perform effective asset management.
- Identify the lifecycle management strategies of each asset class, including inspection, maintenance, rehabilitation, and replacement.
- Assess the capital and operating budgets necessary to support Safe, Reliable, Courteous, Efficient, and Effective public transportation services.
- Establish plans for reviewing and improving Pace's approach to asset management activities.

## ASSET MANAGEMENT POLICY

Pace's first Transit Asset Management Policy was developed in 2018 in accordance with the FTA ruling on asset management and existing policies at Pace. The "Policy" establishes Pace's commitment to maximizing the utilization of Pace's capital assets and establishing a cost-effective plan for long term capital investment needs while balancing service/operational needs and requirements and minimizing lifecycle costs. Transit Asset Management provides a process for performance planning and establishing the strategy for transit capital assets to be maintained in a State of Good Repair.

## PACE'S ASSETS AND THEIR CONDITION

The first step to improving the condition of Pace's assets is to identify and document the inventory of assets under Pace control. Pace owns, operates, and maintains a variety of assets, including facilities, vehicles, equipment, and garages. Pace contracts out certain types of transportation services to third party contractors, including Paratransit and some municipal services. The assets used for these contracted services are maintained by the contractors.

This initial TAM Plan brings together inventory information from numerous sources and documents the various rolling stock, facilities, equipment, and systems assets that allow Pace to serve our customers.

At a high-level, Pace's assets include:

- 30 Over-the road Bus Fleet (BR)
- 738 Fixed Route Buses (BU)
- 581 Cutaway Vehicles (CU)
- 301 Minivan Fleet (MV)
- 389 Vans (VN)
- 12 Administration and Maintenance Facilities
- Farebox System
- 187 Non-Revenue Vehicles
- 26 Passenger Facilities
- Radio System
- Automated Vehicle Location (AVL) System
- Intelligent Bus System (IBS)
- Transit Signal Priority (TSP) System
- DriveCam On-Bus Security System

The second step to improving the condition of Pace's assets is to understand their current condition. Reliable knowledge of asset condition will enable Pace to justify capital programs, funding requests, and more knowledgably prioritize across multiple divisions and asset classes. Pace already has contracts or processes in place to assess the condition of our facilities and rolling stock, and we will continue to refine our condition inspection and assessment processes and criteria for other asset classes moving forward. This initial TAM Plan provides preliminary condition information for all asset classes, which will be updated in future iterations of the initial TAM Plan.

Preliminary condition information reveals that many of our assets are in good condition. However, expansion or procurement of additional assets, such as garage space, will be important to continue to maintain our existing assets and grow our ridership. Pace's maintenance and rehabilitation practices enable our assets to function safely and meet our service goals, however, additional resources would allow Pace to be more innovative in our service provision and the asset management required to provide those services.

## ASSET MANAGEMENT ENABLERS AND LIFECYCLE MANAGEMENT STRATEGIES

The Accountable Executive with responsibility for carrying out asset management practices is Pace's General Manager, and Chief Operating Officer, **Melinda J. Metzger.** Asset Management activities at Pace, including the development of this plan, are led by Pace's Capital Infrastructure Program Manager and Transit Asset Management Coordinator who are in the Capital Financing and Infrastructure Department and are responsible for day-to-day activities related to TAM. Individuals from many other departments throughout Pace have been involved in the development of this TAM Plan, through participation in workshops and provision of relevant data and information and will continue to play an important role in managing Pace's assets moving forward.

Enterprise-wide processes and technologies enable Pace to deliver our asset management objectives and make decisions about asset investments. Pace stores information on our rolling stock assets in Oracle Enterprise Asset Management (eAM). Pace uses a variety of other programs, some of which are flexible, such as Oracle Application Express (APEX), to store, manage, and analyze data on asset age, condition, and replacement costs.

During the development of this initial TAM Plan, the lifecycle strategies for all major assets were reviewed, and a shift to more advanced asset management principles and planning has begun at Pace. To continue to implement innovative solutions to provide more reliable, efficient, and effective service, Pace must invest in both new and existing assets and technology. Pace's Bus on Shoulder and Pulse programs are representative of the direction we are moving; however, innovative programs will require additional investment moving forward to enable Pace to continue to provide these services while continuing to practice effective asset management, including conducting inspections, preventative maintenance, and the immediate correction of any defects identified.

## INVESTMENT PRIORITIZATION

Pace has had a Capital Project Scoring process in place since 1991, including Capital Project Scoring Criteria. The criteria have been adjusted as needed over the years during annual budget cycles to accommodate funding limitations and shifting agency priorities. Pace is currently preparing for an update to our 20-year strategic plan, *Vision 2020: Blueprint for the Future*, titled ***Driving Innovation*** which will inform future adjustments to our Capital Project Scoring process. The Budget Planning and Analysis Department sends out a call for submission of projects annually to kick-off the budgeting cycle. Capital budget requests must include project funding justifications and demonstrate a need that will be met, while considering asset management and impact on State of Good Repair. The total annual request for capital funding typically exceeds the available funding, requiring the Budget Planning and Analysis Department, in coordination with the user departments and Senior Staff, to prioritize the projects that will receive funding. The General Manager and Chief Operating Officer assembles a review committee, which uses the existing Capital Project Scoring Criteria to assess the requests.

For fiscal years 2020 through 2024, Pace expects to have approximately $548 million available for capital investments from federal funds, Regional Transportation Authority (RTA) appropriations, and positive budget variance (PBV) funds. This funding will be invested in projects ranging from replacement and rehabilitation of rolling stock to procuring new and rehabilitating existing facilities, garages, and the farebox system.

## ASSET MANAGEMENT IMPLEMENTATION

At a minimum, this Plan will undergo a comprehensive update and review every four years, with a preferred update cycle of every three years to coincide with the FTA triennial review process. Certain aspects of the initial TAM Plan will be reviewed more frequently, on an annual cycle. This includes a review of asset condition, performance targets (as part of annual submissions to the National Transit Database), and a framework for asset management Baseline and Future Improvement Objectives.

Building on our existing strengths in asset management, such as our established Capital Project Scoring process, we have made significant strides toward improving our asset management practices. Pace has written and approved our initial Transit Asset Management Policy and our initial Transit Asset Management Plan and have contracted with a consulting company to develop a condition assessment methodology for facilities, as well as to conduct condition assessments.

Pace looks forward to building on these first steps to grow a mature asset management system that will enable us to improve our State of Good Repair and ensure the successful operations of our Regional Bus and Paratransit services for many years to come.

**END OF EXECUTIVE SUMMARY**

# 1. INTRODUCTION

This Initial Transit Asset Management (TAM) Plan sets out Pace's approach to managing our assets to deliver public transportation services in Northeastern Illinois.

## ABOUT PACE

Pace Suburban Bus is the premier suburban transit provider, safely and efficiently moving people to work, school, and other regional destinations.

Pace's family of public transportation services offer affordable, innovative, and environmentally responsible transit options for the residents of 284 municipalities in Cook, Will, DuPage, Kane, Lake and McHenry counties. The backbone of Chicago's suburbs, Pace serves approximately 127,000 daily riders. One of the largest bus services in North America, Pace covers 3,677 square miles, an area nearly the size of the state of Connecticut and about 15 times the size of the City of Chicago. Pace's innovative approach to public transportation gives the agency a national reputation as an industry leader.

Pace is governed by a Board of Directors consisting of thirteen directors. Each serves a four-year term and, with the exception of the Commissioner of the Mayor's Office for People with Disabilities, must be a Mayor or Village President from his or her respective region, or a former Mayor or Village President residing in his or her respective region.

# PACE HISTORY AND FACTS

Pace was created by the 1983 RTA Act to unify the numerous disparate suburban bus agencies that existed at that time. In doing so, fares, branding and management were made consistent throughout the region. On July 1, 1984, the consolidated agency began operations as the Suburban Bus Division of the Regional Transportation Authority. A year after that, the brand name 'Pace' was established.

For its first few years, Pace focused on the unification efforts and renewing its bus garages and fleet, but rapid population and employment growth in the suburbs led to multiple strategic planning and long range planning efforts that took place in the late 1980s and throughout the 1990s.

Accessibility has always been a hallmark of Pace service. Pace provided "Section 504" service to people with disabilities several years before this type of service was required by the Americans with Disabilities Act. In 2006, Pace had established itself as a leader in providing efficient, quality service to people with disabilities, and the Illinois legislature designated that Pace would assume responsibility for ADA paratransit in Chicago from the CTA. The move made Pace the largest providers of paratransit service in the United States.

By providing quality public transportation options, Pace helps residents of Northeastern Illinois reduce their carbon footprint, protect the environment for present and future generations, and conserve natural resources. In fact, Pace's family of transit services already removes more than 100,000 cars from our roadways every day.

# GO GREEN WITH PACE

According to the American Public Transportation Association (APTA), the "leverage effect" of public transportation reduces the nation's carbon emissions by 37 million metric tons annually - equivalent to the electricity used by 4.9 million households. To achieve a similar reduction in carbon emissions, every household in New York City, Washington, D.C., Atlanta, Denver and Los Angeles combined would have to completely stop using electricity.

People living in households within one-quarter mile of rail or one-tenth mile from a bus stop drive approximately 4,400 fewer miles annually compared to persons in similar households with no access to public transit. This equates to an individual household reduction of 223 gallons of gasoline a year.

Supporting transportation efficient land use patterns saves 4.2 billion gallons of gasoline - more than three times the amount of gasoline refined from the oil we import from Kuwait. Public transportation use saves the equivalent of 900,000 automobile fill-ups every day. The typical public transit rider consumes on average one half of the oil consumed by an automobile rider.

This is why one of Pace's top priorities is to reduce our carbon footprint and improve the quality of our community's environment:

- Pace has 91 buses at South Division which use compressed natural gas (CNG), a fuel source that emits fewer greenhouse gases than diesel. South Division became a CNG fueling station in 2016 and was retrofitted in 2017-18 to allow for indoor maintenance on CNG buses.
- At the other divisions, Pace follows federal guidelines relating to clean diesel and for the maintenance of different engine types to maximize productivity and minimize pollution. We use ultra-low sulfur fuels that meet all federal requirements.
- Pace provides its employees with $75/month incentive to commute to work in a vanpool. Learn how you can join a carpool or vanpool at PaceRideShare.com.
- Pace recycles tires that can be used for playground flooring, tire retreading and even for tire derived fuel.
- Pace uses transit signal priority on several corridors, which saves fuel and reduces carbon emissions released into the air by buses idling at a red light.
- Any newly purchased diesel-fueled bus, from El Dorado National, have transmissions and hydraulic systems which utilize synthetic fluids that extend drain intervals (every 75,000 miles instead of 12,000) for reduced environmental impact.
- In 2012, Pace purchased hybrid paratransit buses for Schaumburg and Elgin and two full-sized hybrid buses for Highland Park

## ACCOUNTABLE EXECUTIVE

625.25 (a)(3) A provider's Accountable Executive is ultimately responsible for ensuring that a TAM Plan is developed and carried out in accordance with this part.

The Accountable Executive with responsibility for carrying out asset management practices is Pace's General Manager/Chief Operating Officer, **Melinda Metzger**.

## TAM PLAN SCOPE AND OBJECTIVES

This is Pace's initial TAM Plan, covering groups of assets, broke into categories, based on the required Federal Transit Administration (FTA) National Transit Database (NTD) annual reporting, the main drivers of the TAM Plan, and others based on the Regional Transportation Authority (RTA) annual budget categories. See Appendices for additional information.

The purpose of this initial TAM Plan is to:

- Document the asset inventory, including nature, extent, age, and condition of Pace's physical assets.
- Identify existing and proposed levels of service to be achieved with these assets.
- Identify the baseline lifecycle management needs, including maintenance, replacement, and enhancement for each asset class.
- Assess the capital budgets necessary to support safe, reliable, courteous, efficient, and effective transit services and to maintain the assets in a state of good repair.
- Document the key processes, organization, technology, and tools that enable effective asset management.
- Establish action plans for improving Pace's approach to asset management activities.

This initial TAM Plan provides a baseline from which Pace will continue to build and improve our asset management practices.

## RELATIONSHIP TO OTHER DOCUMENTS

Pace's initial TAM Plan is informed by and aligned with several other Pace documents, including:

- Vision 2020: Blueprint for the Future sets forth some of the baseline goals and objectives around which this TAM Plan is aligned as Pace is undertaking an update, titled ***Driving Innovation***.
- Annual Operating and Capital Program; Three-Year Business Plan for Operations; and Five-Year Capital Business Plan which provide an overview of Pace's system, describe the funding challenges we face, and outline the capital and operating budget projections.
- Rolling Stock, Facilities, and Equipment Maintenance Manual describes how Pace maintains our fleet of rolling stock and equipment.

- Facility Maintenance Plans and Practice Overview and Procedures for Inspections contains information on how responsibilities are shared across departments, and procedures for various inspections.
- Under development, and for federal compliance is Pace's Public Transit Agency Safety Plan (PTASP).
- Pace Facilities Inspection Reports 2018 and 2019
- Miscellaneous policies, procedures, standards, and plans, which document how Pace operates, providing information used within this TAM Plan.

## TAM PLAN PERIOD

625.29 Transit Asset Management plan: horizon period, amendments, and updates. (a) *Horizon period.* A TAM Plan must cover a horizon period of at least four (4) years. (b) *Amendments.* A provider should amend its TAM Plan whenever there is a significant change to the asset inventory, condition assessments, or investment prioritization that the provider did not reasonably anticipate during the development of the TAM Plan. (c) *Updates.* A provider must update its entire TAM Plan at least once every four (4) years. A provider's TAM Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

This initial TAM Plan covers a five-year time horizon. While this is one year longer than the FTA mandated four-year time horizon, it is consistent with Pace's Capital Business Plan, and other Federal planning cycles, such as the region's Transportation Improvement Program (TIP) developed by the Chicago Metropolitan Agency for Planning (CMAP), the region's federally designated Metropolitan Planning Organization (MPO). In addition, the Regional Transportation Authority (RTA), which is charged with financial oversight, funding, and regional transit planning for Pace and the region's other two transit operators, the Chicago Transit Authority (CTA) and Metra, is required to prepare and adopt a Strategic Plan every five years, as mandated by the 2008 RTA Act. The RTA has also released *Invest in Transit: the 2018-2023 Regional Transit Strategic Plan*.

Future updates to this initial TAM Plan will be made at least every four years, or more frequently following any major changes to the asset inventory, updated condition assessments, major investments, or revised prioritization processes. As required by the ruling, the update will coincide with the planning cycle for the development of the regional TIP, however, Pace's fiscal year begins on January 1, while the TIP coincides with the federal fiscal year, which begins on October 1. There may be minor misalignment between updates to the initial TAM Plan and the annual budget due to these varying cycles, however, Pace will make appropriate updates to our initial TAM Plan as needed to accurately reflect committed funding and agency priorities.

## TAM PLAN REQUIREMENTS

In July 2012, the U.S. Government enacted the Moving Ahead for Progress in the 21st Century (MAP-21) Act, a funding and authorization bill that places specific asset

management requirements on transit operators across the U.S. MAP-21 required that all transit agencies develop and update an Asset Management Plan.[1]

The Federal Transit Administration (FTA) released the TAM Final Rule in July 2016, under 625 of Title 49 Code of Federal Regulations. Table 1, on the following two pages, lists the requirements of FTA's TAM Final Rule and describes how the contents of this document relate to these requirements.

[1] 49 CFR 625.25 (a)

## Table 1: TAM Plan Requirements and Section Correspondence

| | 49 CFR PART 625 | RELEVANT DOCUMENT SECTION | PAGE NUMBER (STARTING) |
|---|---|---|---|
| Objective | 625.25 (a)(1) Each tier I provider must develop and carry out a TAM Plan that includes each element under paragraph (b) of this section.<br>(2) Each tier II provider must develop its own TAM Plan or participate in a group TAM Plan. A tier II provider's TAM Plan and a group TAM Plan only must include elements under paragraphs (b)(1) through (4) of this section. | Entire document | Entire document |
| Definition | 625.25 (3) A provider's Accountable Executive. | Accountable Executive | 9 |
| TAM Plan Core Elements | 625.25 (b) A TAM Plan must include (1) An inventory of the number and type of capital assets. | Asset Inventory | 23 and appendices |
| | (2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility. | Asset Condition and Performance | 24 and appendices |
| | (3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization; | Description of Analytical Processes for Investment Prioritization | 37 |
| | (4) A provider's project-based prioritization of investments, | Project-Based Prioritization of Capital Investments | 41 |
| | (5) A provider's TAM and SGR policy; | Transit Asset Management and State of Good Repair Policy | 14 |
| | (6) A provider's TAM Plan implementation strategy; | Asset Management Implementation | 46 |
| | (7) A description of key TAM activities that a provider intends to engage in over the TAM Plan horizon period; | Lifecycle Management Strategies | 29, 32, and appendices |
| | (8) A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM Plan; and | Organization and Resource Plan | 27 |
| | (9) An outline of how a provider will monitor, update, and evaluate, as needed, its TAM Plan and related business practices, to ensure the continuous improvement of its TAM practices. | TAM Plan Update and Evaluation | 47 |

### *Table 1: TAM Plan Requirements and Section Correspondence (Continued)*

| | 49 CFR PART 625 | RELEVANT DOCUMENT SECTION | PAGE NUMBER (STARTING) |
|---|---|---|---|
| Additional Compliance Items | 625.33 Investment prioritization. (a) A TAM Plan must include an investment prioritization that identifies a provider's programs and projects to improve or manage over the TAM Plan horizon period the state of good repair of capital assets for which the provider has direct capital responsibility. (b) A provider must rank projects to improve or manage the state of good repair of capital assets in order of priority and anticipated project year. (c) A provider's project rankings must be consistent with its TAM policy and strategies. (d) When developing an investment prioritization, a provider must give due consideration to those state of good repair projects to improve that pose an identified unacceptable safety risk when developing its investment prioritization. (e) When developing an investment prioritization, a provider must take into consideration its estimation of funding levels from all available sources that it reasonably expects will be available in each fiscal year during the TAM Plan horizon period. (f) When developing its investment prioritization, a provider must take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities. | Investment Prioritization | 37 |
| | 625.45 Setting performance targets for capital assets. (a) *General.* (1) A provider must set one or more performance targets for each applicable performance measure. (2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM Plan horizon period. | TAM Performance Targets FY2019 | 25 |

## TAM PLAN STRUCTURE

The plan format shown below outlines the sections contained in this Transit Asset Management Plan.


**END OF SECTION 1**

# 2. TRANSIT ASSET MANAGEMENT AND STATE OF GOOD REPAIR POLICY

The Transit Asset Management and State of Good Repair Policy defines the guiding principles by which Pace will manage the assets we own and maintain. The policy establishes the direction and objectives for developing asset management capability and implementing an asset management plan.

625.25 (b) A TAM Plan must include (5) A provider's TAM and SGR policy;

Pace's initial Transit Asset Management and State of Good Repair Policy was developed in 2018 in accordance with the FTA ruling. It is included in the following pages.

*Internal Services-01*

*Section: CFI* *Subject: Transit Asset Management Policy*

33. **PURPOSE**

This Transit Asset Management Policy ("Policy") establishes Pace's commitment to maximizing the utilization of Pace's capital assets and establishing a cost-effective plan for long term capital investment needs while balancing service/operational needs and requirements and minimizing lifecycle costs. Transit Asset Management provides a process for performance planning and establishing the strategy for transit capital assets to be maintained in a state of good repair.

**II. DEFINITIONS**

The following definitions shall apply to this policy:

A. Capital or transit asset: a unit of rolling stock such as buses and paratransit vehicles; equipment such as maintenance equipment and non-revenue vehicles; and facilities such as headquarters and the garages, with a useful life of one year or more.

B. Lifecycle: the procurement, operation, inspection, maintenance, rehabilitation, replacement, and disposal of a capital or transit asset.

C. Transit Asset Management ("TAM"): a set of strategic and systematic processes and practices for managing the performance, risk, and costs of transit capital assets over their lifecycle to provide safe, cost-effective, and reliable service.

D. TAM Plan: a plan that establishes the objectives for an asset or group of assets as it relates to delivering service. It sets out the whole life plan for asset maintenance, overhaul, and renewal strategies by specifying capital asset inventories, condition assessments, decision support tools, and investment prioritization.

E. State of Good Repair ("SGR"): the condition in which a capital asset is able to operate at a full level of performance, that is, the asset can perform its designed function and does not pose an unacceptable safety risk to users.

## III. ADMINISTRATION

This Policy and Pace's TAM Plan is administered by Pace's Internal Services Department, with input and assistance from other Pace Departments, as required.

A. TAM Plan: In accordance with Moving Ahead for Progress in the 21st Century (MAP-21), FTA grant recipients or subrecipients are required to develop a TAM Plan and to report data on their capital assets to the National Transit Database (NTD).

1. A TAM plan is a tool that aides transit providers in: (a) Assessing the current condition of its capital assets; (b) determining what the condition and performance of its assets should be (if they are not already in a state of good repair); (c) identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair; and (d) deciding how to best balance and prioritize reasonably anticipated funds (revenue from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.
2. The TAM Plan includes capital asset inventories, condition assessments, references to use of decision support tools, and investment prioritization. Pace's report includes the condition of systems, a description of any change in condition since the last report, performance targets in relation to SGR performance measures, progress toward meeting performance target and subsequent fiscal year performance targets. Pace's core TAM Plan elements are: Introduction, Asset Inventory, Condition Assessment, Management Approach, and Work Plans and Schedules.
3. Pace's TAM Plan is a living document that is regularly reviewed, updated, and incorporated into Pace's capital and budget planning and reporting processes.

B. State of Good Repair

1. A capital asset is in a state of good repair when that asset is able to perform its designed function, does not pose a known unacceptable safety risk, and its lifecycle investments have been met or recovered.
2. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.
3. The FTA's proposed SGR performance measures, set by asset class (rolling stock, equipment, facilities), provide a basis for Pace to determine whether assets are in a condition sufficient to operate at a full level of performance. These performance measures are primarily condition based utilizing age, visual or measured condition as a measurement of performance, however, Pace considers other performance targets and measures related to service, safety, and reliability as Pace sets performance targets annually for each asset class.

C. National Transit Database

1. The FTA mandates recipients of Federal financial assistance that own, operate, or manage capital assets used in the provision of public transportation to meet reporting requirements.
2. Pace complies with the FTA's mandate by providing an annual report to the FTA's NTD and that report contains: projected targets for the next fiscal year; condition assessments and performance results; and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

## V. EFFECTIVE DATE

This Policy shall be in effect on the date on which it is signed by Pace's General Manager/Chief Operating Officer.

Melinda J. Metzger,

Accountable Executive
General Manager
Chief Operating Officer

March 2019

Date

**END OF SECTION 2**

# 3. LEVELS OF SERVICE

This section of the Initial 2018 TAM Plan establishes the relationship between Pace's strategic goals, the customer level of service we provide and the required technical performance of our assets.

## OVERVIEW

One of the basic cornerstones of good asset management practice is to align asset management activities with an agency's corporate objectives and customer levels of service, thereby ensuring that assets deliver the required levels of service efficiently and economically. This alignment enables the relationship to be determined between levels of service and the cost of service delivery. In turn, this relationship can be evaluated to:

- Determine the affordability of an asset's operating and capital needs to meet the customer service levels.
- Develop asset management strategies and plans to meet required performance targets.
- Monitor asset performance to ensure Pace continues to meet defined levels of service.
- Where necessary, justify additional funding requirements or justify service cut-back requirements.

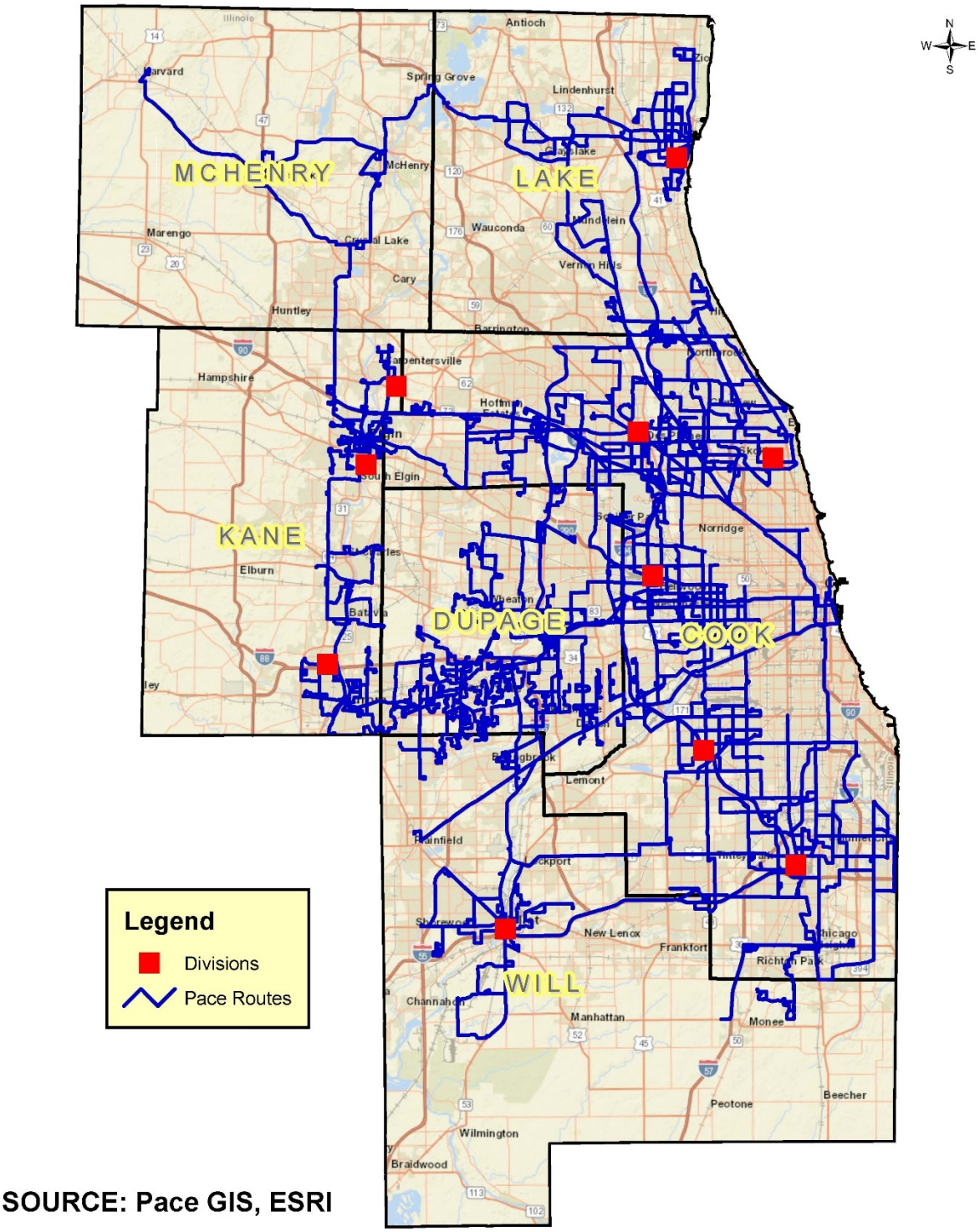
## SCOPE OF SERVICES

Pace operates 224 Fixed bus routes (all of which are accessible to people with disabilities), as well as Vanpools, Dial-a-Ride services, and Paratransit service, providing approximately 35 million annual rides. Details of Pace's service types are described in Table 2, on the next page. Figure 1, on page 20, shows Pace's fixed route services.

## Table 2. Pace's Services

| TYPE | | DESCRIPTION |
|---|---|---|
| Fixed route | Pace-operated services | Pace is responsible for the direct operation of service from nine facilities in the six-county region. Together, these divisions—North, North Shore, Northwest, South, Southwest, West, Fox Valley, River, and Heritage—carry 86 percent of the total suburban service ridership. |
| | Public/municipal contract services | Pace contracts directly with two municipalities, Niles, and Highland Park, for municipal services, and maintains an agreement with the Village of Schaumburg for fixed route services. |
| | Private contract services | Pace provides service to more than 48 communities by directly contracting with two private transit companies. |
| ADA Paratransit | | The major components of the Regional ADA Paratransit Program consist of city ADA services and suburban ADA services. Service delivery under both programs is contracted to private service operators. In addition to the city and suburban cost elements, there are regional support costs which represent the indirect overhead costs of supporting the Regional ADA Paratransit Program, which is overseen by Pace. Pace provides all ADA service within the City of Chicago and the suburbs, primarily through private contractors. Pace is also responsible for the provision of subsidized taxi service to ADA eligible riders in the City of Chicago through the Taxi Access Program (TAP). This program provides subsidized taxi service to ADA eligible riders. |
| Community Transit / Dial-a-Ride | | Pace partners in 71 Dial-a-Ride service projects throughout the six-county region. Services are operated by townships or local municipalities under contract with Pace or directly by private providers. Pace provides funding for these services based on a formula applied to the total service cost. The local government is also required to contribute a portion of the service cost. Additionally, Pace oversees the Community Transit Program, which allows local municipalities to provide flexible public transportation in their communities. |
| Vanpool | | The Vanpool Program serves groups of five to fifteen people who commute to and from work together in a Pace-owned van. In 1994, the Advantage Vanpool element was added providing a transit alternative to individuals who commute on a regular basis to work sites or rehabilitative workshops. In 1997, the Employer Shuttle Vanpool element was created to allow suburban employers to shuttle employees to and from nearby transit connections. Pace expects the Vanpool Program to have 553 vans in service by the end of 2019. |

## Figure 1: Pace and Other Regional Service Area Map 2020




**SOURCE: Pace GIS, ESRI**

## SERVICE STANDARDS

Pace abides by service guidelines set to ensure that service features comply with FTA circular 4702.1B (regarding requirements related to Title VI of the Civil Rights Act of 1964). The guidelines indicate that:

- Vehicle Load for most fixed bus routes should not exceed an average maximum vehicle load of 125% during peak hours and 100% during off-peak hours. For express operations, average maximum vehicle load should not exceed 100% for both peak and off-peak hours.
- Maximum service headway on Pace's fixed routes is to operate 60 minutes or better at all times of the day (unless the route has a minimum trip-based headway standard then minimum number of trips applies).
- Pace's on-time performance goal for all fixed route service is 75%, where a bus is on-time if it is no more than one minute early and no more than five minutes late.
- For fixed route buses, bus stop locations are dependent on safety considerations, ease of operation, pedestrian transfer situations, space availability, traffic operations, and location of activity generators.

These standards guide Pace's service planning and scheduling, but Pace is permitted to deviate from these standards where conditions merit. Some routes with especially strong demand may justify service beyond these standards, while others may have special circumstances that justify the opposite.

Service levels are aligned to a set of core goals, set out in the annual budget, and used by Pace to drive improvement.

## SERVICE MEASURES

As part of our annual budget, Pace has established agency-wide performance goals which support the core business purpose of providing excellent public transportation service. The goals are to provide public transportation that is:

- Safe
- Reliable
- Courteous
- Efficient
- Effective

Table 3 identifies the measures and performance standards that Pace has established for each goal.

## Table 3. Pace's Strategic Goals and Performance Measures[2]

| GOAL | PERFORMANCE MEASURES | PERFORMANCE GOAL |
|---|---|---|
| **Provide Safe Public Transportation Services** | Accidents per 100,000 Revenue Miles | < 5 |
| **Provide Reliable Public Transportation Services** | On-Time Performance | > 85% |
| | Actual Vehicle Miles per Road Call | > 14,000 |
| | Percent Missed Trips Per Total Trip Miles | < 0.5% |
| **Provide Courteous Public Transportation Services** | Complaints per 100,000 Passenger Miles | <4 |
| | Website Hits on Web Watch Site | Increase over prior period |
| **Provide Efficient Public Transportation Services** | Revenue Miles per Revenue Hour | > 17 |
| | Revenue Miles per Total Operator Pay Hours | > 10 |
| | Expense per Revenue Mile | < $6.50 |
| | Expense per Revenue Hour | < $125 |
| | Recovery Ratio | > 18% |
| | Subsidy per Passenger | < $4 |
| **Provide Effective Public Transportation Services** | Ridership | Increase from prior period |
| | Passenger Miles per Revenue Miles | > 9 |
| | Productivity (Passengers per Revenue Hour) | > 24 |
| | Ridership per Revenue Mile | > 1.5 |
| | Vanpool Units in Service | Increase from prior period |

**END OF SECTION 3**

[2] Pace Suburban Bus. *Suburban Service and Regional ADA Paratransit Budget: 2020 Operating and Capital Program; 2020-2022 Business Plan for Operations; 2020-2024 Capital Business Plan.* Final Program, November 2019, p76.

# 4. ASSET INVENTORY

Pace's robust portfolio of assets enables transit service across 3,446 square miles. Pace owns or has partial capital responsibility for 2039 Revenue Vehicles, as well as 12 Administrative and Maintenance Facilities, and 26 Passenger Facilities. Pace's assets are operated throughout Northeast Illinois, in the City of Chicago and the counties of Cook, DuPage, Kane, Lake, McHenry, and Will.

625.25 (b) A TAM Plan must include (1) An inventory of the number and type of capital assets. The inventory must include all capital assets that a provider owns, except equipment with an acquisition value under $50,000 that is not a service vehicle. An inventory also must include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects;

A summary of Pace's asset inventory is provided in Table 4, below, by asset class, per the NTD categorization. Additional information for each asset class can be found in the appendices.

### Table 4. Pace Asset Inventory as of 12/31/2018


| Rolling Stock (Revenue Vehicles) | Support Facilities and Equipment | Stations and Passenger Facilities | Electrical, Signal, and Communications |
|---|---|---|---|
| ▪ 30 Over-the-road Bus Fleet (BR)<br>▪ 738 Fixed Route Buses (BU)<br>▪ 581 Cutaway Vehicles (CU)<br>▪ 301 Minivan Fleet (MV)<br>▪ 389 Vans (VN)<br>▪ 775 Contractor Owned Vehicles | ▪ 12 Maintenance and Administration Facilities*:<br>○ 1 Administration Facility<br>○ 10 Combined Administration and Maintenance Facilities<br>○ 1 Vehicle Acceptance Facility<br>▪ Farebox System<br>▪ 187 Non-Revenue Vehicles:<br>○ 71 Automobiles<br>○ 116 Trucks and Other Rubber Tire Vehicles<br>*Pace Capital Responsibility | ▪ 26 Passenger Facilities<br>○ 15 Surface Parking Lots<br>○ 11 Bus Transfer Centers<br>▪ 140 Passenger Facilities Maintained by Others<br><br>*Pace Capital Responsibility | ▪ Radio System<br>▪ Automated Vehicle Location (AVL) System<br>▪ Intelligent Bus System (IBS)<br>▪ Transit Signal Priority (TSP) System<br>▪ DriveCam On-Bus Security System |

# ASSET CONDITION AND PERFORMANCE

625.25 (b) A TAM Plan must include: (2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization;
625.45 Setting performance targets for capital assets. (a) General. (1) A provider must set one or more performance targets for each applicable performance measure. (2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM Plan horizon period.
625.55 Annual reporting for transit asset management. (a) Each provider must submit the following reports: (1) An annual data report to FTA's National Transit Database that reflects the SGR performance targets for the following year and condition information for the provider's public transportation system.
(2) An annual narrative report to the National Transit Database that provides a description of any change in the condition of the provider's transit system from the previous year and describes the progress made during the year to meet the performance targets set in the previous reporting year.

It is critical that Pace has clear knowledge of the condition of our assets and their performance. This information enables justification of operating budgets, capital program funding requests and project prioritization across divisions and asset classes. To better communicate needs and the risks of underinvestment, Pace must have a good understanding of our State of Good Repair (SGR) needs – informed by condition assessments. This condition data will be a key input of Pace's prioritization process to ensure efficient and effective use of public funding.

## *CONDITION RATING METHODOLOGY*

In accordance with the TAM Final Ruling, Pace began in 2018 utilizing the condition metrics required for reporting to the National Transit Database (NTD) and used to measure performance against targets.[3]

Table 5 describes the condition rating method required by the FTA and used by Pace.

### Table 5. Condition Rating Methods

| ASSET CLASS | CONDITION RATING METHOD<br>*TAM NTD* |
|---|---|
| Rolling Stock | Age-based, % of useful life |
| Non-Revenue Vehicles | Age-based, % of useful life |
| Administrative and Maintenance Facilities | Quadrennial inspections, 1-5 rating |
| Stations and Passenger Facilities | Quadrennial inspections, 1-5 rating |

[3] Condition data for some facilities may only be reported to NTD if they meet certain criteria (e.g., any maintenance or administration facility under 100 square-ft. does not need to be included (e.g. security guard shack, stand-alone restroom, storage shelter in which no work is performed) in either of your inventories) defined by FTA including minimum floor area and whether Pace has direct capital responsibility.

The scores above are based on the FTA-defined condition rating levels, as shown in Table 6.

### Table 6. Condition Rating Levels

| CONDITION | DEFINITION |
|---|---|
| 5 (Excellent) | No visible defects, new or near new condition, may still be under warranty if applicable |
| 4 (Good) | Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional |
| 3 (Adequate) | Moderately deteriorated or defective components; but has not exceeded useful life |
| 2 (Marginal) | Defective or deteriorated component(s) in need of replacement; exceeded useful life |
| 1 (Poor) | Critically damaged component(s) or in need of immediate repair; well past useful life |

### *Facility Condition Assessments 2019*

In July 2019, an additional nine facilities were inspected as part of the four-year cycle of condition assessments to complete another quarter of Pace's facilities. The facilities assessed this year are either Administrative/Maintenance or Passenger Facilities, shown in Table 7.

### Table 7: Condition Scores for Facilities Assessed in 2019

| ASSET NAME | CONDITION RATING (PRIOR TO 2019) | CONDITION RATING (2019) | COMMENTS ON DIFFERENCES |
|---|---|---|---|
| **Administrative/Maintenance Facilities** | | | |
| Heritage Division Facility | 1 | 3 | Improvement construction campaign underway at the time of site visit. |
| North Shore Division Facility | 3 | 4 | Scores very slightly increased and rounding brought score up a grade |
| McHenry Paratransit Facility | 3 | 3 | Score unchanged |
| North Division Facility | 2 | 3 | Differences in scoring methodology |
| River Division Facility | 4 | 3 | General wear over time |
| Fox Valley Division Facility | 3 | 3 | Score unchanged |
| **Passenger Facilities (Pace Owned)** | | | |
| Harvey Passenger Transportation Facility | 1 | 2 | Scores very slightly increased and rounding brought score up a grade |
| Homewood Park-n-Ride Facility | 2 | 3 | Scores very slightly increased and rounding brought score up a grade |
| Blue Island Park-n-Ride Facility | 2 | 3 | Scores very slightly increased and rounding brought score up a grade |

### *TAM PERFORMANCE TARGETS FY2019*

In compliance with the TAM Final Ruling, Pace set performance targets for FY2019, shown in Table 8. For additional information see Appendix A, Pace Suburban Bus Narrative Report, NTD RY2018, Revised June 28, 2019.

## Table 8: FY2019 Targets

| ASSET CLASS | ASSET TYPE (UL YEARS) | ACTIVE FLEET* (12/31/2018) | PAST UL (12/31/2018) | 2019 TARGET |
|---|---|---|---|---|
| Revenue Vehicles | Over-the-road Bus Fleet (BR) | 30 | 0% | 0% |
| | Bus Fleet (BU) | 738 | 9.76% | 23.44% |
| | Cutaway Fleet (CU) | 581 | 56.11% | 55.94% |
| | Minivan Fleet (MV) | 301 | 31.89% | 31.89% |
| | Van Fleet (VN) | 389 | 50.39% | 43.96% |
| Non-Revenue Vehicles | Automobile Fleet | 71 | 53.52% | 57.75% |
| | Truck Fleet | 116 | 62.93% | 64.66% |
| Facilities | Passenger Facilities | 26 | 26.92% | 26.92% |
| | Maintenance and Administrative | 12 | 33.33% | 33.33% |

**END OF SECTION 4**

# 5. ASSET MANAGEMENT ENABLERS

Asset Management at Pace is carried out by staff from numerous departments within the agency. Core business processes and support technologies enable effective asset management decisions and practices.

## OVERVIEW

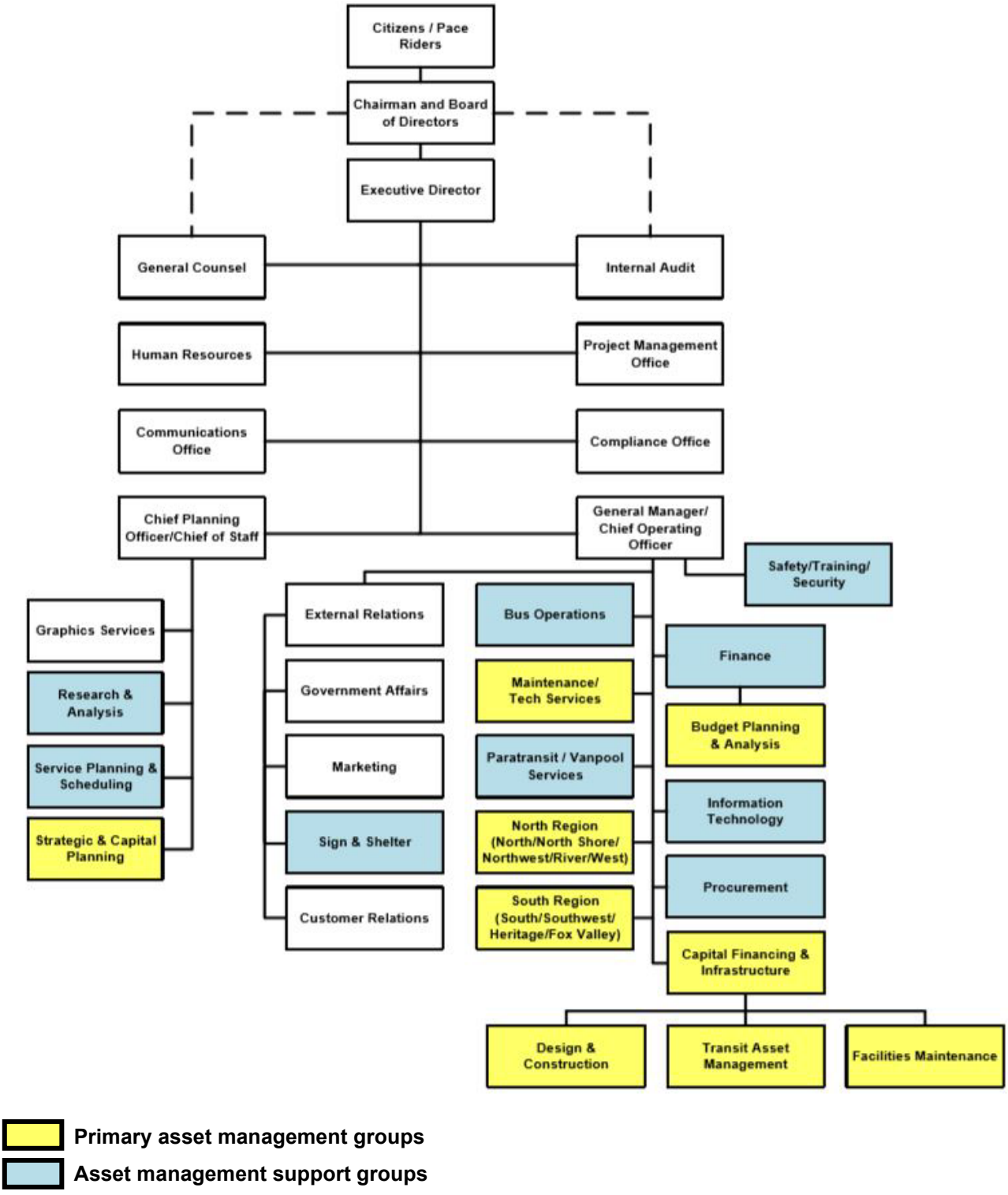
This section describes the organization of Pace, including the roles and responsibilities for asset management, and the resources that will be needed to carry out the activities outlined within this plan. It also covers the core business processes in place to assist and guide Pace in delivering Asset Management, and the information and technology systems that support asset management, work planning, and decision-making.

## ORGANIZATION AND RESOURCE PLAN

625.25 (b) A TAM Plan must include: (8) A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM Plan

Pace's General Manager/Chief Operating Officer is the Accountable Executive for Asset Management and is responsible for ensuring that this TAM Plan is developed and carried out. Pace also has a Capital Infrastructure Program Manager and a Transit Asset Management Coordinator who are in the Capital Financing and Infrastructure Department and are responsible for day-to-day activities related to TAM. Individuals from many other departments throughout Pace have been involved in the development of this TAM Plan, through participation in workshops and provision of relevant data and information and will continue to play an important role in managing Pace's assets. The following organization chart (Figure 2) depicts asset management responsibilities at Pace.

## Figure 2. Asset Management Organization (as of 12/31/2019)



# CORE BUSINESS PROCESSES

625.25 (b) A TAM Plan must include: (7) A description of key TAM activities that a provider intends to engage in over the TAM Plan horizon period

Several core business processes enable Pace's ability to develop and implement TAM activities. Table 9 depicts the existing key asset management processes and identifies future improvement initiatives. The processes are grouped according to the eight pathways against which Pace was assessed: alignment to organizational goals; control of assets; asset management planning; capital planning and delivery; maintenance planning and delivery; operations and incident management; informed decisions; resource capabilities.

### Table 9: Core Business Processes

| CORE BUSINESS PROCESS GROUPS | DESCRIPTION |
|---|---|
| **Alignment to Organizational Goals** | |
| *Strategic Planning* | Pace developed our long-term strategic plan, *Vision 2020*, in 2001, and an update (***Driving Innovation***) is currently under development. *Vision 2020* has guided many of Pace's actions over the past twenty years, and ***Driving Innovation*** is expected to do the same over the next twenty. Shorter-term planning is represented in Pace's annual budget, which sets out annual goals and an outline of how Pace will achieve them. |
| *Service Planning and Scheduling* | Pace's Service Planning and Scheduling group (within the Strategic Services Department) makes service changes throughout the year, typically coinciding with operator run picks. Approximately 140 service changes are made per year, and these changes are tracked in a spreadsheet. Schedulers use HASTUS to develop operator work schedules. |
| **Control of Assets** | |
| *Asset Risk Management* | Failure rates are tracked and used to estimate required spares ratios to mitigate risk. In addition, plans are in place (and regularly used) to mitigate the effects of weather-related risks on service. |
| *Performance Management* | Pace's annual budget includes several performance measures, each of which ties to one of Pace's five primary strategic goals (safety, reliability, courtesy, efficiency, and effectiveness). Quarterly board reports measure ridership, complaints, and accidents. Individual departments also regularly track metrics relevant to their assets, such as fuel consumption. |
| *Audit and Assurance* | Pace has a robust internal audit process involving all managers from across the agency. As part of the audit process, Pace administers a Controls Self-Assessment which asks managers to rate the effectiveness of all business processes on a scale of 1-5. Processes rated below a 3 are investigated by the Internal Audit Department to better understand why and may be candidates for more in-depth audit projects. The Internal Audit Department develops an audit plan for the year based on the results of the Controls Self-Assessment. |
| *Safety and Hazards Management* | Pace's Safety Training/Security Department and Bus Operations Department work together to promote safety across Pace. A Safety Manager at each division is responsible for conducting monthly walkthroughs to identify any safety risks/hazards. Under development is Pace's Public Transit Agency Safety Plan (PTASP). |

### *Table 9: Core Business Processes (Continued)*

| CORE BUSINESS PROCESS GROUPS | DESCRIPTION |
|---|---|
| **Asset Management Decision Making** | |
| *Asset Management Plans* | This document represents Pace's initial Asset Management Plan, establishing a baseline on which future iterations will build. Processes for updating the Plan are included in the TAM Plan Update and Evaluation section. |
| *Asset Strategies* | Lifecycle strategies for Pace's assets have been formalized as part of this plan, building on existing practices. |
| **Capital Planning and Delivery** | |
| *Capital Expenditure Evaluation* | Pace has an established and documented evaluation process, which has been in place since 1991 and has been adjusted over time to incorporate lessons learned and reflect changing priorities (see Investment Prioritization section of this plan for more detail). |
| *Capital Program Development* | To develop the annual capital program, Pace department managers and Senior Staff are required to fill out forms detailing their capital requests, which are then scored by an Evaluation Committee of an agreed upon size, appointed by the General Manager/Chief Operating Officer. The Budget Planning and Analysis Department provides score information to Senior Staff who decide which projects to include, in coordination with Pace's Board of Directors, who must ultimately approve the capital program. |
| *Quality Management* | Pace controls for quality by having Pace Project Managers onsite during construction to monitor work and ensure that products are installed per plans and specifications, and that contractor submittals reflect actual work completed. A contract administrator completes all necessary paperwork. |
| *Asset Handover and Transitioning* | Pace's asset commission and handover processes include ensuring that required materials and documentation have been received, including warranties, manuals, waivers, etc. |
| **Maintenance Planning and Delivery** | |
| *Maintenance Planning and Definition* | Pace has many policies/plans, including those related to maintenance. Maintenance delivery strategies/plans and maintenance manuals are reviewed on an as needed basis, including when new assets are delivered, or changes are made. |
| *Inventory Management* | Pace seeks to optimize inventory holdings by tracking minimum and maximum quantity levels, which are set based on historical data and formulas related to per diem usage. Obsolescence of equipment is also considered; when a bus fleet is nearing retirement, The Materials Management Department begins ordering parts on only an as needed basis. Inventory requirements (including min/max quantities, current stock, stock ordered, and lead time) are available in Oracle. |
| **Operations and Incident Management** | |
| *Operations Management* | Pace has standard operating procedures in place for many assets, and in some cases, these also cover atypical operation (e.g., during special events or weather events). Pace has processes in place for re-routing because of weather, construction, traffic incidents, or other events that make a normal route impractical. Specific alternative routes are defined in advance and provided to the public to limit inconvenience. |
| *Incident Management* | The Safety and Bus Maintenance Departments conduct investigations of incidents involving Pace-owned vehicles. The Safety Department talks to witnesses and reviews video from any nearby cameras, while Bus Maintenance examines the bus. Investigations conclude with recommendations on how to avoid similar incidents in the future, and Pace works with local authorities as needed to implement the recommendations. |

### *Table 9: Core Business Processes (Continued)*

| CORE BUSINESS PROCESS GROUPS | DESCRIPTION |
|---|---|
| **Operations and Incident Management Continued** | |
| *Business Continuity Planning* | Pace has built redundancy into our systems to reduce the likelihood of service disruption. For example, there are contingency plans for recovery for each facility, and a back-up facility assigned in case a center goes down. The South Division also has a 24-hour dispatch center that can pick up for other divisions if needed. Pace employs a mass-calling app ("Call-em-all"), allowing all staff to be reached quickly in case of an emergency. |
| **Informed Decisions** | |
| *Asset Cost Capture* | Maintenance cost information associated with fixed route vehicles and facilities can be retrieved and reported by activity/job type per asset through Pace's Oracle eAM system. |
| *Asset Information* | Pace's asset information is primarily stored in two different Oracle systems: Fixed Assets APEX and eAM. These systems include fields for asset information including size, material, installation date, model, mileage, etc. In eAM, Pace can manually pull up information on asset inspections and work activity histories. |
| **Resource Capabilities** | |
| *Training* | Pace staff receive necessary training for working with assets, either via the Training Coordinator, within Executive Services, and/or by user departments. Manufacturers also provide training on new fleets. |
| *Supplier Management* | Pace's processes for selecting contractors allow for the consideration of other factors beyond cost (at least for some project types and sizes). To monitor contractor quality, Pace visits contractor sites to ensure compliance with requirements. In addition, Pace can restrict vendors from bidding, either indefinitely or temporarily, due to severe performance issues. |

## CORE ASSET MANAGEMENT SUPPORT SYSTEMS

Pace utilizes several support technologies/systems to store information about our assets, which we rely on to make informed decisions. Table 10 describes Pace's core support systems, and planned actions for improvement.

### Table 10: Core Support Systems

| SYSTEM | DESCRIPTION | DEPARTMENT |
|---|---|---|
| Oracle EBS | Oracle EBS Suite 12.1.3 Fleet maintenance software used for fixed route vehicles maintained by Pace. Maintenance of paratransit, vanpool, and non-revenue fleet is not recorded in Oracle EBS but in contractor hosted solutions. | Maintenance |
| Oracle eAM | Costs (including labor and materials) are tracked at the individual vehicle level within Oracle eAM, which also contains additional vehicle information, such as fuel and fluid consumption (imported from FLEETWATCH), mileage, and maintenance history. | Maintenance |
| Oracle APEX | Applications for Fixed Assets, Vanpool Management, Farebox (Revenue Collection), Bus Operations, and Safety Training | Safety/Training/Security, Bus Operations, Paratransit/Vanpool Services, Finance |
| Microsoft Office 365 (Excel and Access) | The Human Resources Department (HR) planning is done within Excel, not in a separate HR system (e.g., Hyperion). All departments use Microsoft Excel and Access for data storage and processing. | All |

### *Table 10: Core Support Systems (Continued)*

| SYSTEM | DESCRIPTION | DEPARTMENT |
|---|---|---|
| Trapeze | Used for scheduling and operations for paratransit. Paratransit Operations uses Trapeze to track service-related issues and performance measures. Paratransit contractors have their own communications system, using Motorola radios that were updated to use Trapeze. There are no interfaces between Oracle eAM and Trapeze. | Paratransit Operations |
| Intelligent Bus System (IBS) | Fixed route uses IBS (Intelligent Bus System), a satellite-based communications technology, to improve the tracking of buses, collection of data, and communication between Pace and our drivers and passengers. IBS interfaces with Trapeze. | Fixed Route Operations, Safety/Training/Security |
| ArcGIS | ArcGIS is a geographic information system (GIS) that allows the spatial visualization of data along with the capability of tabular data to be mapped and analyzed. GIS uses spatial and statistical methods to analyze and attribute geographic information. ArcGIS is used for long-range planning, service planning, and route visualization. | Strategic and Capital Planning, Service Planning, Operations |
| Oracle Core-HR | An Oracle module used by Human Resources to information such as organization, location, job, position, grade, and more. | Human Resources |
| HASTUS | Schedulers use a program called HASTUS for scheduling different “work pieces” that need to be assigned to the different departments. HASTUS provides access to on-time performance, vehicle statistics, labor needs, etc. Data is exported from HASTUS to external apps like Google transit and shared with the Service Analysis group. | Planning Services |
| FLEETWATCH | Third party fuel and mileage monitoring system | Operations |
| RidePro | RidePro is a mobile-friendly commuter management software used to manage Pace’s RideShare program. Commuters can access information about Pace Vanpooling, including newly forming vans and open seats in existing vans, carpooling, and other alternative commuting services. The software includes reporting, analysis, and dashboard features. | Strategic Planning / RideShare |
| Farebox System | In 2017, Pace hired IBI Group to review existing on-board and garage Farebox infrastructure to recommend a way-forward strategy that may include refurbishment or replacing the Farebox System. The IBI study included a review of existing Farebox asset inventory, operations and maintenance procedures, and pertinent issues and needs for improvements. The data collected contributed to a comprehensive needs assessment of the existing Farebox system environment. These high-priority needs included better access to data, reduction in maintenance costs, and a reduction in system failure risk. The Farebox System replacement is programmed in the Pace Five-Year 2019-2023 Capital Program (see Section 7, Investment Prioritization). | Operations |
| DriveCam | All Pace buses are equipped with constantly recording internal security cameras and DriveCam technology that enables external recording of eight minutes before and after incidents. These technologies promote safety of passengers and drivers and enable Pace to identify driver behavior that may pose a safety risk. | Operations |

**END OF SECTION 5**

# 6. LIFECYCLE MANAGEMENT STRATEGIES

Lifecycle management strategies have been further developed as part of this TAM Plan to capture the baseline or steady state activities necessary to achieve and maintain a State of Good Repair, and to ensure Pace's assets are functional, reliable, and are able to continue to support a Safe, Reliable, Courteous, Efficient, and Effective regional operation.

## OVERVIEW

625.25 (b) A TAM Plan must include:

(7) A description of key TAM activities that a provider intends to engage in over the TAM Plan horizon period;

During the development of this TAM Plan, the lifecycle strategies for all major assets were reviewed by Pace staff and their consultant, WSP. The purpose of this initial TAM Plan is to develop the long-term maintenance and improvement program which will enable Pace to continue to maintain a State of Good Repair. Building on the work previously done by Pace in coordination with the Regional Transportation Authority (RTA), the Capital Asset Condition Assessment Project represents the culmination of many years' work to define Pace's capital needs to meet current and future demands.

The lifecycle management strategies laid out in the asset plans in the appendices to this document begin to define Pace's approach to asset management. Lifecycle strategies may be similar for asset classes where commonalities exist, such as rolling stock and non-revenue vehicles, however, the lifecycle management strategies for each asset class are unique. The current strategy for each asset class is presented in the appendices – and a general overview of lifecycle management practices is presented in this section.

## CURRENT LIFECYCLE MANAGEMENT STRATEGIES

Pace's core objective is to provide a safe, reliable, courteous, efficient, and effective suburban bus service. Pace currently employs a variety of lifecycle management strategies to achieve this objective which are detailed in the asset plans in the appendices of this document. Pace's asset lifecycle management strategies fall into the following categories:

- ***Acquisition*** activities to procure, design, build, and transfer assets considering long-term maintenance and operations.
- ***Maintenance*** activities including inspection/monitoring, preventative maintenance, and corrective maintenance.
    - ***Inspection/monitoring*** activities to confirm the asset can function in its required state and provide a safe operational environment.

  - ***Preventative maintenance*** activities to achieve a required level of asset performance and maintain a safe operational environment.
  - ***Corrective maintenance*** activities to return the asset to its required function and restore a safe operational environment.
- ***Overhaul/Rehabilitation*** to restore the asset to an operational design standard and maintain performance.
- ***Disposal*** to ensure compliant, efficient, cost-effective retirement of assets.

### *ACQUISITION*

Funding for acquisition is determined through the capital program development process, which is based on a well-developed capital project prioritization methodology. For asset acquisitions, property and equipment are recorded at historical cost. Pace capitalizes assets with a useful life of one year or more that is:

a. Capital equipment
b. Operation equipment with a unit cost of $5,000 or more
c. Costs incurred to extend an asset's useful life as part of a fleet enhancement or major rebuild/rehabilitation program, or
d. An item determined to be highly susceptible to loss or theft

Most of Pace's assets have been acquired through capital grant projects funded by FTA, IDOT, the RTA, or CMAP. Fixed Route buses, Paratransit buses, Vans, and Non-Revenue vehicles are set up in the Finance Department Fixed Asset APEX System based on their in-service date. When expanding or changing the revenue fleet, the Strategic Services Department works with the Budget Planning and Analysis Department to provide information on planned expansions or other plans. For equipment, replacements are typically made once equipment becomes unreliable. Equipment procurement is done by the Facilities Maintenance or the Revenue Services Department when a simple replacement occurs, but it is possible for the Capital Financing & Infrastructure, Design & Construction Department to handle the asset acquisition, depending on the scope of work. The process for asset acquisitions can be found in the FI-05, Finance Department Fixed Assets Policy.

### *MAINTENANCE*

Pace has a detailed *Rolling Stock, Facilities, and Equipment Maintenance Manual* prescribing planned maintenance for the agency's assets, as well processes to ensure contractor quality and completion, and strict guidelines for disposal of assets. Pace's Maintenance and Technical Services Department is responsible for managing and maintaining buses throughout their lifecycle, while maintenance and repair of Vanpool and Non-Revenue vehicles are conducted by third-party vendors at regular vehicle maintenance shops throughout the region. The Facilities Maintenance Department typically manages the smaller assets and programs that are relevant to the equipment asset category.

### *INSPECTION/MONITORING*

For Administrative and Maintenance Facilities and Passenger Stations, inspections are recorded and tracked by the Facilities Maintenance Department on a biannual basis. Division staff conduct inspections of facilities more frequently, and staff at South Holland conduct monthly inspections of Passenger Facilities. For rolling stock, each driver is required to perform a pre-trip inspection of their rolling stock prior to pullout. Documentation of inspections are recorded on hardcopies, and any noted defects are entered into Oracle eAM. In-addition to pre-trip inspections, in-service rolling stock is serviced daily and ensured by the Maintenance Superintendent.

### *PREVENTATIVE MAINTENANCE*

Pace's maintenance manual prescribes frequencies by which many different assets are inspected. This preventative maintenance ensures that Pace's assets remain safe and reliable to operate. Preventative maintenance for rolling stock includes the inspection of the rolling stock, scheduled oil changes, lubrication, adjustments, service, and repairs that are performed during the inspection/servicing and documented on the appropriate forms. The Preventative Maintenance Inspection (PMI) forms and the Lift-U Preventative Maintenance are performed under a work order by an assigned mechanic at the scheduled mileage intervals.

### *CORRECTIVE MAINTENANCE*

Some maintenance at Pace is reactive, performed in response to defects identified during routine inspection, preventative maintenance, or reported by field staff. When possible, defects are corrected in short order by Pace staff. Pace also has contracts with third party vendors to complete corrective maintenance as needed.

### *OVERHAUL/REHABILITATION*

Buses receive rehabilitations at mid-life, which are performed by third-part vendors. Facilities may also receive extensive rehabilitation when condition warrants it. Other assets are replaced rather than overhauled. These processes are identified in the *Facility Maintenance Plans and Practice Overview and Procedures for Inspections Manual* and the *Rolling Stock, Facilities, and Equipment Maintenance Manual*.

### *DISPOSAL*

At Pace, an asset is disposed of if it has exceeded its useful life and is no longer needed or functioning or has been damaged or destroyed before the end of its useful life. When disposal is necessary, an Asset Disposal Form is completed by the division or department that holds or is responsible for the asset. The form is submitted to Accounting and the Fixed Asset Accountant reviews the asset to determine if there is any remaining useful life. If there is, then that is noted on the form. The form is then reviewed and approved by the Section Manager, Accounts Payable/Receivable and the Section Manager, Grants Administration if the asset is capital funded. The Fixed Asset Accountant determines whether an asset should be disposed of by the Using Department or sold by the Purchasing Department. The Purchasing Department is responsible for obtaining payment for the sale of an asset and forwarding those funds

directly to the Finance Department. If the proceeds from the asset exceed a certain dollar value or have remaining useful life, then the Grants Administration Department will coordinate repayment to the funding agency and obtain concurrence. Pace has an agreement with the FTA that allows Pace to retain all funds due back to the FTA, with the assurance that Pace acquire new assets with the funds and give the FTA 100% equity in those assets.

**END OF SECTION 6**

# 7. INVESTMENT PRIORITIZATION

Since 1991, the Pace Capital Project Scoring Criteria has been in place and has been adjusted occasionally during annual budget cycles to accommodate funding limitations and changing agency priorities.

625.25 (b) A TAM Plan must include: (3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization; (4) A provider's project-based prioritization of investments;

625.33 Investment prioritization. (a) A TAM Plan must include an investment prioritization that identifies a provider's programs and projects to improve or manage over the TAM Plan horizon period the state of good repair of capital assets for which the provider has direct capital responsibility. (b) A provider must rank projects to improve or manage the state of good repair of capital assets in order of priority and anticipated project year. (c) A provider's project rankings must be consistent with its TAM policy and strategies. (d) When developing an investment prioritization, a provider must give due consideration to those state of good repair projects to improve that pose an identified unacceptable safety risk when developing its investment prioritization. (e) When developing an investment prioritization, a provider must take into consideration its estimation of funding levels from all available sources that it reasonably expects will be available in each fiscal year during the TAM Plan horizon period. (f) When developing its investment prioritization, a provider must take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities.

## DESCRIPTION OF ANALYTICAL PROCESSES FOR INVESTMENT PRIORITIZATION

Pace's Investment Prioritization method aligns with our Capital Project Scoring Criteria**,** and the process currently used to select projects during the annual budget cycle. It is Pace's intent to align our Five-Year Capital Program with our Investment Prioritization forecast whereby exceeding the FTA requirement of updates to the overall TAM Plan every four years.[4] The General Manager and Chief Operating Officer will appoint an Evaluation Committee of an agreed to size.

Pace's capital planning process begins with the RTA's Budget Call. The Budget Planning and Analysis Department sends out instructions and forms—some with subsets for different dollar thresholds representing different asset classes—to Senior Staff and relevant department managers, who are required to return them with their capital requests by a predetermined deadline. Supplemental documents are required as support for certain capital requests, including fleet plans for vehicle requests.

The Budget Planning and Analysis Department collects, compiles, and catalogs all complete requests. The Budget Department implements a scoring process across all

[4] FTA Transit Asset Management Final Rule, Vol. 81, No. 143, July 26, 2016

the projects. A version of this process has been in place since 1991, though it has been adjusted over the years to incorporate lessons learned and reflect changing priorities.

Capital projects not selected for year-one may be included in years two through five, however, projects not selected must be resubmitted for consideration every year, and there are no implicit or explicit agreements that a project that does not make it into the plan one year will be prioritized the following year. All submissions are reevaluated and reprioritized every year.

The Budget Planning and Analysis Department meet with Senior Staff to present recommendations/ information from the scoring process and to allow Senior Staff to make informed decisions. The prioritization scores are only one factor in the decision process. Another factor may be funding sources, which restrict how money can be spent and must be matched appropriately to specific projects. For example, Pace used an RTA ICE grant for innovative projects to support the IBS system. Based on the feedback received from Senior Staff, the proposed budgets are updated.

Next, Senior Staff and the Budget Planning and Analysis Department introduce the draft Capital Program to the Pace Board Chairman and Directors for a review and comment period in late August/early September prior to public budget introduction at the September Board meeting. A formal budget presentation occurs at the October Board meeting before Pace holds mandated public hearings throughout the six county Northeastern Illinois region. The budget information is made available at most public libraries, township, city, and village offices and on the Pace website. After consideration of input from the public process, the final proposed program is approved by the Pace Board in November. The proposed Capital Program is submitted to RTA in October followed by the final Capital Program in November. The RTA Board adopts the consolidated regional budget and Capital Program in December.

### *INVESTMENT PRIORITIZATION PROCESS*

#### YEAR ONE

Within each asset category reside individual asset class projects which are scored by pre-determined criteria and scoring ranges assigned to achieve a maximum of 39 total points in year one. Each of the evaluators' scores are averaged to produce an overall asset category score to assign a ranking within the year-one program.

After the evaluation of projects, the Budget Planning and Analysis Department prepares a draft recommended project list and submits it to Senior Staff for review and comment. Recommended projects are tied to available funding as established by the Regional Transportation Authority (RTA) Marks which are adopted no later than the September 15 statutory funding deadline.

#### YEAR TWO THROUGH YEAR FIVE

Years two through five are approached as an overarching strategic framework for the future direction of potential projects outside of the annual program. The investment prioritization framework is goal-orientated and objective-based in the out-years because it is dependent on the RTA receiving the fully apportioned regional federal grant estimates along with each Service Board receiving potential discretionary funding. Each

program year needs to balance to the RTA Five-Year Capital Program Funding projections (Marks). Listed below is an overview of the current year two through year five prioritization process.

Decision Support Tool Steps:

- Define Unconstrained needs
- Enter the RTA Marks
- Reduce quantities/remove projects (to balance to the RTA marks) based on:
    - Scoring
    - Funding type (restrictive by scope/capital eligibility)
    - Available Staff Resources/Project timelines (phasing)
    - Dependencies on other projects (sequencing)
    - Historical funding levels, trends, or forecasts

Lastly, additional criteria for years two through five may be vetted during this initial effort and incorporated over the course of the TAM Plan horizon period.

## *INVESTMENT PRIORITIZATION CRITERIA AND SCORING RANGES*

The following criteria are used by the Budget Team during the scoring phase of the capital project prioritization process:

### 1. RIDERSHIP

Each passenger counted each time that person boards a transit vehicle.

*Score Range: 0-2*

| | | |
|---|---|---|
| 0 = Negative | 1 = Neutral | 2 = Positive |

### 2. RECOVERY RATIO

Operating revenues divided by operating expenses to calculate a percentage that measures efficiency.

*Score Range: 0-2*

| | | |
|---|---|---|
| 0 = Negative | 1 = Neutral | 2 = Positive |

### 3. PASSENGER BENEFITS

Improvements to Safety; Service Reliability; Capacity; Passenger Comfort and/or Convenience; Accessibility.

*Score Range: 0-5*

Each of the criteria can be awarded up to one point.

### 4. NEW, NORMAL REPLACEMENT, REHABILITATION, URGENT

New is defined as an asset that is not currently in the inventory (i.e. not a replacement). Normal Replacement is ongoing replacement of existing assets as they reach the end of their expected useful life. Rehabilitation is ongoing rehabilitation needs for existing

assets as required to maintain a State of Good Repair (SGR). Urgent is an asset that is well beyond its useful life or is adversely affecting daily operations.

*Score Range: 0, 9, or 10*

| | | | |
|---|---|---|---|
| 0 = New | 9 = Normal Replacement | 9 = Rehabilitation | 10 = Urgent |

### 5. PRIOR OR PROGRAMMED COMMITMENT

A Prior Commitment is a project committed to by a previous funding source that may require additional funding in the current and/or out years. A Programmed Commitment is a high-level agency commitment which may include, but is not limited to, Intergovernmental Agreements (IGA) or contracts with other entities.

*Score Range: 0 or 10*

| | | |
|---|---|---|
| 0 = Not a Prior or Programmed Commitment | 10 = Prior Commitment | 10 = Programmed Commitment |

### 6. SAFETY/SECURITY, MISSION CRITICAL, OR REGULATORY

An internal project that addresses Safety/Security concerns or to comply with the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), or the Illinois Emergency Management Agency (IEMA). A Mission Critical asset or initiative is essential to the daily business operation to minimize disruption or shutdown. A Regulatory mandated project is to comply with federal/state regulations, municipal code, or current industry standards such as the Environmental Protection Agency (EPA) or the Americans with Disabilities Act (ADA).

*Score Range: 0 or 10*

| | | | |
|---|---|---|---|
| 0 = Not Safety/Security, Mission Critical or Regulatory | 10 = Safety/Security | 10 = Mission Critical | 10 = Regulatory |

# PROJECT-BASED PRIORITIZATION OF CAPITAL INVESTMENTS

Due to the timing of the annual budget process, Table 11, on the following page, summarizes Pace's proposed five-year capital program priorities by asset class, as of October 2019. More detail can be found in the appendices.

Pace's capital program balances the needs of many different user groups and asset classes. Major projects funded over the coming five years include:

- *Acquisition of fixed route buses, paratransit vehicles, CTS vehicles, and vanpool vehicles*
- *Support facilities improvements, and preventative maintenance for support facilities and equipment*
- *Passenger facility improvements*

## Table 11: 2020-2024 Suburban Service Capital Business Plan (000s) - Constrained[5]

| | 2020 | 2021 | 2022 | 2023 | 2024 | 5 YEAR 2020-2024 |
|---|---|---|---|---|---|---|
| **Rolling Stock Quantities** | | | | | | |
| Fixed Route Replacement Diesel Buses | 28 | 0 | 0 | 0 | 32 | 60 |
| Fixed Route Replacement CNG Buses | 0 | 33 | 16 | 66 | 0 | 115 |
| Fixed Route Expansion CNG Buses | 0 | 0 | 18 | 0 | 0 | 18 |
| Paratransit Vehicles | 30 | 24 | 40 | 106 | 203 | 403 |
| Community Transit/On Demand Vehicles | 18 | 15 | 15 | 32 | 47 | 127 |
| Vanpool Vehicles | 0 | 0 | 0 | 283 | 42 | 325 |
| **Rolling Stock** | | | | | | |
| Fixed Route Replacement Diesel Buses | $14,000 | $0 | $0 | $0 | $16,000 | $30,000 |
| Fixed Route Replacement CNG Buses | 0 | 18,150 | 8,800 | 36,300 | 0 | 63,250 |
| Fixed Route Expansion CNG Buses | 0 | 0 | 9,900 | 0 | 0 | 9,900 |
| Paratransit Vehicles | 1,954 | 1,560 | 2,600 | 6,890 | 13,195 | 26,199 |
| Community Transit/On Demand Vehicles | 1,350 | 1,125 | 1,125 | 2,400 | 3,525 | 9,525 |
| Vanpool Vehicles | 0 | 0 | 0 | 9,905 | 1,470 | 11,375 |
| Engine/Transmission Retrofits | 6,998 | 7,423 | 7,371 | 18,185 | 18,179 | 58,157 |
| **Subtotal** | **$24,302** | **$28,258** | **$29,796** | **$73,680** | **$52,369** | **$208,406** |
| **Electrical/Signal/Communications** | | | | | | |
| Intelligent Bus System Upgrades | $625 | $500 | $1,000 | $1,500 | $1,500 | $5,125 |
| **Subtotal** | **$625** | **$500** | **$1,000** | **$1,500** | **$1,500** | **$5,125** |
| **Support Facilities & Equipment** | | | | | | |
| Improve Support Facilities | $1,500 | $500 | $1,000 | $1,500 | $1,500 | $6,000 |
| Computer Systems/Hardware & Software | 900 | 500 | 1,000 | 1,500 | 1,500 | 5,400 |
| Support Equipment/Non-Revenue Vehicles | 1,000 | 350 | 1,000 | 1,500 | 1,500 | 5,350 |
| Farebox System Replacement | 7,500 | 5,000 | 5,000 | 0 | 0 | 17,500 |
| Capital Cost of Contracting | 6,195 | 6,322 | 6,453 | 6,500 | 6,500 | 31,970 |
| Preventive Maintenance | 9,000 | 9,000 | 9,000 | 9,000 | 9,000 | 45,000 |
| New Northwest Division Garage | 41,952 | 0 | 0 | 0 | 0 | 41,952 |
| New I-55 Garage | 3,500 | 39,753 | 0 | 0 | 0 | 43,253 |
| River Division Expansion | 0 | 2,000 | 18,000 | 0 | 0 | 20,000 |
| North Shore Division Expansion | 0 | 2,000 | 18,000 | 0 | 0 | 20,000 |
| Southwest Division Expansion | 0 | 2,000 | 16,000 | 0 | 0 | 18,000 |
| Office Equipment/Furniture | 0 | 0 | 0 | 850 | 850 | 1,700 |
| **Subtotal** | **$71,547** | **$67,425** | **$75,453** | **$20,850** | **$20,850** | **$256,125** |
| **Stations & Passenger Facilities** | | | | | | |
| Improve Passenger Facilities | $0 | $3,500 | $350 | $1,500 | $1,500 | $6,850 |
| Bus Stop Shelters/Signs | 1,550 | 500 | 1,000 | 1,500 | 1,500 | 6,050 |
| Bus Tracker Sign Deployment | 750 | 500 | 1,000 | 1,500 | 1,500 | 5,250 |
| Posted-Stops-Only Conversion | 450 | 0 | 0 | 0 | 0 | 450 |
| Joliet Transit Center | 6,300 | 0 | 0 | 0 | 0 | 6,300 |
| Harvey Transportation Center | 1,000 | 7,000 | 0 | 0 | 0 | 8,000 |
| I-55 Park-n-Rides | 0 | 0 | 753 | 6,000 | 0 | 6,753 |
| I-294 Stations & Park-n-Rides | 0 | 0 | 0 | 3,500 | 31,500 | 35,000 |
| **Subtotal** | **$10,050** | **$11,500** | **$3,103** | **$14,000** | **$36,000** | **$74,653** |
| **Miscellaneous** | | | | | | |
| Vision Plan Implementation Study | $1,500 | $1,000 | $0 | $0 | $0 | $2,500 |
| Unanticipated Capital | 250 | 250 | 250 | 250 | 250 | 1,250 |
| **Subtotal** | **$1,750** | **$1,250** | **$250** | **$250** | **$250** | **$3,750** |
| **Grand Total - Constrained** | **$108,274** | **$108,933** | **$109,602** | **$110,280** | **$110,969** | **$548,058** |

[5] Pace Suburban Bus. *Suburban Service and Regional ADA Paratransit Budget: 2020 Operating and Capital Program; 2020-2022 Business Plan for Operations; 2020-2024 Capital Business Plan.* Final Program, November 2019, p 44.

Based on the prioritization methodology described in the previous section, Table 12 contains a ranked list of capital projects for 2020, while Table 13 ranks the project intended for years 2021 through 2024.

### Table 12: Ranked List of Capital Projects, 2020

| PROJECT RANK | PROJECT NAME | ASSET CATEGORY | UNCONSTRAINED NEED | AVERAGE SCORE |
|---|---|---|---|---|
| 1 | Farebox System Replacement | Support Facilities & Equipment | $ 7,500,000 | 33.7 |
| 2 | Joliet Transit Center | Stations & Passenger Facilities | $ 6,300,000 | 21.7 |
| 3 | Oil/Water separator tank and installation | Support Facilities & Equipment | $ 200,000 | 21.0 |
| 4 | IBS Upgrades | Support Facilities & Equipment | $ 625,000 | 19.7 |
| 5 | Underground storage tank repairs | Support Facilities & Equipment | $ 300,000 | 18.7 |
| 6 | Bus tracker signs content mngmnt & hosting srvcs | Support Facilities & Equipment | $ 750,000 | 16.0 |
| 7 | Underground storage tank testing services | Support Facilities & Equipment | $ 200,000 | 15.7 |
| 8 | Posted Stops sign installation | Stations & Passenger Facilities | $ 450,000 | 15.0 |
| 9 | Trench drain repairs | Support Facilities & Equipment | $ 478,000 | 14.7 |
| 10 | Replacement Paratransit Vehicles | Rolling Stock | $ 1,953,832 | 14.3 |
| 11 | Replacement Diesel Buses | Rolling Stock | $ 14,000,000 | 14.0 |
| 12 | Replacement Community & On-Demand Vehicles | Rolling Stock | $ 1,350,000 | 14.0 |
| 13 | Engine/Transmission Retrofits | Rolling Stock | $ 6,997,989 | 14.0 |
| 14 | Shelters and concrete pads | Stations & Passenger Facilities | $ 870,000 | 13.0 |
| 15 | Bus tracker signs and installation | Stations & Passenger Facilities | $ 750,000 | 12.7 |
| 16 | A/E for bus stop shelters | Stations & Passenger Facilities | $ 630,000 | 12.7 |
| 17 | Vision 2040 implementation consulting | Miscellaneous | $ 1,500,000 | 12.3 |
| 18 | Non-revenue vehicles | Support Facilities & Equipment | $ 510,000 | 12.0 |
| 19 | Titan2 servers and MSA's (disk arrays) | Support Facilities & Equipment | $ 425,000 | 11.3 |
| 20 | Caulk precast exterior wall | Support Facilities & Equipment | $ 65,000 | 11.0 |
| 21 | Parking lot asphalt repairs | Support Facilities & Equipment | $ 65,000 | 11.0 |
| 22 | Carpeting and painting | Support Facilities & Equipment | $ 9,000 | 11.0 |
| 23 | Safety simulator | Support Facilities & Equipment | $ 350,000 | 8.7 |
| 24 | Bus stop benches | Stations & Passenger Facilities | $ 50,000 | 6.0 |
| 25 | Road call service trucks | Support Facilities & Equipment | $ 140,000 | 5.7 |
| 26 | Water pumping system | Support Facilities & Equipment | $ 78,000 | 5.7 |
| 27 | Construct salt shed | Support Facilities & Equipment | $ 50,000 | 2.3 |

## Table 13: Ranked List of Capital Projects, 2021-2024

| PROJECT RANK | PROJECT NAME | ASSET CATEGORY | UNCONSTRAINED NEED (MILLIONS) | AVERAGE SCORE |
|---|---|---|---|---|
| 1 | Farebox System Replacement | Support Facilities & Equipment | $17.5 | 30.3 |
| 2 | New I-55 Garage | Support Facilities & Equipment | $41 | 24.0 |
| 3 | River Division Expansion and improvements | Support Facilities & Equipment | $14.5 | 23.3 |
| 4 | Posted Stops | Stations & Passenger Facilities | $2.5 | 23.0 |
| 5 | Pulse Dempster Buses (18) | Rolling Stock | $9 | 20.0 |
| 6 | North Shore Expansion and improvements | Support Facilities & Equipment | $19.5 | 20.0 |
| 7 | Harvey Transportation Center | Stations & Passenger Facilities | $7.5 | 19.0 |
| 8 | Environmental Consulting/ Underground Tanks | Support Facilities & Equipment | $2.1 | 18.7 |
| 9 | Homewood Transfer Center | Stations & Passenger Facilities | $1.5 | 18.7 |
| 10 | Gurnee Mills Transportation Center | Stations & Passenger Facilities | $0.75 | 18.7 |
| 11 | Fixed Route Bus Replacements (129) | Rolling Stock | $51.6 | 18.3 |
| 12 | Pulse Dempster Construction | Stations & Passenger Facilities | $13.4 | 16.0 |
| 13 | Bus Stop Signs/Shelters | Stations & Passenger Facilities | $7 | 15.7 |
| 14 | Paratransit Vehicle Replacements (274) | Rolling Stock | $17.8 | 15.3 |
| 15 | Support Equipment/ Non-Revenue Vehicles | Support Facilities & Equipment | $12.5 | 15.3 |
| 16 | Community Transit Vehicle Replacements (78) | Rolling Stock | $5.9 | 15.0 |
| 17 | Blue Island Park-n-Ride | Stations & Passenger Facilities | $2.2 | 15.0 |
| 18 | Chicago Heights Transfer Center | Stations & Passenger Facilities | $2.5 | 15.0 |
| 19 | Bolingbrook (Canterbury Lane) Park-n-Ride | Stations & Passenger Facilities | $1.5 | 15.0 |
| 20 | Homewood Park-n-Ride | Stations & Passenger Facilities | $1.5 | 15.0 |
| 21 | Prairie Stone Transportation Center | Stations & Passenger Facilities | $3 | 15.0 |
| 22 | Buffalo Grove Transportation Center | Stations & Passenger Facilities | $2.5 | 15.0 |
| 23 | Hillside Park-n-Ride | Stations & Passenger Facilities | $1 | 15.0 |
| 24 | Engine Transmission/ Retrofits/Associated Capital | Rolling Stock | $15 | 14.7 |
| 25 | Riverdale Bus Turnaround | Stations & Passenger Facilities | $1.5 | 13.3 |
| 26 | Office Equipment/Furniture | Support Facilities & Equipment | $1 | 11.7 |
| 27 | Orland Square Mall Layover | Stations & Passenger Facilities | $1.6 | 11.3 |
| 28 | Computer Systems/ Hardware & Software | Support Facilities & Equipment | $5 | 10.3 |

# ESTIMATION OF AVAILABLE CAPITAL FUNDING

In order to pay for our capital investments over the next five years, Pace will rely on funding from the sources described in Table 14.

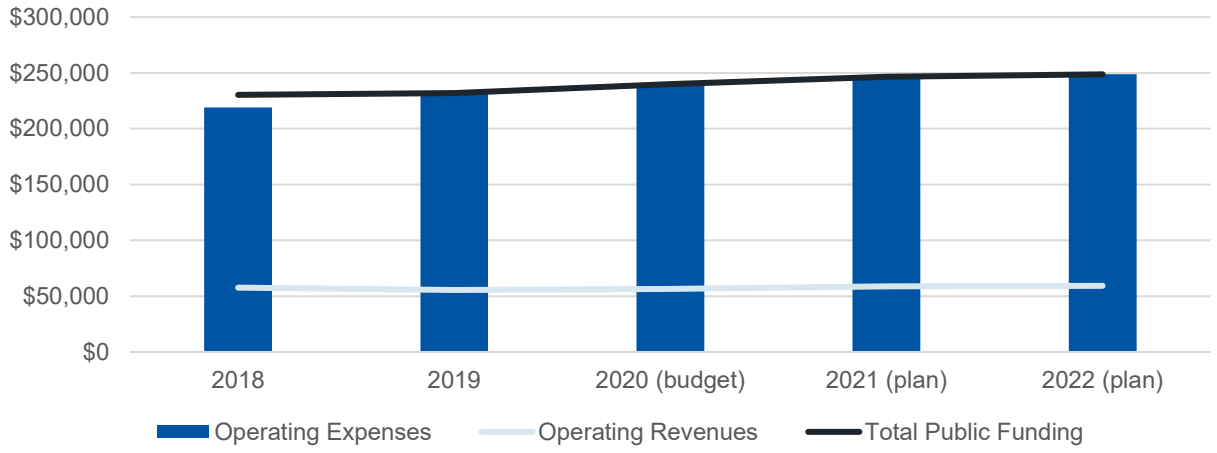
**Table 14: Capital Improvement Program Expected Funds ($000s), FY2020-2024**

| ASSET CLASS | PROJECT | 2020 | 2021 | 2022 | 2023 | 2024 | 5 year (2020-2024) |
|---|---|---|---|---|---|---|---|
| Federal Funds | Federal 5307 | $41,968 | $42,597 | $43,236 | $43,885 | $44,543 | $216,229 |
| | Federal 5339 | 1,954 | 1,983 | 2,013 | 2,043 | 2,074 | 10,067 |
| | **Subtotal - Federal Funds** | **43,922** | **44,580** | **45,249** | **45,928** | **46,617** | **226,296** |
| State Funds | State Bond | 52,753 | 52,753 | 52,753 | 52,753 | 52,753 | 263,762 |
| | State Renewal | 11,350 | 11,350 | 11,350 | 11,350 | 11,350 | 56,750 |
| | **Subtotal - State Funds** | **64,103** | **64,103** | **64,103** | **64,103** | **64,103** | **320,513** |
| Pace Funds | Pace PBV | 250 | 250 | 250 | 250 | 250 | 1,250 |
| | **Subtotal - Pace Funds** | **250** | **250** | **250** | **250** | **250** | **1,250** |
| **Total** | **Total** | **$108,274** | **$108,933** | **$109,602** | **$110,280** | **$110,969** | **$548,058** |

# OPERATIONS AND MAINTENANCE COSTS

Capital investments have an impact on operating and maintenance costs, which are typically higher for older, less efficient vehicles, equipment, and facilities, which are more prone to breakdowns, and for which there may no longer be adequate support from suppliers. Pace's Suburban Service Operating Budget gives a breakdown of our operating revenue/expenses, and public funding received. In FY 2016 and 2017, operating revenue covered about 25 percent of operating expenses for both years, with public funding covering the rest. In Pace's three-year business plan, operating revenues are expected to grow at an annual compound rate of 2.2 percent, expenses at 2.1 percent, and total public funding at 2.4 percent (including both sales tax and federal revenue services). Figure 3 shows the actual/expected system-generated revenues, public funds, and total operating expenses from 2018 through 2022. Of Pace's total operating expenses, approximately 57.92 percent is for labor and fringes.

## Figure 3: Operating and Maintenance Costs ($millions), 2018-2022




## Table 15. Operating Expenses ($000s)

| OPERATING EXPENSES | 2018 (ACTUAL) | 2019 (ESTIMATE) | 2020 (BUDGET) | 2021 (PLAN) | 2022 (PLAN) |
|---|---|---|---|---|---|
| Labor/Fringes | $128,345 | $131,056 | $138,981 | $143,205 | $147,491 |
| Healthcare | 26,181 | 26,184 | 27,235 | 29,632 | 32,150 |
| Parts/Supplies | 7,466 | 6,427 | 6,376 | 6,823 | 7,292 |
| Purchased Transportation | 18,241 | 25,973 | 21,332 | 21,998 | 22,681 |
| Fuel | 13,973 | 13,166 | 14,227 | 14,758 | 15,218 |
| Utilities | 2,238 | 2,680 | 3,051 | 3,205 | 3,389 |
| Insurance | 7,247 | 11,973 | 10,937 | 11,718 | 12,539 |
| Other (includes Debt Service) | 22,061 | 23,893 | 26,865 | 27,132 | 27,627 |
| Bond Interest | 242 | 216 | 187 | 154 | 119 |
| Regional ADA Support Credit | (7,073) | (8,226) | (9,249) | (9,358) | (9,639) |
| Budget Balancing Actions | 0 | 0 | 0 | (2,693) | (10,129) |
| **Total expenses before depreciation** | **$218,921** | **$233,342** | **$239,942** | **$246,574** | **$248,738** |

**END OF SECTION 7**

# 8. ASSET MANAGEMENT IMPLEMENTATION

Pace recognizes that this initial TAM Plan is only the first step of many towards achieving the organization's asset management Baseline and Future improvement objectives.

## TAM PLAN UPDATE AND EVALUATION

625.25 (b) A TAM Plan must include (9) An outline of how a provider will monitor, update, and evaluate, as needed, its TAM Plan and related business practices, to ensure the continuous improvement of its TAM practices

At a minimum, this Plan will undergo a comprehensive update and review every four years, with a preferred update cycle of every three years to coincide with the FTA triennial review process. Certain aspects of the Plan will be reviewed more frequently, on an annual cycle. This includes a review of asset condition, performance targets (as part of annual submissions to the NTD), and progress towards asset management objectives.

To ensure the Plan remains useful and relevant, the following are examples of monitoring and review activities that will be undertaken:

- The Transit Asset Management and State of Good Repair Policy which directs the development of future asset management initiatives – including future versions of this asset management plan.
- Guidance for the delivery of maintenance and capital programs.
- Performance targets shall be monitored annually and reviewed as to their ability to deliver the required level of service for each asset class.
- The asset inventory and condition information shall be updated annually as part of NTD reporting.
- Pace's five-year capital plan shall be updated annually, following the investment prioritization procedures laid out in this document.
- Pace's maintenance manuals and other guiding maintenance and management documents will be monitored and updated as needed, to ensure that the lifecycle management strategies contained therein continue to adequately address our assets' maintenance needs.

## IMPROVEMENT PLAN

625.25 (b) A TAM Plan must include: (6) A provider's TAM Plan implementation strategy

Originally WSP proposed 23 initiatives to support the October 1, 2018 Pace initial TAM Plan. These were developed in response to a Gap Assessment, which evaluated Pace's general asset management maturity. The proposed initiatives cut across several asset management knowledge pathways, suggesting key actions to improve Pace's asset management capabilities in multiple overlapping areas. The proposed initiatives are

drawn from the “Principles of Asset Management” a training course offered by WSP. Currently, the WSP training course is an out of scope item.

During 2019, the proposed 23 initiatives underwent a conscientious review to focus on results rather than tasks to ensure we were not too rigid in our original thinking. Recognizing Pace strengths, the proposed 23 initiatives were divided into two categories, Baseline and Future TAM Plan Improvement Objectives, versus a prescriptive 5-year calendar for Pace's TAM Plan implementation strategy. As another “tool in our toolbox” to help map our TAM and NTD organizational mission, a guidance manual was created *Pace TAM Improvement Objectives Handbook – 2019* to outline our TAM Plan Baseline and Future Improvement Objectives. This Handbook can assist with developing, mentoring, and training, a cross-functional committee(s) to educate staff in ways to approach transit asset management as a strategic business plan initiative.

### Table 16. TAM Plan Baseline and Future Improvement Objectives - 2019

| | |
|---|---|
| **TAM PLAN BASELINE IMPROVEMENT OBJECTIVES** | |
| 1 | *ASSET MANAGEMENT DOCUMENTS AND SYSTEMS*<br>Per the TAM Final Rule, 625.29 (c), “A provider must update its entire TAM Plan at least once every 4 years.” The overall TAM Plan preferred update cycle is every three years to coincide with the FTA Triennial review process. Certain aspects of the TAM Plan may be updated on an annual cycle. This may include limited scope Status Updates to inform internal and external stakeholders. |
| 2 | *CONDITION ASSESSMENT PROCESSES*<br>Define an asset condition assessment approach for all critical assets that describes how, when, and what is measured. Condition rating parameters may differ across asset types but the scoring scale, e.g., 1 to 5, should remain consistent to enable comparison. |
| 3 | *PERFORMANCE TARGETS*<br>Develop key performance targets at the asset level in accordance with FTA requirements for annual NTD reporting. |
| 4 | *VEHICLE TRACKING SYSTEM*<br>Develop a system in an IT platform to document vehicles, revenue and non-revenue, throughout their expected life cycle. Coordinate data input to the system through various key staff and other system events to limit that amount of information which is required to be hard entered. |
| **TAM PLAN FUTURE IMPROVEMENT OBJECTIVES** | |
| 5 | *INVESTMENT PRIORITIZATIONS*<br>Update capital project prioritization process to include out-year projects, and to consider on operations and maintenance, lifecycle costs, asset criticality, and asset condition. |
| 6 | *ASSET MANAGEMENT ORGANIZATIONAL DEVELOPMENT*<br>Ensure organizational capacity exists to successfully implement asset management through alignment of enterprise strategy and goals with asset management improvement objectives. |
| 7 | *RISK MANAGEMENT PROCESSES*<br>Design and implement an enterprise-wide risk management program, integrated across departments. |
| 8 | *LEVEL OF SERVICE DEFINITIONS*<br>Quantify the required levels of service and the vehicles required to meet the service obligation, so that facility and equipment planning can be undertaken during planning of new services. |
| 9 | *ASSET INFORMATION REQUIREMENTS*<br>Develop standard requirements and guidelines for the provision of asset information by contractors, including asset inventory and data, warranty, OEM manuals, maintenance manuals, and training. |

## *Table 16. TAM Plan Baseline and Future Improvement Objectives - 2019 Continued*

| TAM PLAN FUTURE IMPROVEMENT OBJECTIVES CONTINUED | |
|---|---|
| 10 | *LIFE CYCLE COSTING*<br>Incorporate lifecycle cost information into investment decision-making, budget preparation, and asset policies and strategies. |
| 11 | *IN VS. OUTSOURCING*<br>Implement a process for large projects or procurements to consider whether the project should use in-house resources or be contracted out. |
| 12 | *ASSET CRITICALITY*<br>Develop a procedure for assigning and recording asset criticality and use criticality as a criterion in capital project prioritization and investment decision-making. |
| 13 | *OPERATIONS AND MAINTENANCE IN CAPITAL PROGRAMMING*<br>Engage maintenance and operations staff during the project development and design process and incorporate information on future maintenance and operations needs and costs into design |
| 14 | *VEHICLE PERFORMANCE ANALYTICS*<br>Enhance and formalize processes for monitoring vehicle performance, analyzing trends in collected data and making improvements to maintenance plans and procedures. |
| 15 | *FORMALIZE INVENTORY MANAGEMENT*<br>Formalize strategies and processes related to inventory management, including how requirements are set for new assets, and those soon to be retired. |
| 16 | *AUTOMATIC MONITORING*<br>Expand use of automatic monitoring/feedback systems and enable automatic generation of work orders based on trigger events. |
| 17 | *FAILURE ANALYTICS*<br>Implement systems, processes, and procedures for review and analysis of failures to prevent reoccurrences, and ensure corrective action is taken as appropriate. |
| 18 | *BUSINESS CONTINUITY PLAN*<br>Create a formal Business Continuity Plan that identifies enterprise and asset risks, threats and vulnerabilities that could impact Pace's continued operations. |
| 19 | *ENTERPRISE ASSET MANAGEMENT (EAM) SYSTEM IMPROVEMENTS*<br>Increase the utility of eAM systems by a) defining parent-child asset hierarchies that enable automatic assignment of work orders to specific sub-assets/components; b) establishing unique identifiers that allow tracking a specific asset across databases; c) incorporating mobile technology to facilitate data collection; d) increasing integration between Pace's eAM system and other technology systems; and e) enabling the capture and recording of lifecycle costs associated with an asset. |
| 20 | *MASTER DATA GOVERNANCE*<br>Expand the number and type of asset-level condition and performance metrics tracked, identify ways to use this data to predict failure and produce a Master Data Governance Framework. |
| 21 | *SUCCESSION PLANNING*<br>Formalize succession planning efforts to improve knowledge management and mitigate the impacts associated with a potential loss of institutional knowledge. |
| 22 | *DEVELOP ASSET MANAGEMENT CULTURE*<br>Strengthen and build on the existing culture of asset management through consistent messaging from senior leadership and management staff, staff training on asset management, and identification of asset management knowledge and skills gaps. |
| 23 | *CLARIFY ASSET MANAGEMENT ROLES*<br>Formalize asset management-related roles and responsibilities throughout Pace, including identification of champions and process owners, and consider optimal long-term TAM organizational structure. |

**END OF TAM PLAN MAIN DOCUMENT**

# Pace Suburban Bus Division
## of the Regional Transportation Authority of Illinois

# INITIAL TRANSIT ASSET MANAGEMENT PLAN 2019 UPDATE

## *APPENDICES*

# TABLE OF CONTENTS–APPENDICES

# TABLES

## TABLES (CONTINUED)



## FIGURES

# INTRODUCTION TO THE APPENDICES

These Appendices cover groups of assets, broke into categories, based on the required Federal Transit Administration (FTA) National Transit Database (NTD) annual reporting, the main drivers of the TAM Plan, and others based on the Regional Transportation Authority (RTA) annual budget categories.

Per the TAM Final Rule, Section 625.25, lists the TAM plan requirements, including an asset inventory, condition assessments, a description of analytical processes or decision-support tools used to estimate and prioritize capital investment needs over time, and a project-based prioritization of investments. In general, an asset inventory must include all equipment, rolling stock, facilities, and infrastructure that a provider owns. A provider may exclude from its asset inventory any equipment with an acquisition value of less than $50,000 unless the asset is service vehicle equipment. The inventory also must include all rolling stock (revenue vehicles), passenger stations, administrative and exclusive use maintenance facilities, and guideway infrastructure owned by a third-party and used by the provider in the provision of public transportation.

The level of detail in a provider's asset inventory should be commensurate with the level of detail in its program of capital projects. A transit provider is required to conduct a condition assessment on all inventoried assets for which the provider has direct capital responsibility, and set targets and develop a project-based prioritization of investments for those assets.

A brief overview of each appendix is contained below.

**Appendix A: NTD Annual Reporting**

Appendix A contains a copy of the submitted Narrative Report for NTD RY2018 and will contain copies of future reports when TAM updates occur. The report also includes Table A-1: FY2019 Asset Management Performance Measure Targets to mimic the A-90 Form.

**Appendix B: Facilities**

Appendix B provides more detail on Pace's Facilities, including Passenger Station and Parking assets and Administrative and Maintenance assets, including a more detailed asset inventory, condition information, lifecycle management strategies, asset management enablers, and capital plans. Appendix B also contains copies of condition assessment reports conducted in 2018, and 2019, along with a copy of the NTD RY2018 A-15, Transit Asset Management Facilities Inventory Form.

**Appendix C: Support Vehicle / Equipment**

Appendix C provides more detail on Pace's Non-Revenue Vehicles and equipment, including a more detailed asset inventory, condition information, lifecycle management strategies, asset management enablers, and capital plans. Appendix C also includes a copy of the submitted NTD RY2018, A-35 Service Vehicle Inventory Form.

### Appendix D: Revenue Vehicles

Appendix D provides more detail on Pace's Rolling Stock assets, including a more detailed asset inventory, condition information, lifecycle management strategies, asset management enablers, capital plans, and copies of the submitted NTD RY2018, A-30 Revenue Vehicle Inventory Form.

### Appendix E: Electrical, Signal, and Communications

Appendix E is based upon the RTA Budget Category. It provides more detail on Pace's Electrical, Signal, and Communications assets, including a more detailed asset inventory, lifecycle management strategies, and asset management enablers.

### Appendix F: Support Facilities and Equipment

Appendix F is included to cover Maintenance and Administration type assets that are *not* included in the NTD Appendix B – Facilities – A-15 Form for RY2018 due to NTD Reporting requirements

### Appendix G: Stations and Passenger Facilities

Appendix G is included to cover Passenger Facility type assets that are *not* included in NTD Appendix B – Facilities – A-15 Form for RY2018 due to NTD Reporting requirements.

### Appendix H: Abbreviations and Acronyms

This Appendix lists abbreviations used in this document.

### Appendix I: Terms and Definitions

This Appendix provides terms and definitions used to describe aspects of asset management that may be referenced in this document.

**END OF INTRODUCTION**

# A. APPENDIX A – NTD ANNUAL REPORTING

Per the Federal Transit Administration's guidance:

> *The National Transit Database (NTD) program's Asset Inventory Module (AIM) is designed to collect basic information on assets and infrastructure used by U.S. transit agencies to deliver service. The purpose of assembling a nationwide inventory is to improve the Federal Transit Administration's (FTA's) ability to project capital costs for the future replacement (and necessary capital renewal activities) of existing transit assets.*
>
> *This information supports the FTA biennial report to the U.S. Congress regarding cost estimates of transit capital. These estimates directly influence the FTA annual budget request submitted for the Federal fiscal year (FFY). The Transit Asset Management (TAM) rule (49 CFR part 625) is a set of federal regulations that set out minimum asset management practices for transit providers. Beginning in Report Year (RY) 2018, agencies that receive or benefit from Chapter 53 funds from the Federal Transit Administration are required to report asset inventory, condition and performance information to the National Transit Database.*

Each Chapter 53 funding recipient developing a TAM Plan will be required to report annually to the FTA National Transit Database.

Pace's fiscal year aligns with the calendar year, January 1 through December 31. For Pace this means that the RY2018 submission is required to be uploaded to the NTD website no later than April 2019. Pace did not undertake the RY2017 option.

Pace has two NTD ID reporting numbers: 50113 for the Suburban Bus Division, and 50182 for the Regional ADA Paratransit Services. Pace has no capital responsibility for the 50182 Regional ADA Paratransit Services assets.

The Pace RY2018 AIM submission included:

1. Projected targets for FY2019.
2. Condition assessments and performance results.
3. A narrative report on changes in transit system conditions and the progress toward achieving previous performance targets, beginning for RY2019. The RY2018 narrative report serves as an overview of our RY2018 NTD TAM AIM submittal, and is included at the end of the Appendix A.

Note that the FTA requires the use of their new prescribed AIM forms for reporting data elements. FTA does not have a prescribed format for the narrative report.

1. Transit Asset Management Performance Targets (A-90)
2. Transit Asset Management Facilities Inventory (A-15)
3. Transit Way Mileage (A-20) - Non-Applicable to Pace
4. Revenue Vehicle Inventory (A-30)
5. Service Vehicle Inventory (A-35)

### A-90 Transit Asset Management Performance Measure Targets

The Useful Life Benchmarks (ULB) are based on Pace's experience with our assets and vary from those proposed by the FTA. FY2019 Performance Targets are set only for the 50113 Suburban Bus Division, as shown in Table A-1. For the Regional ADA Paratransit Services, Pace has checked all boxes as N/A on the A-90 form.

**Table A-1: FY2019 Asset Management Performance Measure Targets**

| 1. Rolling stock - % of revenue vehicles past their Useful Life Benchmark (ULB) | ULB | 2019 Target |
|---|---|---|
| Over-the-road Bus (BR) | 12 | 0% |
| Bus (BU) | 12 | 23.44% |
| Cutaway (CU) | 4 | 55.94% |
| Minivan (MV) | 5 | 31.89% |
| Van (VN) | 5 | 43.96% |
| **2. Equipment - % of service vehicles past their Useful Life Benchmark (ULB)** | **ULB** | **2019 Target** |
| Automobiles | 5 | 57.75% |
| Trucks and other Rubber Tire Vehicles | 5/10 | 64.66% |
| **3. Facility - % of facilities rated below 3 on the condition scale** | **ULB** | **2019 Target** |
| Passenger / Parking Facilities | N/A | 26.92% |
| Administrative / Maintenance Facilities | N/A | 33.33% |

### A-15 Transit Asset Management Facilities Inventory

The Suburban Bus Division Facilities Inventory database reflects passenger and parking facilities used by Pace in the provision of service including the administrative and maintenance facilities for which Pace has capital responsibility. Several of the passenger and parking facilities reported are owned and operated by other FTA-reporting entities: the Chicago Transit Authority (CTA) and Metra. For these facilities, Pace is using the NTD shared lookup function for reporting.

The Regional ADA Paratransit Services Inventory data is not subject to NTD reporting requirements because all administrative and maintenance locations are owned by contract carriers, except one administrative office that Pace leases.

**A-20 Transit Way Mileage** - Not applicable to Pace.

### A-30 Revenue Vehicle Inventory

Pace reports Revenue Vehicle Inventory data across multiple forms, reflecting different types of service separately for the Suburban Bus Division and the Regional ADA Paratransit Services. Some of Pace's revenue vehicle inventory serve both entities and are included in both reports. The meaningful distinction is when the capital responsibility box is checked for performance target setting to avoid double counting.

### A-35 Service Vehicle Inventory

The Suburban Bus Division Service Vehicle Inventory database is compiled for service and maintenance vehicles, administrative vehicles, or those which indirectly deliver transit service.

The Regional ADA Paratransit Services Inventory data is not subject to NTD reporting requirements because we do not have service vehicles that support either two modes, Purchased Transportation Demand Response (DR PT) and Demand Response Taxi (DT PT).

***ANNUAL TAM DEPARTMENT NTD MISSION STATEMENT****:* A compliant TAM submittal using the NTD prescribed Asset Inventory Module (AIM) Forms to annually report the prior fiscal year capital asset inventory, asset condition, and performance data, along with a Narrative Report to describe Pace's progress toward meeting the prior fiscal reporting year performance targets, and setting the new projected fiscal year performance targets.

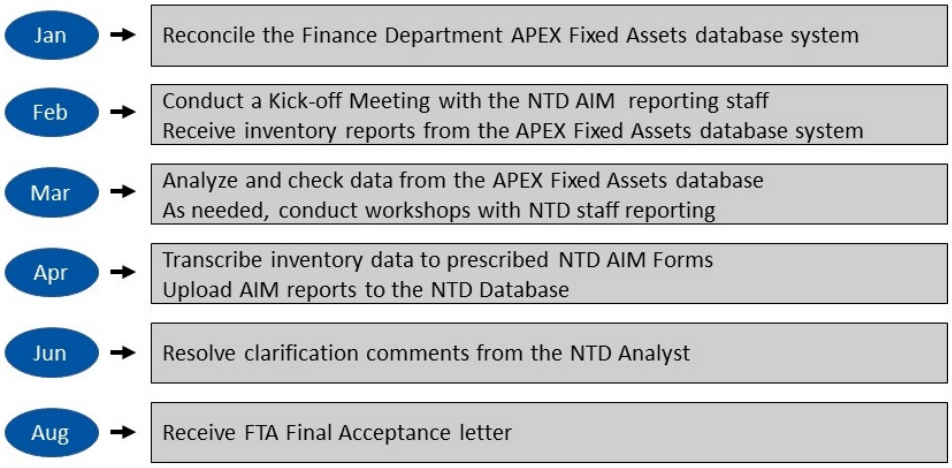
The ***ANNUAL TAM DEPARTMENT NTD MISSION STATEMENT*** is responsive to the required TAM Plan Element 6: Asset Management Implementation, and TAM Plan Element 7: List of Key Annual Activities.

Equally, the ***ANNUAL TAM DEPARTMENT NTD MISSION STATEMENT*** advances the TAM Plan Baseline and Future Improvement Objectives, specifically Baseline Improvement Objective 1: ASSET MANAGEMENT DOCUMENTS AND SYSTEMS to provide Pace NTD reporting staff with improved access to accurate, timely, consistent, and complete asset data and information.

The ***TAM DEPARTMENT NTD RY2019 STRATEGIC GOAL***: Create a data entry guidance manual for NTD reporting staff. This guidance to include documented instances of NTD RY2018 Analyst Validation Issues with Pace Resolutions, Lessons Learned, and in certain cases, where RY2018 data entry approach was agreed to by conducting staff workshops to ensure Agency reporting consistency.

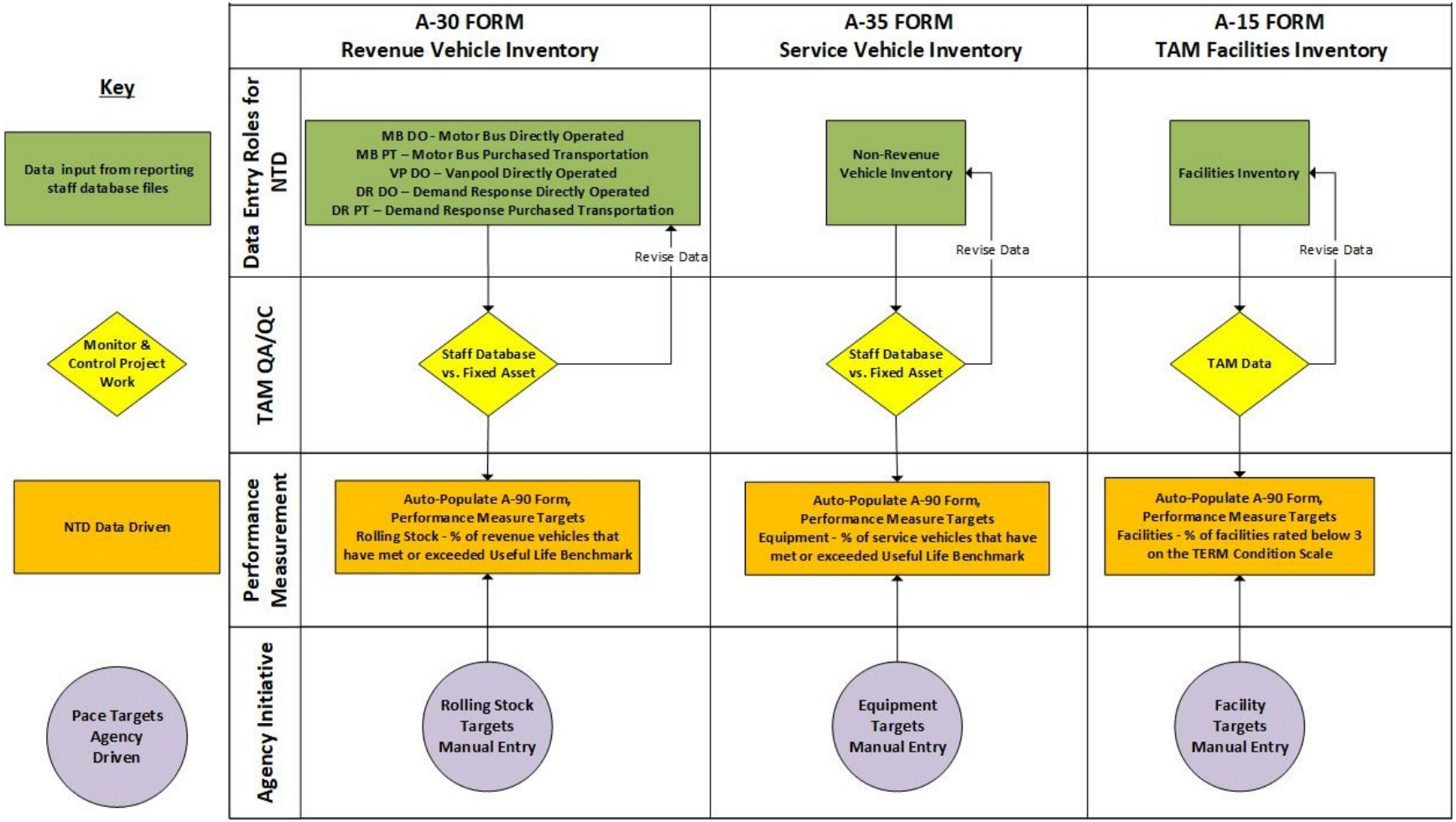
Figure A-1 shows the timeline for a typical annual NTD reporting cycle.

**Figure A-1: Typical Annual NTD Reporting Timeline**




For additional information see Figure A-2 for the NTD Asset Inventory Module (AIM) Reporting Forms TAM Data Entry Process Overview Validation Issues.

## Figure A-2: NTD Asset Inventory Module (AIM) Reporting Forms, *TAM Data Entry Process Overview*



Pace Suburban Bus

# NARRATIVE REPORT

# NTD RY2018


~~APRIL 2019~~

Revised June 28, 2019

## INTRODUCTION

The National Transit Database (NTD) program's Asset Inventory Module (AIM) is designed to collect basic information on assets and infrastructure used by U.S. transit agencies to deliver service. The purpose of assembling a nationwide inventory is to improve the Federal Transit Administration's (FTA's) ability to project capital costs for the future replacement and necessary capital renewal activities of existing transit assets.

The Transit Asset Management (TAM) rule, 49 CFR part 625, is a set of federal regulations that set out minimum asset management practices for transit providers. Beginning in Report Year (RY) 2018, agencies that receive or benefit from FTA Chapter 53 funds are required to report asset inventory, condition, and performance information annually to the NTD using the new prescribed AIM forms for reporting capital data elements.

## RY2018 NTD TAM AIM SUBMITTAL

Pace has two NTD ID reporting numbers: 50113 for the Suburban Bus Division, and 50182 for the Regional ADA Paratransit Services. Pace has no capital responsibility for the 50182 Regional ADA Paratransit Services assets.

Pace's fiscal year aligns with the calendar year, January 1 through December 31. For Pace this means that the RY2018 NTD TAM AIM submittal is required to be uploaded to the NTD website no later than April 30, 2019. Pace did not undertake the RY2017 option.

Beginning in RY2019, a narrative report is required to describe changes in transit system conditions and the progress toward achieving previous performance targets. Considering next year's requirement, this year's narrative report serves as an overview of our RY2018 NTD TAM AIM submittal.

### A-15 Transit Asset Management Facilities Inventory

The Suburban Bus Division Facilities Inventory database reflects passenger and parking facilities used by Pace in the provision of service including the administrative and maintenance facilities for which Pace has capital responsibility. Several of the passenger and parking facilities reported are owned and operated by other FTA-reporting entities: the Chicago Transit Authority (CTA) and Metra. For these facilities, Pace is using NTD's shared lookup function for reporting.

The Regional ADA Paratransit Services Inventory data is not subject to NTD reporting requirements because all administrative and maintenance locations are owned by contract carriers, except one administrative office that Pace leases.

**A-20 Transit Way Mileage -** Not applicable to Pace.

### A-30 Revenue Vehicle Inventory

Pace reports Revenue Vehicle Inventory data across multiple forms, reflecting different types of service separately for the Suburban Bus Division and the Regional ADA Paratransit Services. Some of Pace's revenue vehicle inventory serve both entities and are included in both reports. The meaningful distinction is when the capital responsibility box is checked for performance target setting to avoid double counting.

## A-35 Service Vehicle Inventory

The Suburban Bus Division Service Vehicle Inventory database is compiled for service and maintenance vehicles, administrative vehicles, or those which indirectly deliver transit service.

The Regional ADA Paratransit Services Inventory data is not subject to NTD reporting requirements because we do not have service vehicles that support either two modes, Purchased Transportation Demand Response (DR PT) and Demand Response Taxi (DT PT).

## A-90 Transit Asset Management Performance Measure Targets

The Useful Life Benchmarks (ULB) are based on Pace's experience with our assets and vary from those proposed by the FTA. FY2019 Performance Targets are set only for the 50113 Suburban Bus Division, see below. For the Regional ADA Paratransit Services, Pace has checked all boxes as N/A on the A-90 form.

***Revised June 28, 2019 Report:***

Recapped below are the requested NTD Analyst submittal revisions to Pace A-15 TAM Facilities Inventory, A-30 Revenue Vehicle Inventory for Vanpool Directly Operated (VP DO), and A-35 Service Vehicle Inventory Forms. These changes also caused revisions to the A-90 TAM Performance Measure Form; see table below.

**A-15 Form**: Four subject Facility ID's were revised to reflect 0% Pace Capital Responsibility: 16095; 16096; 16098; and 16099, with Metra having 100% Capital Responsibility. These changes caused a decrease to our Percentage of Passenger Facilities rated below 3.

Six subject Facility ID's were revised to Bus Transfer Center from Other, Passenger or Parking (described in notes):16065; 16070; 16075; 16078; 16079; and 16081. This caused six new Passenger Facility records to be added to represent the Surface Parking Lot element of the prior records: 16880; 16881; 16882; 16883; 16884; and 16885. These changes caused a decrease to our Percentage of Passenger Facilities rated below 3.

**A-30 Form:** Two active vehicles in the VP mode with only six seats (RVI ID 29206) were removed from the inventory because FTA only considers VP service to be public transportation only if there are at least seven seats. This change caused a decrease to the Performance Target for MV – Minivans.

**A-35 Form**: Pace was requested to reassign all non-automobile vehicle type fleets to the "Trucks and Other Rubber Tire Vehicles". This equated to a total of 76 vehicles being reallocated.

| FY2019 TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE TARGETS | | | | |
|---|---|---|---|---|
| | 4/30/2019 | | 6/28/2019 Revision | |
| **1. Rolling Stock - % of revenue vehicles past their Useful Life Benchmark (ULB)** | **ULB** | **2019 Target** | **ULB** | **2019 Target** |
| | | | | |
| Over-the-road Bus (BR) | 12 | 0% | 12 | 0% |
| Bus (BU) | 12 | 23.44% | 12 | 23.44% |
| Cutaway (CU) | 4 | 55.94% | 4 | 55.94% |
| Minivan (MV) | 5 | 32.34% | 5 | 31.89% |
| Van (VN) | 5 | 43.96% | 5 | 43.96% |
| | | | | |
| **2. Equipment - % of service vehicles past their Useful Life Benchmark (ULB)** | **ULB** | **Target** | **ULB** | **Target** |
| | | | | |
| Automobiles | 5 | 70.75% | 5 | 57.75% |
| Trucks and other Rubber Tire Vehicles | 10 | 30.00% | 5/10 | 64.66% |
| | | | | |
| **3. Facility - % of facilities rated below 3 on the condition scale** | **ULB** | **Target** | **ULB** | **Target** |
| | | | | |
| Passenger / Parking Facilities | N/A | 33.33% | N/A | 26.92% |
| Administrative / Maintenance Facilities | N/A | 33.33% | N/A | 33.33% |

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**End of Narrative Report**

## END OF APPENDIX A

# B. APPENDIX B – FACILITIES

## B.1 NTD ASSET DEFINITION

In the *TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation*, the Federal Transit Administration (FTA) lays out the following guidance and definitions with respect to Facilities:[6]

***Passenger Facilities***

*Agencies report passenger station information for fixed route, fixed schedule services (rail modes, bus modes, trolleybus, ferryboat, and aerial tramway). Each agency must report inventory data for all passenger stations the agency uses in public transportation even if the agency does not own the stations.*

*Passenger stations are significant structures on a separate right-of-way (ROW). For rail modes, passenger facilities typically mean a platform area and any associated access structures or accessory spaces accessible to passengers or by staff who are in support of passenger service. This definition of passenger facilities includes:*

- *All rail passenger facilities (except for light rail, cable car, and streetcar modes)*
- *All light rail, cable car, and streetcar passenger facilities that have platforms and serve track that is in a separate ROW (not in mixed-street traffic)*
- *All motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate ROW that have an enclosed structure (building) for passengers for items such as ticketing, information, restrooms, and concessions*
- *All transportation, transit or transfer centers, and transit malls if they have an enclosed structure (building) for passengers for items such as ticketing, information, restrooms, concessions, and telephones*

*As an example, a bus stop on a street or in a median is not a station if the bus stop does not have a separate, enclosed building. Open shelters, canopies, lighting, signage, or ramps for accessibility alone are not enough to establish a passenger station.*

***Parking Facilities***

*Parking facilities include park & ride lots as well as parking garages. Note that passenger and parking facilities are often collectively referenced as "passenger facilities." Parking facilities are those immediately adjacent to passenger facilities.*

***Administrative Facilities***

*Administrative facilities are typically offices that house management and supporting activities for overall transit operations such as accounting, finance,*

[6] Federal Transit Administration, U.S. Department of Transportation, "TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation", Version 1.2, March 2018

*engineering, legal, safety, security, customer services, scheduling, and planning. They also include facilities for customer information or ticket sales, but that are not part of any passenger station.*

***Maintenance Facilities***

*Maintenance facilities are those where routine maintenance and repairs, or heavy maintenance or unit rebuilds are conducted. Agencies must not report maintenance facilities where third-party vendors perform services, such as a local gasoline service or body shop. Note that characterizing a facility as one maintenance facility type over another will not alter the maintenance and administrative facility performance measure.*

## B.2 NTD RY2018 ASSET INVENTORY

Pace facilities are located across Northeast Illinois. See Table B - 1 for a copy of the NTD RY2018 A-15, Transit Asset Management Facilities Inventory Form for more information along with their address, the year they were built or reconstructed as new, and the condition rating for facilities for which Pace has capital responsibility.

Pace utilizes bus transfer centers, park-n-ride lots, and passenger or parking facilities, which are primarily transportation centers that combine a bus transfer center with parking. Pace also owns administrative and maintenance facilities and uses support facilities owned by others to provide service. Pace's administration and maintenance facilities contain a mix of offices, garage, storage, and repair functions. Pace provides service to and from several Metra, and CTA stations, and from Park-N-Ride lots not owned by Pace throughout the RTA service area in Northeastern Illinois.

## Table B - 1. Facilities Inventory as of 12/31/2018

| | |
|---|---|
| NTD ID | 50113 |
| Reporter Name | Pace - Suburban Bus Division |
| Report | 2018 (Revision: 4) |

### Transit Asset Management Facilities Inventory (A-15)

| ID | Name | Section of Larger Facility? | Street | City | State | Zip | Lat | Long | Condition Assessment | Est. Date of Condition Assessment | Primary Mode | Non-Agency Mode | Secondary Modes | Private Mode | Facility Type | Year Built or Reconstructed as New | SqFt | Parking Spaces | Transit Agency Capital Responsibility (%) | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16050 | Administration Headquarters | false | 550 W. Algonquin Road | Arlington Heights | IL | 60005 | 42.04769 | -87.98839 | 4 | 6/7/2018 | MB | | | | Administrative Office / Sales Office | 2009 | 65,000 | | 100.00 | |
| 16051 | Fox Valley Division | false | 400 North Overland Drive | North Aurora | IL | 60542 | 41.79926 | -88.33869 | 3 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 1993 | 56,833 | | 100.00 | General purpose Maintenance Facility/Depot and Administrative Office/Sales Office |
| 16052 | Heritage Division | false | 9 Osgood Street | Joliet | IL | 60433 | 41.52013 | -88.08073 | 1 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 1983 | 66,077 | | 100.00 | General purpose Maintenance Facility/Depot and Administrative Office/Sales Office |
| 16053 | McHenry Paratransit Garage | false | 5007 Prime Parkway | McHenry | IL | 60050 | 42.30743 | -88.29296 | 3 | 6/7/2018 | DR | | MB | | Combined Administrative and Maintenance Facility (describe in Notes) | 2001 | 28,097 | | 100.00 | Administrative Office / Sales Office and General Purpose Mainteance Facility/Depot |
| 16054 | North Division | false | 1400 W. Tenth Street | Waukegan | IL | 60085 | 42.34166 | -87.84865 | 3 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 1985 | 57,754 | | 100.00 | Administrative Office / Sales Office and General Purpose Maintenance Facility/Depot |
| 16055 | North Shore Division | false | 2330 Oakton Street | Evanston | IL | 60202 | 42.02435 | -87.70735 | 3 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 1994 | 81,471 | | 100.00 | Administrative Office / Sales Office and General Purpose Maintenance Facility/Depot |
| 16056 | Northwest Division | false | 900 E. Northwest Highway | Des Plaines | IL | 60016 | 42.05003 | -87.90025 | 1 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 2002 | 82,700 | | 100.00 | Administration Office / Sales Office and General Purpose Maintenance Facility/Depot |
| 16057 | River Division | false | 975 S. State Street | Elgin | IL | 60123 | 42.01129 | -88.28702 | 3 | 6/7/2018 | MB | | DR | | Combined Administrative and Maintenance Facility (describe in Notes) | 1989 | 63,235 | | 100.00 | Administration Offices / Sales Offices and General Purpose Maintence Facility/Depot |
| 16058 | South Division | false | 2101 W. 163rd Place | Markham | IL | 60428 | 41.59212 | -87.66897 | 3 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 2017 | 191,182 | | 100.00 | Administration Office / Sales Office and General Purpose Maintenance Facility/Depot |
| 16059 | South Holland Acceptance Facility | | 405 W. Taft Drive | South Holland | IL | 60473 | 41.59324 | -87.62812 | 1 | 6/7/2018 | MB | | | | Vehicle Testing Facility | 1994 | 44,700 | | 100.00 | |
| 16060 | Southwest Division | false | 9889 S. Industrial Drive | Bridgeview | IL | 60455 | 41.71184 | -87.80263 | 3 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 1994 | 81,471 | | 100.00 | Administration Office / Sales Office and General Purpose Maintenance Facility/Depot |
| 16061 | West Division | false | 3500 W. Lake Street | Melorse Park | IL | 60160 | 41.8956 | -87.87731 | 2 | 6/7/2018 | MB | | | | Combined Administrative and Maintenance Facility (describe in Notes) | 1986 | 223,004 | | 100.00 | Administration Office / Sales Office and General Purpose Maintenance Facility/Depot |
| 16062 | Blue Island Park-n-Ride | false | 3060 W. Burr oak | Blue Island | IL | 60406 | 41.66257 | -87.69819 | 2 | 6/7/2018 | MB | | | | Surface Parking Lot | 1998 | | 62 | 100.00 | |
| 16063 | Bolingbrook - Canterbury Lane Park-n-Ride | false | 170 Canterbury Lane | Bolingbrook | IL | 60440 | 41.69676 | -88.07893 | 3 | 9/18/2018 | MB | | | | Surface Parking Lot | 2010 | | 179 | 100.00 | |
| 16064 | Bolingbrook - Old Chicago Park-n-Ride | false | 120 E. Old Chicago Drive | Bolingbrook | IL | 60440 | 41.68054 | -88.06592 | 3 | 9/18/2018 | MB | | | | Surface Parking Lot | 2016 | | 219 | 100.00 | |
| 16065 | Buffalo Grove Transportation Center | false | 801 Commerce Court | Buffalo Grove | IL | 60089 | 42.17112 | -87.94323 | 3 | 9/20/2018 | MB | | | | Bus Transfer Center | 2011 | 250 | | 100.00 | Bus Transfer Center and Surface Parking Lot |
| 16066 | Burr Ridge Park-n-Ride | false | 7650 Lincolnshire Drive | Burr Ridge | IL | 60527 | 41.75183 | -87.91222 | 2 | 9/18/2018 | MB | | | | Surface Parking Lot | 1995 | | 81 | 100.00 | |
| 16067 | Chicago Heights Transportation Center | false | 1620 Vincennes Avenue | Chicago Heights | IL | 60411 | 41.50235 | -87.63809 | 2 | 6/7/2018 | MB | | | | Bus Transfer Center | 1998 | 152 | | 100.00 | |
| 16068 | Elgin Transportation Center | false | 100 W. Chicago Street | Elgin | IL | 60120 | 42.03692 | -88.2865 | 4 | 6/7/2018 | MB | | | | Bus Transfer Center | 2016 | 1,817 | | 100.00 | |
| 16069 | Elk Grove Park-n-Ride | false | 35 Northwest Point Boulevard | Elk Grove Village | IL | 60007 | 42.03355 | -87.98521 | 3 | 9/20/2018 | MB | | | | Surface Parking Lot | 1997 | | 40 | 100.00 | |
| 16070 | Harvey Transportation Center | false | 15330 Park Avenue | Harvey | IL | 60426 | 41.6105 | -87.64307 | 1 | 6/7/2018 | MB | | | | Bus Transfer Center | 1998 | 1,700 | | 100.00 | Bus Transfer Center and Surface Parking Lot |
| 16071 | Hillside Park-n-Ride | false | Darmstadt Road & Elm Street | Hillside | IL | 60162 | 41.87144 | -87.90438 | 2 | 6/7/2018 | MB | | | | Surface Parking Lot | 2001 | | 79 | 100.00 | |
| 16072 | Hodgkins UPS Bus Terminal 1 | false | One UPS Way | Hodgkins | IL | 60525 | 41.74665 | -87.88486 | 3 | 6/7/2018 | MB | | | | Bus Transfer Center | 2003 | 3,691 | | 100.00 | |
| 16073 | Hodgkins UPS Bus Terminal 2 | false | One UPS Way | Hodgkins | IL | 60525 | 41.75032 | -87.88208 | 3 | 6/7/2018 | MB | | | | Bus Transfer Center | 2003 | 1,736 | | 100.00 | |
| 16074 | Homewood Park-n-Ride | false | 750 Ridge Road | Homewood | IL | 60430 | 41.56453 | -87.63482 | 2 | 6/7/2018 | MB | | | | Surface Parking Lot | 2000 | | 107 | 100.00 | |
| 16075 | I-90/Barrington Road | false | 2410 Central Road | Hoffman Estates | IL | 60192 | 42.06772 | -88.14263 | 5 | 6/7/2018 | MB | | | | Bus Transfer Center | 2018 | 7,300 | | 100.00 | Bus Transfer Center and Surface Parking Lot |
| 16076 | I-90/IL-25 Park-n-Ride | false | 1475 Dundee Avenue | Elgin | IL | 60120 | 42.06368 | -88.26494 | 5 | 9/18/2018 | MB | | | | Surface Parking Lot | 2017 | | 197 | 100.00 | |
| 16077 | I-90/Randall Road Park-n-Ride | false | 2001 N. Randall Road | Elgin | IL | 60192 | 42.08378 | -88.33553 | 5 | 9/18/2018 | MB | | | | Surface Parking Lot | 2016 | | 150 | 100.00 | |
| 16078 | Northwest Transportation Center | false | 1730 Kimberly Drive | Schaumburg | IL | 60173 | 42.04088 | -88.03705 | 4 | 6/7/2018 | MB | | DR | | Bus Transfer Center | 2014 | 300 | | 100.00 | Bus Transfer Center and Surface Parking Lot |
| 16079 | Plainfield Park-n-Ride | false | 14740 Depot Drive | Plainfield | IL | 60544 | 41.6195 | -88.2101 | 5 | 6/7/2018 | MB | | | | Bus Transfer Center | 2018 | 1,400 | | 100.00 | Bus Transfer Center and Surface Parking Lot |
| 16080 | Prairie Stone Transportation Center | false | 5401 Trillium Boulevard | Hoffman Estates | IL | 60192 | 42.0734 | -88.21307 | 3 | 9/18/2018 | MB | | | | Bus Transfer Center | 1993 | 170 | | 100.00 | |
| 16081 | Seatgeek Stadium Direct Transportation Center | false | 7000 South Harlem Avenue | Bridgeview | IL | 60455 | 41.76342 | -87.80285 | 5 | 6/7/2018 | MB | | | | Bus Transfer Center | 2016 | 2,400 | | 100.00 | Bus Transfer Center and Surface Parking Lot |
| 16082 | 1701 Woodfield Drive | false | 1701 Woodfield Drive | Schaumburg | IL | 60173 | 42.04162 | -88.03743 | NA | | MB | | | | Surface Parking Lot | 2018 | | 50 | 0.00 | Capital responsibility belongs to 1701 Woodfield, LLC. |
| 16083 | 95th Street Park-n-Ride | false | 91st Street and Normantown | Naperville | IL | 60564 | 41.71583 | -88.23367 | NA | | MB | | | | Surface Parking Lot | 2008 | | 202 | 0.00 | Capital responsibility belongs to City of Naperville. |
| 16084 | Atrium Center Park-n-Ride | false | 3800 Golf Road | Rolling Meadows | IL | 60008 | 42.0543 | -88.02414 | NA | | MB | | | | Surface Parking Lot | 2018 | | 255 | 0.00 | Capital responsibility belongs to Whetstone Atrium, LLC. |
| 16085 | DeVry University Park-n-Ride | false | 18624 W. Creek Drive | Tinley Park | IL | 60477 | 41.5525 | -87.79926 | NA | | MB | | | | Surface Parking Lot | 2016 | | 797 | 0.00 | Capital responsibility belongs to DeVry University, Inc. |
| 16086 | White Fence Farm Romeoville Park-n-Ride | false | 1376 Joliet Road | Romeoville | IL | 60446 | 41.67676 | -88.05633 | NA | | MB | | | | Surface Parking Lot | 2014 | | 110 | 0.00 | Capital responsibility belongs to White Fence Farms. |
| 16087 | Yorktown Mall | false | 203 Yorktown Center | Lombard | IL | 60148 | 41.84213 | -88.00453 | NA | | MB | | | | Surface Parking Lot | 2005 | | 30 | 0.00 | Capital responsibility belongs to Yorktown Holdings, LLC. |
| 16088 | Sears Centre Arena Lot C Park-n-Ride | false | 5333 Prairie Stone Parkway | Hoffman Estates | IL | 60192 | 42.07003 | -88.21074 | NA | | MB | | | | Surface Parking Lot | 2013 | | 33 | 0.00 | Capital responsibility belongs to Village of Hoffman Estates. |
| 16095 | 13171 UPNW Des Plaines | false | 1501 Miner St. | Des Plaines | IL | 60016 | 42.04084 | -87.88664 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2004 | 30,688 | | 0.00 | Capital responsibility belongs to Metra. |
| 16096 | 05235 MEDML Homewood | false | Ridge Rd. At Harwood Ave. | Homewood | IL | 60430 | 41.56222 | -87.66834 | NA | | MB | | | | Elevated Fixed Guideway Station | 1995 | 9,852 | | 0.00 | Capital responsibility belongs to Metra. |
| 16098 | 15230 MDN Lake Cook Road | false | 601 Lake Cook Road | Deerfield | IL | 60015 | 42.15184 | -87.84104 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1995 | 23,274 | | 0.00 | Capital responsibility belongs to Metra. |

## *Table B - 1. Facilities Inventory as of 12/31/2018 (Continued)*

| ID | Name | Section of Larger Facility? | Street | City | State | Zip | Lat | Long | Condition Assessment | Est. Date of Condition Assessment | Primary Mode | Non-Agency Mode | Secondary Modes | Private Mode | Facility Type | Year Built or Reconstructed as New | SqFt | Parking Spaces | Transit Agency Capital Responsibility (%) | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16099 | 11085 UPW Oak Park Marion St. | false | 1115 W North Blvd | Oak Park | IL | 60301 | 41.88703 | -87.80152 | NA | | MB | | | | Elevated Fixed Guideway Station | 2001 | 21,013 | | 0.00 | Capital responsibility belongs to Metra. |
| 16104 | 10380 BNSF Aurora | false | 233 N Broadway | Aurora | IL | 60505 | 41.75946 | -88.30909 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1990 | 32,966 | | 0.00 | Capital responsibility belongs to Metra. |
| 16106 | 10316 BNSF Route 59 | false | 1090 N Route 59 | Aurora | IL | 60504 | 41.77805 | -88.20873 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1990 | 25,473 | | 0.00 | Capital responsibility belongs to Metra. |
| 16107 | 10285 BNSF Naperville | false | 105 E 4th Ave | Naperville | IL | 60540 | 41.77975 | -88.14555 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1983 | 11,545 | | 0.00 | This facility is shared with Amtrak. Capital responsibility belongs to Metra. |
| 16108 | 10245 BNSF Lisle | false | 1000 Front Street | Lisle | IL | 60532 | 41.79793 | -88.07191 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1998 | 20,700 | | 0.00 | Capital responsibility belongs to Metra. |
| 16109 | 10226 BNSF Belmont | false | 5000 Belmont Road | Downers Grove | IL | 60515 | 41.79545 | -88.03811 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 26,700 | | 0.00 | Capital responsibility belongs to Metra. |
| 16111 | 10212 BNSF Downers Grove Main St. | false | 5001 Main Street | Downers Grove | IL | 60515 | 41.79552 | -88.00986 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2004 | 10,046 | | 0.00 | Capital responsibility belongs to Metra. |
| 16112 | 10195 BNSF Westmont | false | 18 West Quincy | Westmont | IL | 60559 | 41.79559 | -87.97636 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2004 | 17,673 | | 0.00 | Capital responsibility belongs to Metra. |
| 16113 | 10183 BNSF Clarendon Hills | false | 1 South Prospect Ave | Clarendon Hills | IL | 60514 | 41.79713 | -87.95404 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1998 | 8,053 | | 0.00 | Capital responsibility belongs to Metra. |
| 16114 | 10169 BNSF Hinsdale | false | 21 E Hinsdale Ave | Hinsdale | IL | 60521 | 41.80297 | -87.92826 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1996 | 20,269 | | 0.00 | Capital responsibility belongs to Metra. |
| 16115 | 10155 BNSF Western Springs | false | 914 Burlington Ave | Western Springs | IL | 60558 | 41.80907 | -87.9012 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 14,900 | | 0.00 | Capital responsibility belongs to Metra. |
| 16116 | 10138 BNSF LaGrange Road | false | 25 W Burlington Rd | LaGrange | IL | 60525 | 41.81586 | -87.87096 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1996 | 6,468 | | 0.00 | This facility is shared with Amtrak. Capital responsibility belongs to Metra. |
| 16117 | 10131 BNSF Congress Park | false | 1/2 mile West of Maple St on Burlington Ave | Brookfield | IL | 60513 | 41.8189 | -87.85756 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2001 | 3,476 | | 0.00 | Capital responsibility belongs to Metra. |
| 16118 | 10123 BNSF Brookfield | false | 8858 Burlington Ave | Brookfield | IL | 60513 | 41.82212 | -87.84323 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1980 | 5,068 | | 0.00 | Capital responsibility belongs to Metra. |
| 16119 | 10101 BNSF Harlem Avenue | false | 7135 Windsor Ave | Berwyn | IL | 60402 | 41.83141 | -87.80194 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 17,118 | | 0.00 | Capital responsibility belongs to Metra. |
| 16120 | 10096 BNSF Berwyn | false | 6801 Windsor Ave | Berwyn | IL | 60402 | 41.8333 | -87.79351 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1987 | 13,364 | | 0.00 | Capital responsibility belongs to Metra. |
| 16121 | 10091 BNSF LaVergne | false | Windsor & Ridgeland Ave | Berwyn | IL | 60402 | 41.83543 | -87.78399 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1984 | 8,206 | | 0.00 | Capital responsibility belongs to Metra. |
| 16122 | 09372 HC Joliet | false | OWFC+RC | Joliet | IL | 60432 | 41.52451 | -88.07889 | NA | | MB | | | | Elevated Fixed Guideway Station | 2018 | 24,629 | | 0.00 | This facility is shared with Amtrak. Capital responsibility belongs to Metra. |
| 16123 | 09329 HC Lockport | false | 13th St. & State St. | Lockport | IL | 60441 | 41.5851 | -88.06027 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1988 | 12,167 | | 0.00 | Capital responsibility belongs to Metra. |
| 16124 | 08248 SWS Orland Park 153rd St. | false | 10401 W 153rd St | Orland Park | IL | 60462 | 41.61123 | -87.87327 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 11,340 | | 0.00 | Capital responsibility belongs to Metra. |
| 16125 | 08236 SWS Orland Park 143rd St. | false | 143rd St & Southwest Hwy | Orland Park | IL | 60462 | 41.6318 | -87.85827 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2008 | 19,428 | | 0.00 | Capital responsibility belongs to Metra. |
| 16126 | 08182 SWS Worth | false | 110th St & Depot Rd | Worth | IL | 60482 | 41.69143 | -87.79599 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1996 | 11,080 | | 0.00 | Capital responsibility belongs to Metra. |
| 16127 | 08168 SWS Chicago Ridge | false | 103rd & Ridgeland Ave | Chicago Ridge | IL | 60415 | 41.70329 | -87.78058 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 19,348 | | 0.00 | Capital responsibility belongs to Metra. |
| 16128 | 08152 SWS Oak Lawn | false | 9225 S Tulley Ave | Oak Lawn | IL | 60453 | 41.71955 | -87.74869 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2008 | 21,476 | | 0.00 | Capital responsibility belongs to Metra. |
| 16176 | 04189 MEDBI Blue Island | false | Vermont St. near Irving St. | Blue Island | IL | 60406 | 41.65599 | -87.67589 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2004 | 2,697 | | 0.00 | Capital responsibility belongs to Metra. |
| 16177 | 04184 MEDBI Burr Oak | false | Burr Oak Ave. near Lincoln St. | Blue Island | IL | 60406 | 41.66232 | -87.66879 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1961 | 2,997 | | 0.00 | Capital responsibility belongs to Metra. |
| 16178 | 04167 MEDBI West Pullman | false | Halsted St., South of 120th St. | Chicago | IL | 60628 | 41.67419 | -87.64229 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1961 | 3,577 | | 0.00 | Capital responsibility belongs to Metra. |
| 16179 | 05315 MEDML University Park | false | 1900 University Pkwy | University Park | IL | 60466 | 41.45951 | -87.72328 | NA | | MB | | | | Elevated Fixed Guideway Station | 2004 | 15,878 | | 0.00 | Capital responsibility belongs to Metra. |
| 16180 | 05293 MEDML Richton Park | false | F7PR+75 | Richton Park | IL | 60471 | 41.48581 | -87.70914 | NA | | MB | | | | Elevated Fixed Guideway Station | 1987 | 10,716 | | 0.00 | Capital responsibility belongs to Metra. |
| 16181 | 05276 MEDML 211th St. Lincoln Hwy. | false | 3200 W. 211th St. | Olympia Fields | IL | 60461 | 41.50629 | -87.69813 | NA | | MB | | | | Elevated Fixed Guideway Station | 1999 | 14,960 | | 0.00 | Capital responsibility belongs to Metra. |
| 16182 | 05228 MEDML Calumet | false | Wood St., South of 174th St. | East Hazel Crest | IL | 60429 | 41.57287 | -87.66265 | NA | | MB | | | | Elevated Fixed Guideway Station | 2001 | 9,437 | | 0.00 | Capital responsibility belongs to Metra. |
| 16183 | 05223 MEDML Hazel Crest | false | Park Ave. & 170th St. | Hazel Crest | IL | 60429 | 41.58081 | -87.65842 | NA | | MB | | | | Elevated Fixed Guideway Station | 1999 | 7,852 | | 0.00 | Capital responsibility belongs to Metra. |
| 16184 | 05200 MEDML Harvey | false | Park Ave. & 154th St. | Harvey | IL | 60429 | 41.60842 | -87.64368 | NA | | MB | | | | Elevated Fixed Guideway Station | 2004 | 8,412 | | 0.00 | Capital responsibility belongs to Metra. |
| 16185 | 05190 MEDML 147th St. Sibley Blvd. | false | 147th St. & Clinton St. | Harvey | IL | 60426 | 41.62268 | -87.63596 | NA | | MB | | | | Elevated Fixed Guideway Station | 1989 | 8,679 | | 0.00 | Capital responsibility belongs to Metra. |
| 16186 | 05173 MEDML Riverdale | false | 137th St. & Illinois St. | Riverdale | IL | 60827 | 41.64647 | -87.62326 | NA | | MB | | | | Elevated Fixed Guideway Station | 1989 | 9,638 | | 0.00 | Capital responsibility belongs to Metra. |
| 16187 | 05120 MEDML 95th St. Chicago State Univ. | false | 95th St. & Cottage Grove Ave. | Chicago | IL | 60619 | 41.72175 | -87.60393 | NA | | MB | | | | Elevated Fixed Guideway Station | 1990 | 1,785 | | 0.00 | Capital responsibility belongs to Metra. |
| 16188 | 06235 RIDML Tinley Park | false | 6700 South St | Tinley Park | IL | 60477 | 41.576 | -87.78275 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2003 | 9,082 | | 0.00 | Capital responsibility belongs to Metra. |
| 16189 | 06204 RIDML Oak Forest | false | 4850 W 159th St | Oak Forest | IL | 60452 | 41.60436 | -87.7386 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2013 | 24,686 | | 0.00 | Capital responsibility belongs to Metra. |
| 16190 | 06184 RIDML Midlothian | false | 3750 W 147th St | Midlothian | IL | 60445 | 41.62622 | -87.71219 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2002 | 21,214 | | 0.00 | Capital responsibility belongs to Metra. |
| 16191 | 06157 RIDML Vermont St. Blue Island | false | 2300 W Grove St | Blue Island | IL | 60406 | 41.65469 | -87.67756 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1967 | 9,473 | | 0.00 | Capital responsibility belongs to Metra. |
| 16192 | 07158 RIDBB Prairie Street | false | 2100 W Prairie St | Blue Island | IL | 60406 | 41.66239 | -87.67504 | NA | | MB | | | | Exclusive Grade-Separated Platform Station | 1980 | 2,787 | | 0.00 | Capital responsibility belongs to Metra. |
| 16193 | 07117 RIDBB 95th St. Beverly Hills | false | 1766 W 95th St | Chicago | IL | 60643 | 41.72146 | -87.66749 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2000 | 10,131 | | 0.00 | Capital responsibility belongs to Metra. |
| 16194 | 06109 RIDML 95th St. Longwood | false | 9501 S Vincennes Ave | Chicago | IL | 60643 | 41.72093 | -87.65044 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1991 | 579 | | 0.00 | Capital responsibility belongs to Metra. |
| 16195 | 12398 MDW Big Timber Road | false | 2025 Big Timber | Elgin | IL | 60123 | 42.05864 | -88.32785 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2000 | 14,776 | | 0.00 | Capital responsibility belongs to Metra. |
| 16196 | 12366 MDW Elgin | false | 109 W. Chicago St. | Elgin | IL | 60123 | 42.03619 | -88.28632 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 13,963 | | 0.00 | Capital responsibility belongs to Metra. |
| 16197 | 12284 MDW Hanover Park | false | 1975 W Lake St. | Hanover Park | IL | 60193 | 41.98812 | -88.14922 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1995 | 19,334 | | 0.00 | Capital responsibility belongs to Metra. |
| 16198 | 12265 MDW Schaumburg | false | 2000 S. Springinsguth Rd. | Schaumburg | IL | 60172 | 41.98924 | -88.11822 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 20,624 | | 0.00 | Capital responsibility belongs to Metra. |
| 16201 | 12239 MDW Roselle | false | Medinah Rd. | DuPage County | IL | 60157 | 41.97854 | -88.05235 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2002 | 11,598 | | 0.00 | Capital responsibility belongs to Metra. |
| 16202 | 12210 MDW Itasca | false | 119 Division Street | Wood Dale | IL | 60191 | 41.96236 | -87.97476 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1990 | 16,214 | | 0.00 | Capital responsibility belongs to Metra. |
| 16203 | 12172 MDW Bensenville | false | Front St. and Lincoln St. | Franklin Park | IL | 60130 | 41.94176 | -87.88404 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1976 | 2,612 | | 0.00 | Capital responsibility belongs to Metra. |
| 16204 | 12132 MDW Franklin Park | false | 3148 Rose Steet. | Franklin Park | IL | 60131 | 41.93648 | -87.86649 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2002 | 13,101 | | 0.00 | Capital responsibility belongs to Metra. |
| 16205 | 12114 MDW River Grove | false | 8421 Arnold Ave. | River Grove | IL | 60171 | 41.93101 | -87.83642 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1995 | 12,611 | | 0.00 | Capital responsibility belongs to Metra. |
| 16212 | 12102 MDW Elmwood Park | false | 7600 W. Grand Ave. | Elmwood Park | IL | 60707 | 41.92501 | -87.81515 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2006 | 13,410 | | 0.00 | Capital responsibility belongs to Metra. |
| 16213 | 12095 MDW Mont Clare | false | 7007 W. Medill Streeet | Chicago | IL | 60707 | 41.92186 | -87.80153 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2006 | 10,100 | | 0.00 | Capital responsibility belongs to Metra. |
| 16214 | 15495 MDN Fox Lake | false | Nippersink Blvd At Grand Ave. | Fox Lake | IL | 60020 | 42.39834 | -88.1824 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2003 | 9,950 | | 0.00 | Capital responsibility belongs to Metra. |
| 16215 | 15478 MDN Ingleside | false | Washington St. and Rollins Rd. | Fox Lake | IL | 60041 | 42.38379 | -88.15354 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2003 | 5,926 | | 0.00 | Capital responsibility belongs to Metra. |

## *Table B - 1. Facilities Inventory as of 12/31/2018 (Continued)*

| ID | Name | Section of Larger Facility? | Street | City | State | Zip | Lat | Long | Condition Assessment | Est. Date of Condition Assessment | Primary Mode | Non-Agency Mode | Secondary Modes | Private Mode | Facility Type | Year Built or Reconstructed as New | SqFt | Parking Spaces | Transit Agency Capital Responsibility (%) | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16220 | 15440 MDN Round Lake | false | Route 134 and Cedar Lake Rd. | Round Lake | IL | 60073 | 42.35464 | -88.094 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1991 | 13,292 | | 0.00 | Capital responsibility belongs to Metra. |
| 16221 | 15355 MDN Libertyville | false | 200 W. Lake St at Milwaukee Ave. | Libertyville | IL | 60048 | 42.29103 | -87.9562 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2000 | 8,854 | | 0.00 | Capital responsibility belongs to Metra. |
| 16222 | 15280 MDN Lake Forest | false | 911 Telegraph Road | Lake Forest | IL | 60045 | 42.22365 | -87.87457 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1992 | 17,605 | | 0.00 | Capital responsibility belongs to Metra. |
| 16223 | 15242 MDN Deerfield | false | 860 Deerfield Rd. | Deerfield | IL | 60015 | 42.168 | -87.84976 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1967 | 17,808 | | 0.00 | Capital responsibility belongs to Metra. |
| 16224 | 15211 MDN Northbrook | false | 1401 Shermer Rd. | Northbrook | IL | 60062 | 42.12685 | -87.82776 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 13,987 | | 0.00 | Capital responsibility belongs to Metra. |
| 16225 | 15174 MDN Glenview | false | 1116 Depot Street | Glenview | IL | 60025 | 42.07499 | -87.80584 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1995 | 27,864 | | 0.00 | This facility is shared with Amtrak. Capital responsibility belongs to Metra. |
| 16226 | 15188 MDN Glen of North Glenview | false | 3000 Old Willow Rd. | Glenview | IL | 60025 | 42.09756 | -87.81573 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 20,035 | | 0.00 | Capital responsibility belongs to Metra. |
| 16227 | 15116 MDN Edgebrook | false | 5438 W. Devon | Chicago | IL | 60646 | 41.9978 | -87.78571 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1991 | 11,928 | | 0.00 | Capital responsibility belongs to Metra. |
| 16228 | 11355 UPW Geneva | false | 328 Crescent Place | Geneva | IL | 60134 | 41.88153 | -88.31006 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2006 | 10,271 | | 0.00 | Capital responsibility belongs to Metra. |
| 16229 | 11250 UPW Wheaton | false | 402 W Front St | Wheaton | IL | 60187 | 41.86438 | -88.11208 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1999 | 21,963 | | 0.00 | Capital responsibility belongs to Metra. |
| 16230 | 11238 UPW College Avenue | false | 303 N. President Street | Wheaton | IL | 60187 | 41.86829 | -88.09036 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 19,885 | | 0.00 | Capital responsibility belongs to Metra. |
| 16231 | 11157 UPW Elmhurst | false | 126 W. 1 st St (at York Rd.) | Elmhurst | IL | 60126 | 41.89967 | -87.94089 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1989 | 17,450 | | 0.00 | Capital responsibility belongs to Metra. |
| 16232 | 11113 UPW Melrose Park | false | 1801 W. Main St. | Melrose Park | IL | 60160 | 41.89023 | -87.85585 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1990 | 7,612 | | 0.00 | Capital responsibility belongs to Metra. |
| 16233 | 11105 UPW Maywood | false | 450 W. St. Charles | Maywood | IL | 60153 | 41.88833 | -87.83868 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1994 | 9,556 | | 0.00 | Capital responsibility belongs to Metra. |
| 16234 | 11097 UPW River Forest | false | 8001 W. Central Avenue | River Forest | IL | 60305 | 41.88684 | -87.82461 | NA | | MB | | | | Elevated Fixed Guideway Station | 2000 | 15,092 | | 0.00 | Capital responsibility belongs to Metra. |
| 16235 | 16369 NCS Mundelein | false | 205 N. Archer Ave. | Mundelein | IL | 60060 | 42.26687 | -87.99783 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1996 | 13,848 | | 0.00 | Capital responsibility belongs to Metra. |
| 16236 | 16295 NCS Buffalo Grove | false | 825 Commerce Ct. | Buffalo Grove | IL | 60089 | 42.16909 | -87.94144 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2007 | 14,690 | | 0.00 | Capital responsibility belongs to Metra. |
| 16237 | 16272 NCS Wheeling | false | 400 Town Street | Wheeling | IL | 60090 | 42.13651 | -87.92716 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1996 | 15,520 | | 0.00 | Capital responsibility belongs to Metra. |
| 16238 | 16240 NCS Prospect Heights | false | 55 South Wolf Road | Prospect Heights | IL | 60070 | 42.09231 | -87.90788 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2002 | 14,680 | | 0.00 | Capital responsibility belongs to Metra. |
| 16239 | 16156 NCS Rosemont | false | 9898 Berwyn Ave. | Rosemont | IL | 60018 | 41.9757 | -87.873 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 11,696 | | 0.00 | Capital responsibility belongs to Metra. |
| 16148 | 16148 NCS Schiller Park | false | 4555 Ruby St. | Schiller Park | IL | 60176 | 41.96251 | -87.87041 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2006 | 13,720 | | 0.00 | Capital responsibility belongs to Metra. |
| 16241 | 17359 UPN Waukegan | false | 95 N. Spring St. | Waukegan | IL | 60085 | 42.36008 | -87.82813 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1988 | 19,470 | | 0.00 | Capital responsibility belongs to Metra. |
| 16242 | 17332 UPN North Chicago | false | 1633 Lakeside Ave. | North Chicago | IL | 60064 | 42.32877 | -87.83712 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1986 | 9,700 | | 0.00 | Capital responsibility belongs to Metra. |
| 16243 | 17322 UPN Great Lakes | false | 3000 S Sheridan Road | North Chicago | IL | 60088 | 42.30697 | -87.84661 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2003 | 13,386 | | 0.00 | Capital responsibility belongs to Metra. |
| 16244 | 17283 UPN Lake Forest | false | 691 N. Western Ave. | Lake Forest | IL | 60045 | 42.25243 | -87.83978 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1986 | 20,908 | | 0.00 | Capital responsibility belongs to Metra. |
| 16245 | 17230 UPN Highland Park | false | 1700 St. Johns Ave. | Highland Park | IL | 60035 | 42.18326 | -87.79758 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1995 | 17,038 | | 0.00 | Capital responsibility belongs to Metra. |
| 16246 | 17205 UPN Braeside | false | 10 N. St. Johns Ave. | Highland Park | IL | 60035 | 42.15277 | -87.77267 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1978 | 8,656 | | 0.00 | Capital responsibility belongs to Metra. |
| 16247 | 17192 UPN Glencoe | false | 724 Green Bay Rd. | Glencoe | IL | 60022 | 42.13548 | -87.75816 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1989 | 12,782 | | 0.00 | Capital responsibility belongs to Metra. |
| 16248 | 17177 UPN Hubbard Woods | false | 1065 Gage St. | Winnetka | IL | 60093 | 42.11835 | -87.74366 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1989 | 14,076 | | 0.00 | Capital responsibility belongs to Metra. |
| 16249 | 17168 UPN Winnetka | false | 754 Elm St | Winnetka | IL | 60093 | 42.1052 | -87.7329 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1989 | 16,792 | | 0.00 | Capital responsibility belongs to Metra. |
| 16250 | 17158 UPN Indian Hill | false | 111 N. Green Bay Rd. | Winnetka | IL | 60093 | 42.09449 | -87.72365 | NA | | MB | | | | Elevated Fixed Guideway Station | 1993 | 12,000 | | 0.00 | Capital responsibility belongs to Metra. |
| 16251 | 17152 UPN Kenilworth | false | 400 Richmond Rd. | Kenilworth | IL | 60043 | 42.08629 | -87.71689 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1984 | 14,746 | | 0.00 | Capital responsibility belongs to Metra. |
| 16252 | 17144 UPN Wilmette | false | 722 Green Bay Rd. | Wilmette | IL | 60091 | 42.07732 | -87.70936 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2001 | 23,350 | | 0.00 | Capital responsibility belongs to Metra. |
| 16253 | 17133 UPN Central St. Evanston | false | 1826 Central St. | Evanston | IL | 60201 | 42.064 | -87.69818 | NA | | MB | | | | Elevated Fixed Guideway Station | 1996 | 19,760 | | 0.00 | Capital responsibility belongs to Metra. |
| 16254 | 17120 UPN Davis St. Evanston | false | 901 Davis St. | Evanston | IL | 60201 | 42.04781 | -87.68468 | NA | | MB | | | | Elevated Fixed Guideway Station | 2005 | 25,590 | | 0.00 | Capital responsibility belongs to Metra. |
| 16255 | 14506 UPNW McHenry (Branch Line) | false | 4005 Main St | McHenry | IL | 60050 | 42.34345 | -88.27631 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1967 | 7,238 | | 0.00 | Capital responsibility belongs to Metra. |
| 16256 | 13516 UPNW Woodstock | false | 90 Church Street | Woodstock | IL | 60098 | 42.31705 | -88.44742 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1967 | 10,168 | | 0.00 | Capital responsibility belongs to Metra. |
| 16257 | 13432 UPNW Crystal Lake | false | 70 E. Woodstock Ave. & Grant St. | Crystal Lake | IL | 60014 | 42.24417 | -88.317 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 16,318 | | 0.00 | Capital responsibility belongs to Metra. |
| 16258 | 13228 UPNW Arlington Heights | false | 45 W. Northwest Highway | Arlington Heights | IL | 60004 | 42.08413 | -87.98368 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2001 | 28,518 | | 0.00 | Capital responsibility belongs to Metra. |
| 16259 | 13200 UPNW Mount Prospect | false | 13 E. Northwest Hwy. | Mount Prospect | IL | 60056 | 42.06296 | -87.93618 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1989 | 22,454 | | 0.00 | Capital responsibility belongs to Metra. |
| 16260 | 13186 UPNW Cumberland | false | 475 E. Northwest Highway | Des Plaines | IL | 60016 | 42.05228 | -87.91227 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1986 | 13,405 | | 0.00 | Capital responsibility belongs to Metra. |
| 16261 | 13150 UPNW Dee Road | false | 950 Busse e Highway | Park Ridge | IL | 60068 | 42.02406 | -87.85637 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2005 | 18,725 | | 0.00 | Capital responsibility belongs to Metra. |
| 16262 | 13135 UPNW Park Ridge | false | 100 S. Summit Ave. | Park Ridge | IL | 60068 | 42.01011 | -87.83169 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2007 | 17,906 | | 0.00 | Capital responsibility belongs to Metra. |
| 16263 | 13126 UPNW Edison Park | false | 6730 North Olmstead Avenue | Chicago | IL | 60631 | 42.00215 | -87.8176 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2007 | 20,416 | | 0.00 | Capital responsibility belongs to Metra. |
| 16264 | 13091 UPNW Jefferson Park | false | 4963 N. Milwaukee Ave. | Chicago | IL | 60630 | 41.97075 | -87.76211 | NA | | MB | | | | Elevated Fixed Guideway Station | 2007 | 18,252 | | 0.00 | Capital responsibility belongs to Metra. |
| 16265 | 08000 OTHER Union Station | false | 225 S. Canal St | Chicago | IL | 60606 | 41.87867 | -87.6392 | NA | | MB | | | | Other, Passenger or Parking (describe in Notes) | 1991 | 230,740 | | 0.00 | Terminal passenger station; multi-level. This facility is shared with Amtrak. Capital responsibility belongs to Metra. |
| 16266 | 05000 MEDML Millennium Station | false | 151 N. Michigan Ave. | Chicago | IL | 60602 | 41.88446 | -87.62456 | NA | | MB | | | | Other, Passenger or Parking (describe in Notes) | 2016 | 159,780 | | 0.00 | Terminal passenger station; multi-level. Capital responsibility belongs to Metra. |
| 16267 | Howard | false | 7519 N. Paulina St. | Chicago | IL | 60626 | 42.019069 | -87.672878 | NA | | MB | | | | Elevated Fixed Guideway Station | 2009 | 18,200 | | 0.00 | Capital responsibility belongs to CTA. |
| 16268 | Cermak - Chinatown | false | 138 W. Cermak Road | Chicago | IL | 60616 | 41.853244 | -87.630994 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1969 | 16,287 | | 0.00 | Capital responsibility belongs to CTA. |
| 16269 | 95th - Dan Ryan | false | 15 W. 95th Street | Chicago | IL | 60620 | 41.722385 | -87.624309 | NA | | MB | | | Shared With Non-Public Mode: Airport, Private Bus Transit | At-Grade Fixed Guideway Station | 2017 | 69,583 | | 0.00 | Capital responsibility belongs to CTA. |
| 16270 | Rosemont | false | 5801 N. River Road | Rosemont | IL | 60018 | 41.983468 | -87.858961 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1983 | 13,100 | | 0.00 | Capital responsibility belongs to CTA. |
| 16271 | Cumberland | false | 5800 N. Cumberland Avenue | Chicago | IL | 60631 | 41.984136 | -87.837961 | NA | | MB | | | Shared With Non-Public Mode: Airport, Private Bus Transit | At-Grade Fixed Guideway Station | 1983 | 13,300 | | 0.00 | Capital responsibility belongs to CTA. |
| 16272 | Harlem - O'Hare | false | 5550 N. Harlem Avenue | Chicago | IL | 60656 | 41.982253 | -87.80895 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1983 | 18,900 | | 0.00 | Capital responsibility belongs to CTA. |
| 16273 | Jefferson Park | false | 4917 N. Milwaukee Avenue | Chicago | IL | 60630 | 41.970286 | -87.76188 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1971 | 16,700 | | 0.00 | Capital responsibility belongs to CTA. |
| 16274 | Clinton - Dearn Sub. | false | 426 S. Clinton Street | Chicago | IL | 60607 | 41.875542 | -87.640992 | NA | | MB | | | | Underground Fixed Guideway Station | 1958 | 12,700 | | 0.00 | Capital responsibility belongs to CTA. |
| 16275 | Racine | false | 430 S. Racine Avenue | Chicago | IL | 60607 | 41.875917 | -87.659446 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1958 | 10,500 | | 0.00 | Capital responsibility belongs to CTA. |
| 16276 | Cicero - Forest Park | false | 720 S. Cicero Avenue | Chicago | IL | 60644 | 41.871586 | -87.745199 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1958 | 7,900 | | 0.00 | Capital responsibility belongs to CTA. |
| 16277 | Austin - Forest Park | false | 1050 S. Austin Avenue | Oak Park | IL | 60304 | 41.870871 | -87.776876 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1960 | 8,800 | | 0.00 | Capital responsibility belongs to CTA. |
| 16278 | Oak Park - Congress | false | 950 S. Oak Park Avenue | Oak Park | IL | 60304 | 41.872052 | -87.791661 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1960 | 8,800 | | 0.00 | Capital responsibility belongs to CTA. |
| 16279 | Harlem - Forest Park | false | 701 S. Harlem Avenue | Forest park | IL | 60130 | 41.873513 | -87.806588 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1960 | 8,900 | | 0.00 | Capital responsibility belongs to CTA. |

## *Table B - 1. Facilities Inventory as of 12/31/2018 (Continued)*

| ID | Name | Section of Larger Facility? | Street | City | State | Zip | Lat | Long | Condition Assessment | Est. Date of Condition Assessment | Primary Mode | Non-Agency Mode | Secondary Modes | Private Mode | Facility Type | Year Built or Reconstructed as New | SqFt | Parking Spaces | Transit Agency Capital Responsibility (%) | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16280 | Forest Park | false | 711 S. Des Plaines avenue | Forest park | IL | 60130 | 41.8743 | -87.81724 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1982 | 16,150 | | 0.00 | Capital responsibility belongs to CTA. |
| 16287 | Harlem/Lake | false | 1 S. Harlem Avenue | Forest Park | IL | 60130 | 41.886841 | -87.803145 | NA | | MB | | | | Elevated Fixed Guideway Station | 1962 | 11,000 | | 0.00 | Capital responsibility belongs to CTA. |
| 16288 | Oak Park - Lake | false | 100 S. Oak Park Avenue | Oak Park | IL | 60304 | 41.887007 | -87.793807 | NA | | MB | | | | Elevated Fixed Guideway Station | 1962 | 8,000 | | 0.00 | Capital responsibility belongs to CTA. |
| 16289 | Ridgeland | false | 36 S. Ridgeland Avenue | Oak Park | IL | 60302 | 41.887193 | -87.78363 | NA | | MB | | | | Elevated Fixed Guideway Station | 1962 | 6,700 | | 0.00 | Capital responsibility belongs to CTA. |
| 16290 | Austin - Lake | false | 351 N. Austin Avenue | Chicago | IL | 60644 | 41.887311 | -87.774179 | NA | | MB | | | | Elevated Fixed Guideway Station | 1962 | 8,000 | | 0.00 | Capital responsibility belongs to CTA. |
| 16291 | Cicero - Lake | false | 4800 W. Lake Street | Chicago | IL | 60644 | 41.886529 | -87.744696 | NA | | MB | | | | Elevated Fixed Guideway Station | 1996 | 10,400 | | 0.00 | Capital responsibility belongs to CTA. |
| 16292 | Midway | false | 4612 W. 59th Street | Chicago | IL | 60629 | 41.786637 | -87.73785 | NA | | MB | | | Shared With Non-Public Mode: Airport, Private Bus Transit | At-Grade Fixed Guideway Station | 1993 | 33,400 | | 0.00 | Capital responsibility belongs to CTA. |
| 16293 | Linden | false | 349 W. Linden Avenue | Wilmette | IL | 60091 | 42.073147 | -87.690711 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1993 | 9,400 | | 0.00 | Capital responsibility belongs to CTA. |
| 16294 | Davis | false | 1612 N. Benson Avenue | Evanston | IL | 60201 | 42.047702 | -87.683547 | NA | | MB | | | | Elevated Fixed Guideway Station | 1994 | 11,900 | | 0.00 | Capital responsibility belongs to CTA. |
| 16295 | 54th/Cermak | false | 2134 S. 54th Street | Cicero | IL | 60650 | 41.851815 | -87.756688 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2003 | 15,100 | | 0.00 | Capital responsibility belongs to CTA. |
| 16296 | Cicero - Douglas | false | 2133 S. 48th Avenue | Cicero | IL | 60650 | 41.851851 | -87.745291 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1978 | 23,500 | | 0.00 | Capital responsibility belongs to CTA. |
| 16297 | Damen - Douglas | false | 2010 S. Damen Avenue | Chicago | IL | 60608 | 41.854533 | -87.675931 | NA | | MB | | | | Elevated Fixed Guideway Station | 2004 | 13,450 | | 0.00 | Capital responsibility belongs to CTA. |
| 16298 | Oakton-Skokie | false | 4800 W. Oakton Street | Skokie | IL | 60076 | 42.026242 | -87.747214 | NA | | MB | | | | At-Grade Fixed Guideway Station | 2012 | 10,651 | | 0.00 | Capital responsibility belongs to CTA. |
| 16299 | Dempster-Skokie | false | 5001 W. Dempster Street | Skokie | IL | 60077 | 42.038953 | -87.75191 | NA | | MB | | | | At-Grade Fixed Guideway Station | 1994 | 5,700 | | 0.00 | Capital responsibility belongs to CTA. |
| 16880 | Buffalo Grove Park-n-Ride | false | 801 Commerce Court | Buffalo Grove | IL | 60089 | 42.17112 | -87.94323 | 3 | 9/20/2018 | MB | | | | Surface Parking Lot | 2011 | | 92 | 100.00 | Surface parking lot for Facility ID 16865. |
| 16881 | Harvey Transportation Center Park-n-Ride | false | 15330 Park Avenue | Harvey | IL | 60426 | 41.6105 | -87.64307 | 1 | 6/7/2018 | MB | | | | Surface Parking Lot | 1998 | | 68 | 100.00 | Surface parking lot for Facility ID 16870. |
| 16882 | I-90/Barrington Road Park-n-Ride | false | 2410 Central Road | Hoffman Estates | IL | 60192 | 42.06772 | -88.14263 | 5 | 6/7/2018 | MB | | | | Surface Parking Lot | 2018 | | 174 | 100.00 | Surface parking lot for Facility ID 16875. |
| 16883 | Northwest Transportation Center Park-n-Ride | false | 1730 Kimberly Drive | Schaumburg | IL | 60173 | 42.04088 | -88.03705 | 4 | 6/7/2018 | MB | | DR | | Surface Parking Lot | 2014 | | 154 | 100.00 | Surface parking lot for Facility ID 16878. |
| 16884 | Plainfield Park-n-Ride | false | 14740 Depot Drive | Plainfield | IL | 60544 | 41.6195 | -88.2101 | 5 | 6/7/2018 | MB | | | | Surface Parking Lot | 2018 | | 600 | 100.00 | Surface parking lot for Facility ID 16879. |
| 16885 | Seatgeek Stadium Direct Transit Center Park-n-Ride | false | 7000 South Harlem Avenue | Bridgeview | IL | 60455 | 41.76342 | -87.80285 | 5 | 6/7/2018 | MB | | | | Surface Parking Lot | 2016 | | 288 | 100.00 | Surface parking lot for Facility ID 16881. |

# B.3 ASSET CONDITION

## B.3.1 *CONDITION ASSESSMENT*

The condition ratings reported in this Plan for Pace's facilities assets reflect a mix of sources:

- RTA's Capital Optimization Support Tool (COST)
- Desktop Review by Pace Facilities Maintenance and Revenue Services staff
- Physical Condition Assessment by WSP, USA, Inc. (2018 & 2019)

In all cases, the condition scores follow the FTA-defined condition ratings as shown in Table B - 2.

**Table B - 2. Passenger Facilities Condition Rating Levels**

| CONDITION | DEFINITION |
|---|---|
| 5 (Excellent) | No visible defects, new or near new condition, may still be under warranty if applicable |
| 4 (Good) | Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional |
| 3 (Adequate) | Moderately deteriorated or defective components; but has not exceeded useful life |
| 2 (Marginal) | Defective or deteriorated component(s) in need of replacement; exceeded useful life |
| 1 (Poor) | Critically damaged component(s) or in need of immediate repair; well past useful life |

Between 2012 and 2016, the annual RTA Budget Ordinance required Pace, CTA, and Metra, (i.e. Service Boards) to run the RTA's Capital Optimization Support Tool (COST) as another "tool in their toolbox" to produce a data driven report to assess transit capital investment needs. The COST condition rating process is based on the FTA's TERM-Lite software which uses an age/decay-curve based approach for asset condition estimation, supplemented by a small sample of actual asset condition observation site visits were conducted by the RTA consultant that also developed the COST tool. At that time, the RTA asset condition sampling forms were tailored at a high level and used to gather general site and building conditions by visual observation only. For many assets, the condition data were collected for individual components and scores were aggregated into a single, overall condition score for that asset.

### WSP Facility Condition Assessments Conducted in 2018 & 2019

Beginning in 2018 Pace commenced assessing the condition of our facilities using the FTA guidance document for facilities condition assessments. As per the guidance Pace intends to assess at least one-quarter of our facilities each year, completing assessments of all facilities on a four-year cycle. In October 2017, Pace contracted with WSP, USA, Inc. to conduct the facility physical condition assessments over the TAM Plan horizon period of four years, ending in 2022.

The condition scores collected prior to 2018 (see Table B - 4) will remain in place for facilities not yet assessed using the new methodology. This prior methodology is discussed above. As the remaining facilities are assessed in the coming four years those older scores will be replaced. The older scores use the same TERM scale

detailed in Table B - 2, but the RTA consultant scores were based on a different breakdown of sub-assets within each facility and summed using a different calculation.

In 2018 nine facilities were inspected by the WSP Inspection Team, and an additional 9 were inspected in 2019. The 2019 condition assessments are summarized in Table B - 4. Each facility was scored using “TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation”, issued by the FTA, as the primary source for inspection and grading methodology. The FTA Guidebook relies largely on visual inspection, and in cases of difficult to access areas, it relies on visual inspection from an access point. The FTA Guidebook requires condition scores be given to 10 building systems in each facility (substructure, shell, interiors, elevators, plumbing, HVAC, fire protection, electrical, site, and fare collection), which are summed into a single score for each facility using a calculation method at the discretion of the agency.

Pace has used a bespoke weighting system based upon the criticality of those 10 building systems to delivery of customer service. Those weightings appear in the detailed scorecards in Section B.7 but are summarized in Table B - 3. Ranges are provided because some facilities did not have all the building systems listed so weightings are redistributed accordingly in that case. Many of the sites have large areas of pavement and or landscaping which are scored under “Site” which proportionally reduces the weightings given to the other building systems.

### Table B - 3. Building Systems Weightings

| ID | BUILDING SYSTEM | WEIGHTINGS (%) |
|---|---|---|
| A | Substructure | 5-15 |
| B | Shell | 20-35 |
| C | Interiors | 5-10 |
| D | Conveyance | 1-5 |
| E | Plumbing | 5-10 |
| F | HVAC | 5-10 |
| G | Fire Protection | 1-5 |
| H | Electrical | 1-5 |
| I | Equipment / Fare Collection | 10-15 |
| J | Site | 10-15 |
| **Total** | | **100%** |

To record grades and notes, the WSP Inspection Team utilized a grading sheet like that available in the FTA Guidebook but modified to allow more room for notes. Where a building system had multiple scores for multiple areas, a weighting system was used to determine an overall score for that system. This scoring is evident in the 2018 and 2019 scorecards found in Section B.7.

Pace staff accompanied the WSP Inspection Team on their walks while they made observations of the site, made observations of each structure, and walked through and observed all accessible spaces and equipment of each facility. Pace supplied background (not verified as-built) drawings were used by the WSP Inspection Team to augment the inspection, including showing possible underground utility locations. Certain difficult to access or difficult items for direct view resulted in the WSP Inspection

Team making distant and/or indirect observations where required. All items were classified as part of one of the 10 building systems and graded in accordance with the FTA Guidebook.

### B.3.2 *CURRENT CONDITION INFORMATION AND PERFORMANCE TARGETS*

Condition information for Pace's passenger facilities, as of December 31, 2018 (used for the FY 2019 performance targets), is reported by facility in Table B - 1, while updated condition rating for facilities assessed by WSP in 2019 is included in Table B - 4, and will be used for the FY 2020 performance target setting.

**Table B - 4. Condition Scores for Facilities Assessed in 2019**

| ASSET NAME | CONDITION RATING (PRIOR TO 2018) | CONDITION RATING (2018/2019) | COMMENTS ON DIFFERENCES |
|---|---|---|---|
| **Passenger Facilities** | | | |
| Blue Island PNR | 2 | 3 | Scores very slightly increased and rounding brought score up a grade |
| Harvey Transportation Center | 1 | 2 | Scores very slightly increased and rounding brought score up a grade |
| Homewood PNR | 2 | 3 | Scores very slightly increased and rounding brought score up a grade |
| **Administrative and Maintenance Facilities** | | | |
| McHenry Paratransit Facility | 3 | 3 | Score unchanged |
| Heritage Division Facility | 1 | 3 | Improvement construction campaign underway at the time of site visit. |
| North Shore Division Facility | 3 | 4 | Scores very slightly increased and rounding brought score up a grade |
| North Division Facility | 2 | 3 | Differences in scoring methodology |
| River Division Facility | 4 | 3 | General wear over time |
| Fox Valley Division Facility | 3 | 3 | Score unchanged |

Condition ratings will be used for required reporting in the National Transit Database (NTD), and to measure performance against annual targets. With the introduction of TAM, Pace has been required since 2017 to develop performance targets for the assets for which we have capital replacement responsibility. For passenger/parking facilities, the performance target must reflect the "percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent)."[7]

"Beginning in Report Year 2019, agencies must upload a narrative report to the NTD that outlines performance targets and their progress toward those targets. This narrative may include any changes in transit system conditions that may affect progress toward targets. There is no prescribed format for the narrative report."[8]

[7] Federal Transit Administration, U.S. Department of Transportation, National Transit Database Asset Inventory Module 2017-2018 Reporting Guide
[8] Ibid 7.

Information on Pace's performance targets for facilities is contained in Table B - 5. Performance Targets are developed per FTA's guidance for locations where Pace has capital responsibility.

**Table B - 5. Performance Targets for Stations and Passenger Facilities**

| ASSET TYPE | 2018 PERFORMANCE | 2019 TARGET |
|---|---|---|
| Passenger / Parking Facilities | 26.92% | 26.92% |
| Administrative / Maintenance Facilities | 33.33% | 33.33% |

# B.4 LIFECYCLE MANAGEMENT STRATEGIES

## B.4.1 *OVERVIEW*

Pace has developed several processes to best manage the lifecycle of our facilities. These include a detailed maintenance manual prescribing planned maintenance and useful life information for the agency's assets, processes to ensure contractor quality and completion, and strict guidelines for disposal of assets.

The following sections detail the lifecycle management strategies that Pace uses to maintain our facilities in a State of Good Repair.

## B.4.2 *MAINTENANCE*

Pace has developed the *Rolling Stock, Facilities, and Equipment Maintenance Manual*, and the *Facility Maintenance Plans and Practice Overview and Procedures for Inspections Manual,* which describe the agency's standard operating procedures required to maintain the system. The four core goals of the maintenance manual can be broadly described as safety, performance, efficiency, and professionalism.

These four goals ensure that 1) safety and comfort of the agency's passengers are the primary consideration of all maintenance functions, 2) the fleet is serviced at a rate that covers the needs of the agency and addresses any emergencies that might arise, 3) the lowest cost is maintained without sacrificing safety, and 4) maintenance is technologically current.

All equipment shall be maintained as listed in the Pace Capital Financing & Infrastructure Facility Maintenance logbook. The frequency of inspections and services shall be no less than those recommended by the manufacturers. In the event there is no recommended service frequency in the Pace Capital Financing & Infrastructure Facility Maintenance logbook, the Revenue Services, Superintendent of Maintenance shall consult the Capital Financing & Infrastructure, Section Manager, Facility Maintenance at Corporate to determine the frequency.

All inspections, service and repairs shall be authorized and documented using Oracle eAM as well as forms in the Pace Facility Maintenance logbook. From these documentation procedures, the Revenue Services, Superintendent of Maintenance shall prepare a monthly report including inspections, services, and equipment breakdowns.

### *Preventative Maintenance*

The responsibility of maintenance and repairs to passenger facilities lies with Revenue Services / Bus Operations. The Capital Financing & Infrastructure Facility Maintenance staff do perform bi-annual inspections to those passenger facilities where there are buildings (i.e. driver washrooms, passenger waiting areas, etc.). In addition, Revenue Services / Bus Operations staff based at the South Holland Acceptance Facility conduct monthly inspections of passenger facilities too.

Building inspections of Administrative and Maintenance Facilities are conducted by Capital Financing & Infrastructure / Facilities Maintenance on a bi-annual basis. Revenue Services Division staff (e.g. Building Maintainers) conduct inspections of maintenance facilities more frequently. Some contractors are required to conduct preventative maintenance which is tracked in Oracle eAM.

### *Corrective Maintenance*

Any deficiencies found during the Capital Financing & Infrastructure / Facilities Maintenance inspections of passenger facilities are reported to Revenue Services / Bus Operations for follow-up repairs. Any major deficiencies (concrete and asphalt failure, tuck pointing, etc.) are identified and referred to the Capital Financing & Infrastructure Department Manager for further analysis to determine whether the infrastructure is nearing the end of its life and if so, develops a replacement cost estimate and recommends that it be included in the next annual capital budget request for funding. The Capital Financing & Infrastructure / Design & Construction Department is responsible for writing design and engineering scopes for large scale improvement projects to monitor Pace's effort to returning our infrastructure to a State of Good Repair.

When a defect at an Administrative and Maintenance facility is identified, it is reported to the Division Superintendent of Maintenance. The Supervisor or the Senior Facilities Engineer for Pace's Administrative Building calls the Facility Maintenance Specialist in Facilities Maintenance assigned to the area to report the defect. In some cases, the Facility Maintenance Specialist may advise that the Revenue Services, Building Maintainer can address the defect, however, if this is not the case, then the Facility Maintenance Specialist will call the appropriate vendor.

### *Contract Maintenance*

Pace has several on-call contracts in place for Facilities Maintenance. When the Facility Maintenance Specialist calls a vendor, they must provide a Facilities Maintenance number (FM number), which is equivalent to a purchase order number, specific to the job. The FM number is generated through Oracle eAM, which is also where costs are tracked. For service calls more than $500, the vendor must send a quote before performing service, and the quote must be reviewed and approved by the Facilities Maintenance, Section Manager, before work commences. All Facilities Maintenance work carried out by vendors that does not exceed $500 is tracked in Oracle and will be assigned an FM number.

### B.4.3 *CAPITAL INVESTMENT*

The budgeting process for facilities follows the same process outlined in Section 7, **Investment Prioritization**, of the TAM Plan. The need for capital investment in Facilities is assessed using Pace's Capital Project Scoring Criteria and prioritized for investment based on funding availability.

### B.4.4 *DISPOSAL*

At Pace, an asset is disposed of if it has exceeded its useful life and is no longer needed or functioning or has been damaged or destroyed before the end of its useful life. When disposal is necessary, an Asset Disposal Form is completed by the division or department that holds or is responsible for the asset. The Form is submitted to Accounting, and the Fixed Asset Accountant reviews the asset to determine if there is any remaining useful life. If there is, then that is noted on the Form. The Form is then reviewed and approved by the Section Manager, Accounts Payable/Receivable and the Section Manager, Grants Administration, if the asset is capital funded. The Fixed Asset Accountant determines whether an asset should be disposed of by the Using Department or sold by the Purchasing Department. The Purchasing Department is responsible for obtaining payment for the sale of an asset and forwarding those funds directly to the Finance Department. If the proceeds from the asset exceed a certain dollar value or have remaining useful life, then the Section Manager, Grants Administration will coordinate repayment to the funding agency and obtain concurrence. Pace has an agreement with the FTA that allows Pace to retain all funds due back to the FTA, with the assurance that Pace acquire new assets with the funds and give the FTA 100% equity in those assets.

### B.4.5 *SUPPLY CHAIN AND PROCUREMENT*

Size and scope of the project influences which department, Capital Financing & Infrastructure / Design & Construction, Capital Financing & Infrastructure / Facilities Maintenance or Revenue Services / Bus Operations manages the procurement. Once a project or procurement has been approved and included in the Capital Program, staff develop the scope of work, conduct research on appropriate specifications and estimated cost. Once complete, the scope is sent to a series of approvers, who may request revisions or modifications to the request as necessary before final approval. The Capital Financing & Infrastructure / Design & Construction Department has a formal process that outlines how and when input from other departments should be solicited during the procurement process.

As part of the procurement process, Pace collects all necessary documentation from the winning contractor, including insurance & bonds, if applicable. Pace staff administer construction contracts and perform construction management and oversight of contractors. Pace has formal processes in place for the following: requests for information (RFI), payment application, and change orders.

Once a project reaches substantial completion, the contractor must notify Pace in writing, indicating what work remains to be completed, and request an inspection. If Pace agrees that the project is substantially complete, a punch list is created for all remaining items. At substantial completion, the contractor is eligible for a reduction in

retainage (retainage is typically 10 percent of the contract value), the amount of which differs by subcontract. Upon completion, contractors are paid in full.

Sometimes projects undertaken at existing facilities are completed in multiple phases to reduce the impact of construction on routine business. For example, one portion of a facility will be taken out of service until substantially complete; once it is substantially complete it will be put back into service and another part will be taken out of service.

A contract is closed once Pace has received all deliverables or assets and all parties (prime and sub-contractors) have been fully paid. Substantial completion indicates that the constructed improvements may be used. Prior to declaring substantial completion, Pace will walk through the premises to ensure it is suitable for operation and develop a punch list of remaining items to be completed before closing the contract. As part of close-out procedures, Pace ensures that all materials and documentation have been received, including warranties, manuals, waivers, and certified pay applications.

## B.5 ASSET MANAGEMENT ENABLERS

### B.5.1 *ORGANIZATION*

Responsibility for operations and maintenance of Pace's passenger and parking facilities is divided across the organization, between Capital Financing & Infrastructure / Facilities Maintenance, and Revenue Services / Bus Operations. At the Transportation Centers, Facilities Maintenance is only responsible for maintaining the HVAC systems. Facilities Maintenance includes the Transportation Centers in the Blanket Contract that applies to all garages. The Revenue Services / Bus Operations Department has four Facility Maintenance Specialists based out of South Holland Acceptance Facility who handle passenger station facility maintenance, and not repairs at the Operating Divisions.

The Facilities Maintenance Department based out of Arlington Heights is responsible for operations and maintenance of the HVAC and mechanical systems, roofing, and other building elements at Pace's Administrative and Maintenance Buildings. The Facility Maintenance Department is comprised of a Section Manager, one Environmental Coordinator, one Specification Writer, one Project Manager, one Senior Facilities Engineer for Arlington Heights, two Senior Contract Administrators, two Facility Maintenance Specialists; one for the Northern, and one for the Southern regions to oversee contractors working on equipment assets fixed to the building, and one Senior Facility Maintenance Specialist Coordinator for all the garages responsible for receiving service calls. The Senior Facilities Specialist Coordinator can troubleshoot any issue to determine whether the issue requires specialized knowledge and expertise, in which case an existing on-call vendor is called.

Revenue Service, Building Maintainers, stationed at each division, are assigned to Revenue Service / Bus Operations. Building Maintainers are responsible for interior work, changing filters, and other routine maintenance tasks. They may receive direction from Facilities Maintenance regarding defects.

The Capital Financing & Infrastructure / Design & Construction Department is responsible for improvement campaigns, rehabs, expansions, and other larger projects,

including anything that requires architectural and engineering (A&E) services. The Design & Construction Department is comprised of a Section Manager, seven Capital Construction Project Managers, one Supervisor, Contract Administrator, two Contract Administrators, and one Construction Document Controller. Capital Construction projects typically range from $200,000-$10,000,000 with around 12 active projects at any time.

### B.5.2 *TRAINING*

When an asset is replaced or modified, training is provided for in-house staff, and a review of operations and maintenance (O&M) manuals and preventative maintenance checklists is completed to ensure they are up to date and relevant to the new assets. Staff from the garages are heavily involved in this update process.

### B.5.3 *STANDARDS, LEGISLATION, REGULATION, AND OTHER MANDATED REQUIREMENTS*

There are multiple “lines of defense” at Pace regarding compliance: managers, compliance areas, and Internal Audit. Managers are the front line, responsible for setting and enforcing policies. Compliance areas such as Ethics, Legal, and Human Resources are the second line. Internal Audit follows Institute of Internal Auditing Standards. Pace has an Audit Charter approved by the Pace Audit Committee and Board of Directors and has a procedure manual.

Compliance Departments such as General Counsel, Ethics, Internal Audit, and Human Resources are primarily responsible for knowing the relevant regulatory requirements. The Finance / Accounting, Grants Administration, and Purchasing Departments are also responsible for compliance. Internal Audit reviews regulatory requirements, and policies/procedures to ensure Pace compliance as it relates to each audit conducted by Internal Audit and ensures compliance with them. All requirements are captured in policies, which are on the Pace Corporate Intranet, though there is no separate depository for legislative/regulatory requirements at this time.

### B.5.4 *TECHNOLOGY*

Pace relies on several software applications to support improved performance management and decision-making including Oracle Enterprise Asset Management (eAM) and Oracle Application Express (APEX).

Oracle eAM is a comprehensive maintenance management system that delivers numerous efficiencies and cost savings. Pace uses Oracle eAM to:

- Create a preventative maintenance strategy
- Maximize resource availability, including both equipment and labor
- Optimize scheduling and resource efficiency
- Provide Asset Management and Work Management functions

### B.5.5 *ASSET KNOWLEDGE AND INFORMATION*

Pace relies on Oracle eAM to record facilities-related assets. Pace transitioned to eAM from Maximo several years ago. Oracle eAM can include parent/child relationships, however, Pace is not currently using this functionality to its full capacity.

Information on specific assets can, including maintenance history, can be pulled up in eAM; however, there is no comprehensive inventory of all items installed and their individual costs; items that are part of buildings (e.g., HVAC or electrical systems) are not tagged as separate assets.

Oracle eAM contains information that would allow the Department Manager / Capital Financing & Infrastructure to assess which facilities are spending the most money or having the most issues, including looking at specific assets.

Pace does not require our contractors to provide asset information to be input directly into eAM. Instead, a list of equipment is provided to Pace's eAM managers (within IT), who enter the information into eAM manually.

### B.5.6 *ASSURANCE*

During construction, project managers and technical support staff, including architectural/engineering design consultants and testing consultants as needed, are onsite to monitor contractor performance, including to ensure that all work is performed in accordance with contract requirements.

Consistent with auditing standards and because of limited resources, Internal Audit develops an annual audit plan based on an annual risk assessment. Walk-through facility inspections are included in the plan with a goal to complete six Pace and six contractor facilities annually. The maintenance records are observed as part of the inspection. Walk through facility inspections are not as comprehensive as audits. More comprehensive compliance with maintenance procedures audits are conducted per a management request or based on high risk.

## B.6 CAPITAL PLANS

In FY2020 through FY2024, Pace expects to spend over $226 million on facilities. Table B - 6, below, provides a snapshot of Pace's anticipated capital spend in this asset class.

### Table B - 6. Facilities Capital Budget Forecast ($000s)

| PROJECT | 2020 BUDGET | 2021 FORECAST | 2022 FORECAST | 2023 FORECAST | 2024 FORECAST |
|---|---|---|---|---|---|
| Improve Passenger Facilities | - | $3,500 | $350 | $1,500 | $1,500 |
| Bus Stop Shelters/Signs | 1,550 | 500 | 1,000 | 1,500 | 1,500 |
| Bus Tracker Sign Deployment | 750 | 500 | 1,000 | 1,500 | 1,500 |
| Posted Stops Only Conversion | 450 | - | - | - | - |
| Joliet Transit Center | 6,300 | - | - | - | - |
| Harvey Transportation Center Renovation | 1,000 | 7,000 | - | - | - |
| I-55 Park-n-Rides | - | - | 753 | 6,000 | - |
| I-294 Station & Park-n-Rides | - | - | - | 3,500 | 31,500 |
| Improve Support Facilities | 1,500 | 500 | 1,000 | 1,500 | 1,500 |
| New Northwest Division Garage | 41,952 | - | - | - | - |
| New I-55 Garage | 3,500 | 39,753 | - | - | - |
| River Division Expansion | - | 2,000 | 18,000 | - | - |
| North Shore Division Expansion | - | 2,000 | 18,000 | - | - |
| Southwest Division Expansion | - | 2,000 | 16,000 | - | - |
| Office Equipment/Furniture | - | - | - | 850 | 850 |
| **Total** | **$57,003** | **$57,753** | **$56,103** | **$16,350** | **$38,350** |

## B.7 CONDITION ASSESSMENT REPORTS

The following 18 scoresheets, Table B - 7 through Table B - 24 show the scores given for each building system at each facility, the overall scores, and include a representative photo and thumbnail site plan. These are all extracts from more detailed reports on the condition assessments, “Pace Facilities Inspection Report 2018” and “Pace Facilities Inspection Report 2019”.

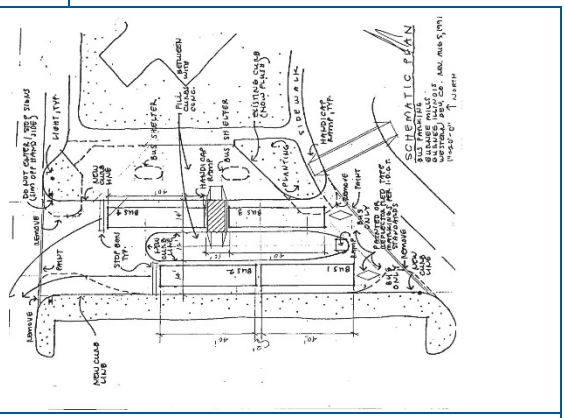
## Table B - 7. WSP Inspection Report - Gurnee Mills

| | |
|---|---|
| Inspection Date | September 17, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Gurnee Mills Transit Center |
| Address / Location | 6170 W. Grand Ave. Gurnee Illinois 60031 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 168 | SF | 2 | 6 | | | | 100 | |
| B | Shell | 432 | SF | 1.86 | 10 | | | | 86 | 14 |
| C | Interiors | 0 | SF | 0 | 0 | | | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 3 | Each | 3 | 1 | | | 100 | | |
| F | HVAC | 0 | Each | 0 | 0 | | | | | |
| G | Fire Protection | 0 | SF | 0 | 0 | | | | | |
| H | Electrical | 0 | SF | 0 | 0 | | | | | |
| I | Equipment | 0 | Each | 0 | 0 | | | | | |
| J | Site | 10,070 | SF | 1.44 | 83 | | | | 44 | 56 |

| | |
|---|---|
| **Total Aggregate Rating** | **1.53** |
| **Aggregate Rating Rounded** | **2** |

Representative Inspection Photo



Site Plan

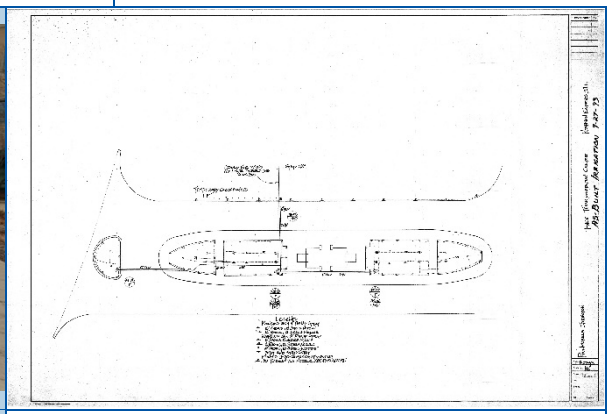
## Table B - 8. WSP Inspection Report – Prairie Stone

| | |
|---|---|
| Inspection Date | September 18, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Prairie Stone Transit Center |
| Address / Location | 5401 Trillium Blvd. Hoffman Estates, IL 60192 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 976 | SF | 2 | 10 | | | | 100 | |
| B | Shell | 9,426 | SF | 2.79 | 25 | | | 84 | 11 | 5 |
| C | Interiors | 170 | SF | 1.79 | 4 | | | | 79 | 21 |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 4 | Each | 2.5 | 4 | | | 75 | | 25 |
| F | HVAC | 2 | Each | 3 | 1 | | | 100 | | |
| G | Fire Protection | 1 | SF | 3 | 1 | | | 100 | | |
| H | Electrical | 30 | Each | 1.67 | 5 | | | | 67 | 33 |
| I | Equipment | 0 | Each | 0 | 0 | | | | | |
| J | Site | 58,409 | SF | 2.7 | 50 | | | 80 | 10 | 10 |

| | |
|---|---|
| **Total Aggregate Rating** | **2.56** |
| **Aggregate Rating Rounded** | **3** |

Representative Inspection Photo



Site Plan

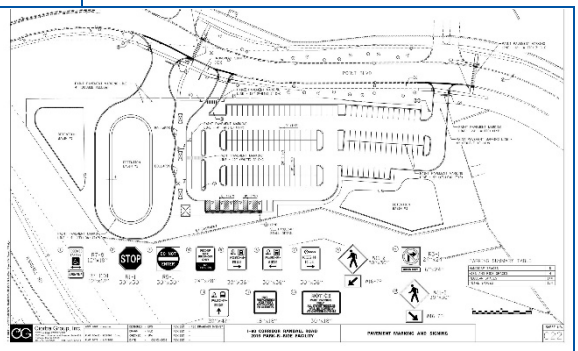
## Table B - 9. WSP Inspection Report – I-90 Randall Road

| | |
|---|---|
| Inspection Date | September 18, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | I-90 Randall Road Transit Center |
| Address / Location | 2001 N. Randall Road Elgin, Illinois 60123 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 755 | SF | 5 | 10 | 100 | | | | |
| B | Shell | 2,230 | SF | 4.99 | 20 | 99 | 1 | | | |
| C | Interiors | 703 | SF | 4.98 | 4 | 98 | 2 | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 2 | Each | 5 | 4 | 100 | | | | |
| F | HVAC | 4 | Each | 5 | 1 | 100 | | | | |
| G | Fire Protection | 0 | SF | 0 | 0 | | | | | |
| H | Electrical | 18 | Each | 5 | 5 | 100 | | | | |
| I | Equipment | 1 | Each | 1 | 1 | | | | | 100 |
| J | Site | 155,248 | SF | 4.99 | 55 | 99 | 1 | | | |

| | |
|---|---|
| **Total Aggregate Rating** | **4.95** |
| **Aggregate Rating Rounded** | **5** |

Representative Inspection Photo



Site Plan

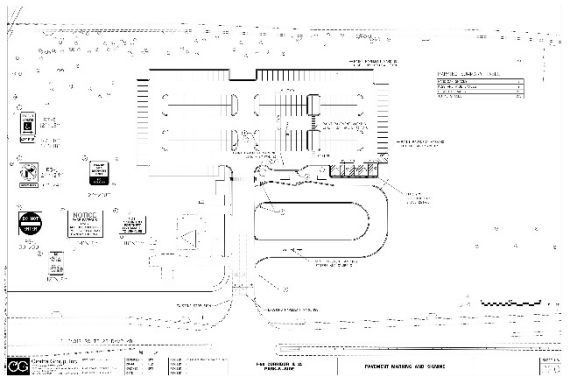
## Table B - 10. WSP Inspection Report – I-90 IL 25 Park N Ride

| | |
|---|---|
| Inspection Date | September 18, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | I-90 / IL 25 Park n Ride |
| Address / Location | 1475 Dundee Ave. Elgin, IL 60120 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 224 | SF | 5 | 13 | 100 | | | | |
| B | Shell | 1,012 | SF | 4.99 | 20 | 99 | 1 | | | |
| C | Interiors | 0 | SF | 0 | 0 | | | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 0 | Each | 0 | 0 | | | | | |
| F | HVAC | 2 | Each | 5 | 1 | 100 | | | | |
| G | Fire Protection | 0 | SF | 0 | 0 | | | | | |
| H | Electrical | 17 | Each | 5 | 5 | 100 | | | | |
| I | Equipment | 1 | Each | 2.5 | 1 | | 50 | | | 50 |
| J | Site | 115,200 | SF | 4.85 | 60 | 94.5 | | 2 | 3 | 0.5 |

| | |
|---|---|
| **Total Aggregate Rating** | **4.88** |
| **Aggregate Rating Rounded** | **5** |

Representative Inspection Photo



Site Plan

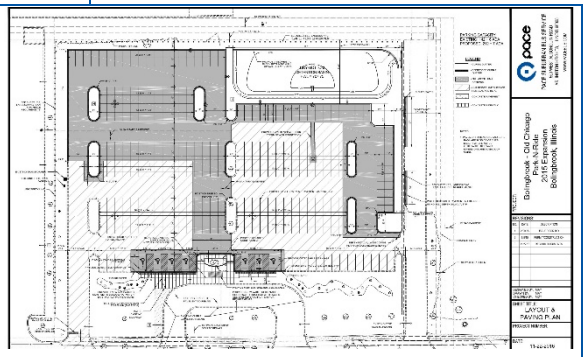
## Table B - 11. WSP Inspection Report – Bolingbrook Old Chicago

| | |
|---|---|
| Inspection Date | September 18, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Bolingbrook Old Chicago |
| Address / Location | 120 East Old Chicago Drive Bolingbrook 60440 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 112 | SF | 3 | 12 | | | 100 | | |
| B | Shell | 506 | SF | 3 | 20 | | | 100 | | |
| C | Interiors | 0 | SF | 0 | 0 | | | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 0 | Each | 0 | 0 | | | | | |
| F | HVAC | 1 | Each | 4 | 1 | | 100 | | | |
| G | Fire Protection | 1 | Each | 2 | 1 | | | | 100 | |
| H | Electrical | 15 | Each | 3.7 | 5 | | 85 | 6 | 6 | |
| I | Equipment | 1 | Each | 0 | 1 | | 50 | | | 50 |
| J | Site | 139,730 | SF | 3.26 | 60 | | 36 | 54 | 10 | |

| | |
|---|---|
| **Total Aggregate Rating** | **3.16** |
| **Aggregate Rating Rounded** | **3** |

Representative Inspection Photo



Site Plan

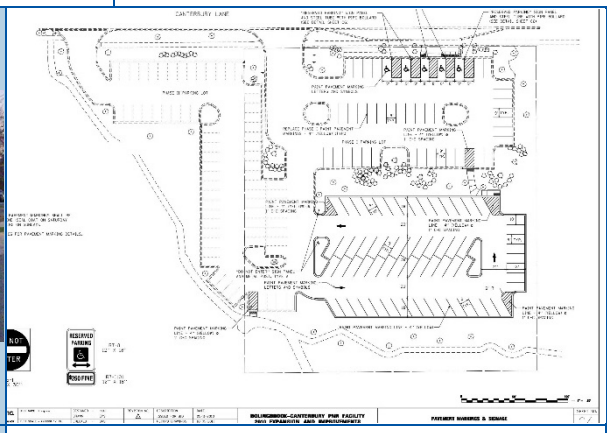
## Table B - 12. WSP Inspection Report – Bolingbrook Canterbury

| | |
|---|---|
| Inspection Date | September 18, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Bolingbrook Canterbury |
| Address / Location | 170 Canterbury Lane Bolingbrook, Illinois 60440 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 112 | SF | 3 | 12 | | | 100 | | |
| B | Shell | 506 | SF | 2 | 20 | | | | 100 | |
| C | Interiors | 0 | SF | 0 | 0 | | | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 0 | Each | 0 | 0 | | | | | |
| F | HVAC | 1 | Each | 3 | 1 | | | 100 | | |
| G | Fire Protection | 1 | Each | 2 | 1 | | | | 100 | |
| H | Electrical | 7 | Each | 2.72 | 5 | | | 72 | 28 | |
| I | Equipment | 1 | Each | 2 | 1 | | | 50 | | 50 |
| J | Site | 88,680 | SF | 2.9 | 60 | | | 95 | | 5 |

| | |
|---|---|
| **Total Aggregate Rating** | **2.71** |
| **Aggregate Rating Rounded** | **3** |

Representative Inspection Photo



Site Plan

## Table B - 13. WSP Inspection Report – Burr Ridge

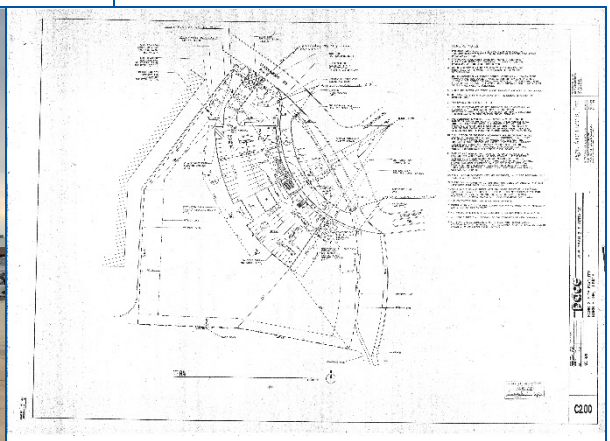
| | |
|---|---|
| Inspection Date | September 18, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Burr Ridge Park n Ride |
| Address / Location | 7650 Lincolnshire Drive, Burr Ridge, Illinois, 60527 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 324 | SF | 2.85 | 10 | | | 85 | 15 | |
| B | Shell | 594 | SF | 2.4 | 20 | | | 70 | | 30 |
| C | Interiors | 0 | SF | 0 | 0 | | | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 88,680 | SF | 3 | 3 | | | 100 | | |
| F | HVAC | 0 | Each | 0 | | | | | | |
| G | Fire Protection | 0 | Each | 0 | | | | | | |
| H | Electrical | 10 | Each | 2.5 | 5 | | | 60 | 30 | 10 |
| I | Equipment | 1 | Each | 2 | 1 | | | 50 | | 50 |
| J | Site | 88,680 | SF | 1.8 | 60 | | | 40 | | 60 |

* Plumbing in this instance refers to a sprinkler system over the whole site.

| | |
|---|---|
| **Total Aggregate Rating** | **2.08** |
| **Aggregate Rating Rounded** | **2** |

Representative Inspection Photo



Site Plan

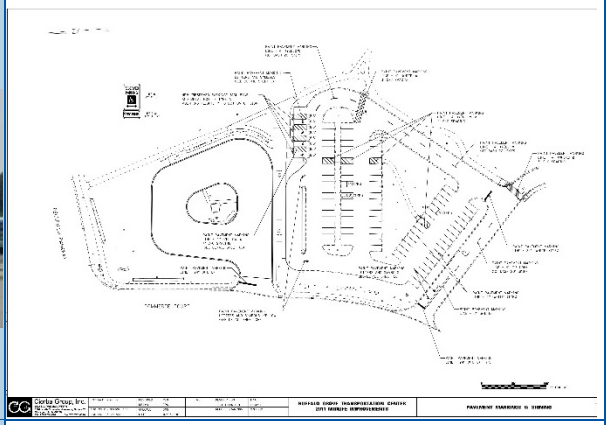
## Table B - 14. WSP Inspection Report – Buffalo Grove

| | |
|---|---|
| Inspection Date | September 20, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Buffalo Grove Park n Ride |
| Address / Location | 801 Commerce Ct, Buffalo Grove, Illinois 60089 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 464 | SF | 4 | 10 | | 100 | | | |
| B | Shell | 594 | SF | 3.97 | 15 | | 99 | | | 1 |
| C | Interiors | 510 | SF | 3 | 5 | | | 100 | | |
| D | Conveyance | 10 | Each | 0 | 0 | | | | | |
| E | Plumbing | 4 | Each | 2 | 2 | | | | 100 | |
| F | HVAC | 2 | Each | 2 | 2 | | | | 100 | |
| G | Fire Protection | 10 | Each | 0 | 0 | | | | | |
| H | Electrical | 24 | Each | 2.84 | 5 | | | 92 | | 8 |
| I | Equipment | 1 | Each | 2.5 | 1 | | 50 | | | 50 |
| J | Site | 72,481 | SF | 3.5 | 60 | | 65 | | 45 | |

| | |
|---|---|
| **Total Aggregate Rating** | **3.49** |
| **Aggregate Rating Rounded** | **3** |

Representative Inspection Photo



Site Plan

## Table B - 15. WSP Inspection Report – Elk Grove

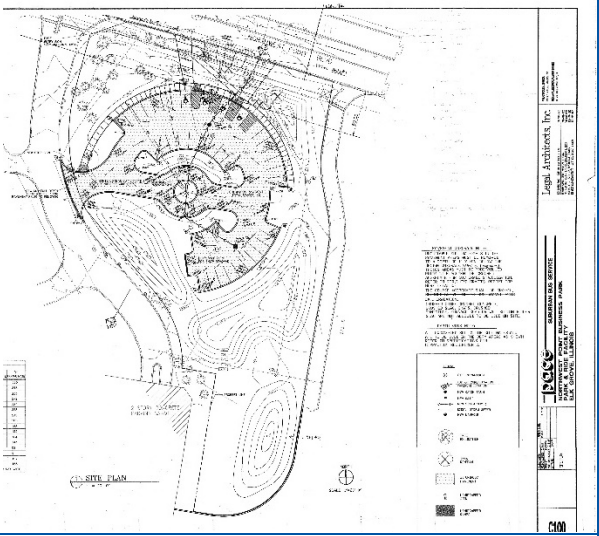
| | |
|---|---|
| Inspection Date | September 20, 2018 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Elk Grove Park n Ride |
| Address / Location | 35 NW Point Blvd Elk Grove Village, Illinois 60007 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 112 | SF | 3 | 10 | | | 100 | | |
| B | Shell | 624 | SF | 3 | 15 | | | 100 | | |
| C | Interiors | 10 | SF | 0 | 0 | | | | | |
| D | Conveyance | 10 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 75,673 | Each | 3 | 2 | | | 100 | | |
| F | HVAC | 10 | Each | 0 | 0 | | | | | |
| G | Fire Protection | 10 | Each | 0 | 0 | | | | | |
| H | Electrical | 16 | Each | 2.5 | 5 | | | 50 | 50 | |
| I | Equipment | 1 | Each | 2.5 | 1 | | 50 | | | 50 |
| J | Site | 75,673 | SF | 2.66 | 60 | | | 68 | 30 | 2 |

* Plumbing in this instance refers to a sprinkler system over the whole site.

| | |
|---|---|
| **Total Aggregate Rating** | **2.56** |
| **Aggregate Rating Rounded** | **3** |

Representative Inspection Photo



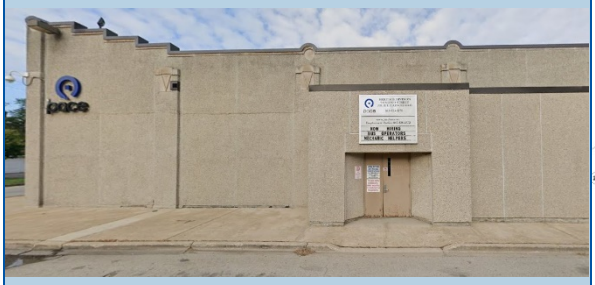
Site Plan

## Table B - 16. WSP Inspection Report – Heritage Division Facility

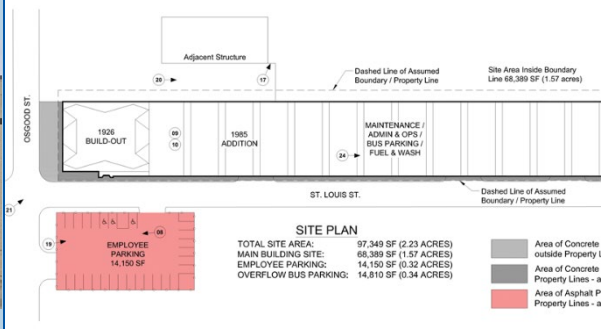
| | |
|---|---|
| Inspection Date | July 8, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Heritage Division |
| Address / Location | 9 Osgood Street, Joliet, Illinois, 60433 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 66,077 | SF | 2.8 | 15 | | | 85 | 10 | 5 |
| B | Shell | 66,077 | SF | 2.85 | 35 | | | 80 | 20 | 5 |
| C | Interiors | 66,077 | SF | 2.8 | 10 | | | 80 | 20 | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing | 25 | Each | 2 | 5 | | | 90 | 10 | |
| F | HVAC | 1 | Each | 3 | 6 | | | 100 | | |
| G | Fire Protection | 1 | Each | 3 | 2 | | | 100 | | |
| H | Electrical | 106,362 | SF | 2.9 | 2 | | | 90 | 10 | |
| I | Equipment | 15 | Each | 2.75 | 10 | | | 75 | 25 | |
| J | Site | 40,285 | SF | 2.67 | 15 | | | 67 | 33 | |

| | |
|---|---|
| **Total Aggregate Rating** | 2.77 |
| **Aggregate Rating Rounded** | 3 |



Representative Inspection Photo




Site Plan

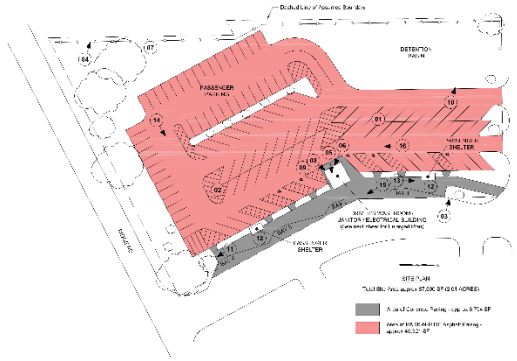
## Table B - 17. WSP Inspection Report – Homewood Park-N-Ride

| | |
|---|---|
| Inspection Date | July 8, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Homewood Park-N-Ride |
| Address / Location | 750 Ridge Road, Homewood, Illinois 60430 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 435 | SF | 2.9 | 10 | | | 90 | 10 | |
| B | Shell | 435 | SF | 2.9 | 20 | | | 90 | 10 | |
| C | Interiors | 435 | SF | 2.95 | 5 | | | 95 | 5 | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 4 | Each | 2 | 4 | | | 100 | | |
| F | HVAC | 2 | Each | 3 | 1 | | | 100 | | |
| G | Fire Protection | 0 | SF | 0 | 0 | | | | | |
| H | Electrical | 87,556 | SF | 3 | 5 | | | 100 | | |
| I | Equipment | 0 | Each | 0 | 0 | | | | | |
| J | Site | 41,179 | SF | 2.8 | 55 | 0 | 0 | 85 | 10 | 5 |

| | |
|---|---|
| **Total Aggregate Rating** | 2.82 |
| **Aggregate Rating Rounded** | 3 |


Representative Inspection Photo



Site Plan

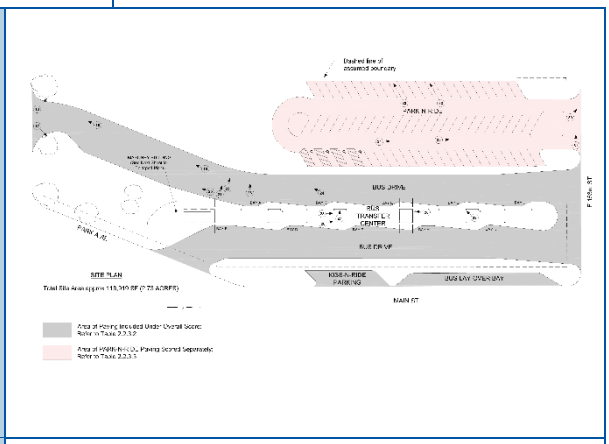
## Table B - 18. WSP Inspection Report – Harvey Transportation Center

| | |
|---|---|
| Inspection Date | July 8, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Harvey Transportation Center Facility |
| Address / Location | 15330 Park Avenue, Harvey, Illinois 60426 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 1,983 | SF | 2.95 | 25 | | | 95 | 5 | |
| B | Shell | 1,566 | SF | 1.7 | 10 | | | | 70 | 30 |
| C | Interiors | 720 | SF | 2.1 | 10 | | | 20 | 70 | 10 |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 6 | Each | 2 | 3 | | | 100 | | |
| F | HVAC | 1 | Each | 3 | 5 | | | | 100 | |
| G | Fire Protection | 0 | SF | 0 | 0 | | | | | |
| H | Electrical | 14,800 | SF | 2.9 | 5 | | | 90 | 10 | |
| I | Equipment | 5 | Each | 3.7 | 2 | | 90 | | | 10 |
| J | Site | 45,490 | SF | 1.5 | 40 | | | | 50 | 50 |

| | |
|---|---|
| **Total Aggregate Rating** | 2.15 |
| **Aggregate Rating Rounded** | 2 |

Representative Inspection Photo



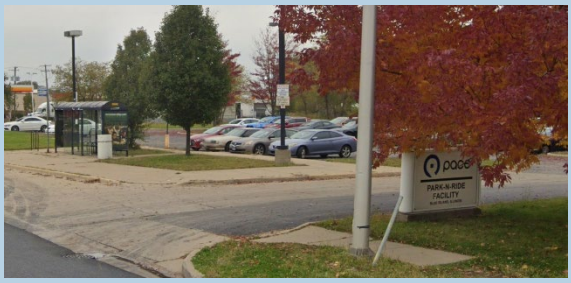
Site Plan

## Table B - 19. WSP Inspection Report – Blue Island Park-N-Ride

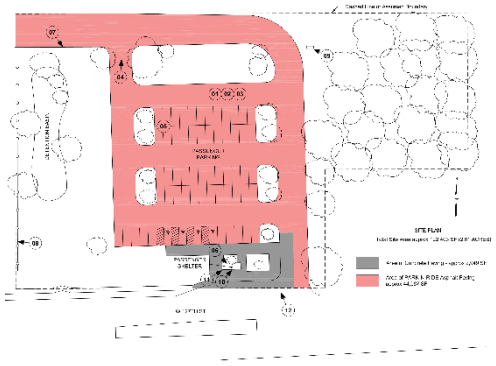
| | |
|---|---|
| Inspection Date | July 8, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Blue Island Park-N-Ride |
| Address / Location | 3060 W. 127th Street, Blue Island, Illinois 60406 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 100 | SF | 2.95 | 15 | | | 95 | 5 | |
| B | Shell | 100 | SF | 2.8 | 15 | | | 80 | 20 | |
| C | Interiors | 0 | SF | 0 | 0 | | | | | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 0 | Each | 0 | 0 | | | | | |
| F | HVAC | 0 | Each | 0 | 1 | | | | | |
| G | Fire Protection | 1 | SF | 3 | 0 | | | 100 | | |
| H | Electrical | 121,973 | SF | 2.9 | 4 | | | 90 | 10 | |
| I | Equipment | 0 | Each | | | | | | | |
| J | Site | 121,973 | SF | 2.83 | 65 | | | 88 | 7 | 5 |

| | |
|---|---|
| **Total Aggregate Rating** | 2.82 |
| **Aggregate Rating Rounded** | 3 |



Representative Inspection Photo



Site Plan

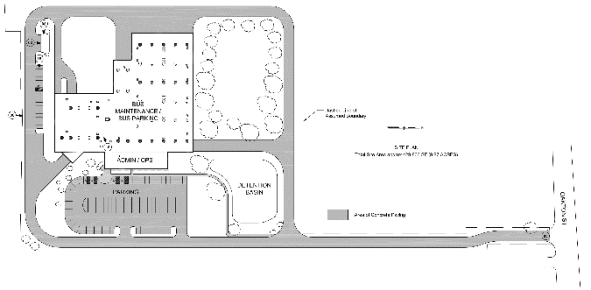
## Table B - 20. WSP Inspection Report – North Shore Division Facility

| | |
|---|---|
| Inspection Date | July 9, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | North Shore Division |
| Address / Location | 2330 Oakton Street, Evanston, Illinois 60202 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 81,471 | SF | 2.95 | 15 | | | 95 | 5 | |
| B | Shell | 81,471 | SF | 3.75 | 35 | | 80 | 15 | 5 | |
| C | Interiors | 81,471 | SF | 3.75 | 10 | | 80 | 15 | 5 | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 32 | Each | 3 | 5 | | | 100 | | |
| F | HVAC | 1 | Each | 3.05 | 6 | | 10 | 85 | 5 | |
| G | Fire Protection | 0 | SF | 3 | 2 | | | 100 | | |
| H | Electrical | 424,258 | SF | 3 | 2 | | | 100 | | |
| I | Equipment | 16 | Each | 3.45 | 10 | | 50 | 45 | 5 | |
| J | Site | 342,787 | SF | 3.8 | 15 | | 85 | 10 | 5 | |

| | |
|---|---|
| **Total Aggregate Rating** | 3.5 |
| **Aggregate Rating Rounded** | 4 |

Representative Inspection Photo



Site Plan

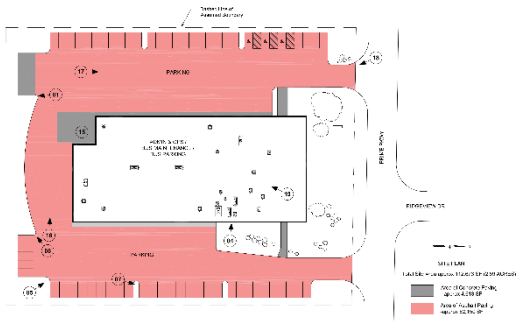
## Table B - 21. WSP Inspection Report – McHenry Paratransit Facility

| | |
|---|---|
| Inspection Date | July 10, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | McHenry Paratransit Facility |
| Address / Location | 5007 Prime Parkway, McHenry, Illinois 60050 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 28,097 | SF | 2.95 | 15 | | | 95 | 5 | |
| B | Shell | 28,097 | SF | 3.3 | 35 | | 40 | 50 | 10 | |
| C | Interiors | 28,097 | SF | 3.4 | 10 | | 50 | 40 | 10 | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 6 | Each | 3 | 5 | | | 100 | | |
| F | HVAC | 1 | Each | 3 | 6 | | | 100 | | |
| G | Fire Protection | 0 | SF | 0 | 2 | | | | | |
| H | Electrical | 112,837 | SF | 2.95 | 2 | | | 95 | 5 | |
| I | Equipment | 5 | Each | 2.7 | 10 | | | 75 | 20 | 5 |
| J | Site | 85,159 | SF | 3.07 | 15 | | 7 | 93 | | |

| | |
|---|---|
| **Total Aggregate Rating** | 3.06 |
| **Aggregate Rating Rounded** | 3 |

Representative Inspection Photo



Site Plan

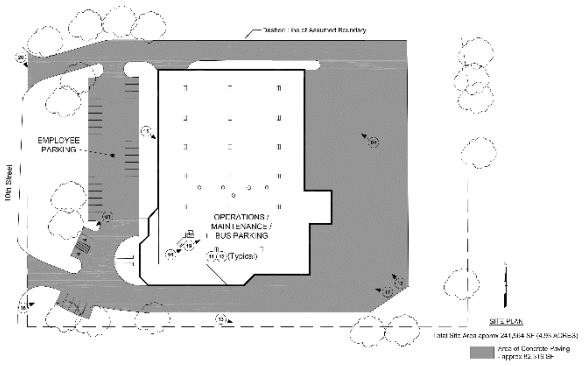
## Table B - 22. WSP Inspection Report – North Division Facility

| | |
|---|---|
| Inspection Date | July 10, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | North Division |
| Address / Location | 1400 W. Tenth Street, Waukegan, Illinois 60085 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 57,754 | SF | 2.75 | 15 | | | 80 | 15 | 5 |
| B | Shell | 57,754 | SF | 3.2 | 35 | | 30 | 60 | 10 | |
| C | Interiors | 57,754 | SF | 2.85 | 10 | | 20 | 50 | 25 | 5 |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 6 | Each | 2.9 | 5 | | | 95 | | 5 |
| F | HVAC | 1 | Each | 3 | 6 | | | 100 | | |
| G | Fire Protection | 0 | SF | 0 | 2 | | | | | |
| H | Electrical | 204,628 | SF | 2.95 | 2 | | | 95 | 5 | |
| I | Equipment | 5 | Each | 2.95 | 10 | | 10 | 80 | 5 | 5 |
| J | Site | 142,622 | SF | 3 | 15 | 0 | 20 | 60 | 20 | 0 |

| | |
|---|---|
| **Total Aggregate Rating** | 2.95 |
| **Aggregate Rating Rounded** | 3 |

Representative Inspection Photo




Site Plan

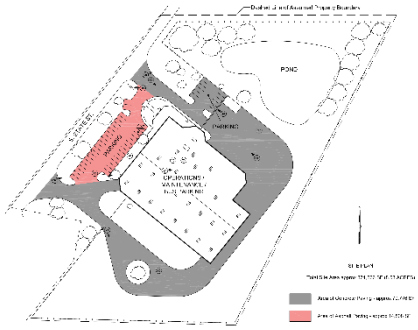
## Table B - 23. WSP Inspection Report – River Division Facility

| | |
|---|---|
| Inspection Date | July 11, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | River Division |
| Address / Location | 975 S. State Street, Elgin, Illinois 60123 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 63,235 | SF | 2.9 | 15 | | | 90 | 10 | |
| B | Shell | 63,235 | SF | 2.7 | 35 | | | 70 | 30 | |
| C | Interiors | 63,235 | SF | 2.7 | 10 | | | 70 | 30 | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 6 | Each | 2.9 | 5 | | | 90 | 10 | |
| F | HVAC | 1 | Each | 2.6 | 6 | | | 60 | 40 | |
| G | Fire Protection | 1 | SF | 3 | 2 | | | 100 | | |
| H | Electrical | 385,212 | SF | 3 | 2 | | | 100 | | |
| I | Equipment | 16 | Each | 2.6 | 10 | | | 70 | 20 | 10 |
| J | Site | 370,405 | SF | 2.3 | 15 | | | 50 | 30 | 20 |

| | |
|---|---|
| **Total Aggregate Rating** | 2.68 |
| **Aggregate Rating Rounded** | 3 |

Representative Inspection Photo



Site Plan

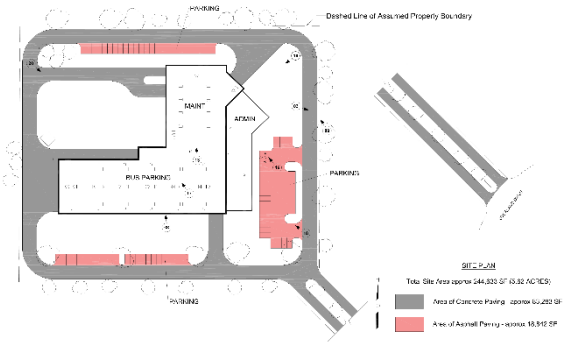
## Table B - 24. WSP Inspection Report – Fox Valley Division Facility

| | |
|---|---|
| Inspection Date | July 12, 2019 |
| Inspector Name | Cary Els / Rafael Ruiz |
| Facility Name | Fox Valley Division |
| Address / Location | 400 North Overland Drive, North Aurora, Illinois 60542 |

| ID # | NAME | ASSET QUANTITY | UNIT OF MEASURE | CONDITION RATING | ASSIGNED WEIGHT VALUE | PERCENT OF ASSET QUANTITY BY CONDITION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5 | 4 | 3 | 2 | 1 |
| A | Substructure | 56,833 | SF | 2.95 | 15 | | | 95 | 5 | |
| B | Shell | 56,833 | SF | 2.95 | 35 | | 20 | 60 | 15 | 5 |
| C | Interiors | 56,833 | SF | 2.9 | 10 | | 20 | 50 | 30 | |
| D | Conveyance | 0 | Each | 0 | 0 | | | | | |
| E | Plumbing* | 33 | Each | 2.9 | 5 | | | 90 | 10 | |
| F | HVAC | 3 | Each | 2.7 | 6 | | | 70 | 30 | |
| G | Fire Protection | 56,833 | SF | 2.9 | 2 | | | 90 | 10 | |
| H | Electrical | 243,936 | SF | 2.98 | 2 | | | 98 | 2 | |
| I | Equipment | 11 | Each | 2.5 | 10 | | | 70 | 10 | 20 |
| J | Site | 187,103 | SF | 3 | 15 | | 20 | 60 | 20 | |

| | |
|---|---|
| **Total Aggregate Rating** | 2.89 |
| **Aggregate Rating Rounded** | 3 |

Representative Inspection Photo




Site Plan

**END OF APPENDIX B**

# C. APPENDIX C – SERVICE VEHICLE

## C.1 ASSET DEFINITION

In the *NTD 2017-2018 Asset Inventory Module Reporting Guide* (for equipment),[9] the FTA lays out the following guidance and definitions with respect to Equipment:

> ***Service Vehicle Inventory***
>
> *Transit agencies are required to report data on service vehicles that support revenue operations, maintain revenue vehicles, and perform transit-oriented administrative activities for which they have capital replacement responsibility.*
>
> *Transit agencies report service vehicle inventory data by groups or fleets. Agencies should group vehicles into fleets if they are identical in all aspects, including vehicle type, manufacture year, primary mode, etc.*
>
> *Service vehicles must be road worthy, self-propelled, or major pieces of construction equipment to be reportable to the NTD. Examples of reportable service vehicles include automobiles used by supervisors or maintenance staff, wreckers, tow trucks, work trains, tampers, diggers, etc. Flatbed train cars, golf carts, and small forklifts are not considered reportable service vehicles.*

## C.2 NTD RY2018 ASSET INVENTORY

A fleet of non-revenue vehicles are used at Pace's facilities, and in the field, to ensure the efficient management of bus service as well as maintain fixed assets such as buildings, grounds, and passenger stations.

Pace's non-revenue fleet consists of vehicles of various make, model, and manufacturer. This fleet consists of on-highway vehicles as well as other specialty support equipment.

See Table C - 1 for a copy of the submitted NTD RY2018, A-35 Service Vehicle Inventory Form which displays more information on Pace's non-revenue vehicle fleet, including vehicle type, model year, age, useful life benchmark (ULB, as determined by eligibility for replacement grants), the quantity in service, and the percentage of remaining useful life.

[9] Federal Transit Administration, U.S. Department of Transportation, National Transit Database Asset Inventory Module 2017-2018 Reporting Guide

## Table C - 1. A-35 Service Vehicle Inventory Form as of 12/31/2018

| | |
|---|---|
| **NTD ID** | 50113 |
| **Reporter Name** | Pace - Suburban Bus Division |
| **Report** | 2018 (Revision: 4) |

### Service Vehicle Inventory (A-35)

| ID | Agency Fleet Id | Fleet Name | Vehicle Type | Primary Mode | Year Manufactured | Estimated Cost | Useful Life Benchmark (Years) | Useful Life Remaining (Years) | Total Vehicles | Transit Agency Capital Responsibility (%) | Year Dollars of Estimated Cost | Secondary Modes | Notes | Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19577 | | Chevy C7H042 | Trucks and other Rubber Tire Vehicles | MB - Bus | 1994 | $46,071.00 | 10 | -14 | 1 | 100.00 | 1994 | | | Active |
| 19578 | | GMC C7H042 | Trucks and other Rubber Tire Vehicles | MB - Bus | 1994 | $51,706.00 | 10 | -14 | 1 | 100.00 | 1994 | | | Active |
| 19579 | | International 4170 | Trucks and other Rubber Tire Vehicles | MB - Bus | 1995 | $219,900.00 | 10 | -13 | 4 | 100.00 | 1995 | | | Active |
| 19580 | | International 4700 | Trucks and other Rubber Tire Vehicles | MB - Bus | 1995 | $109,950.00 | 10 | -13 | 2 | 100.00 | 1995 | | | Active |
| 19581 | | Ford F350 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2000 | $39,663.00 | 10 | -8 | 1 | 100.00 | 2000 | | | Active |
| 19582 | | Ford F150 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2005 | $28,330.00 | 10 | -3 | 1 | 100.00 | 2005 | | | Active |
| 19583 | | Ford F250 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2009 | $57,196.00 | 10 | 1 | 2 | 100.00 | 2009 | | | Active |
| 19584 | | Ford F150 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2010 | $47,876.00 | 10 | 2 | 2 | 100.00 | 2010 | | | Active |
| 19585 | | Ford F350 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2010 | $207,010.20 | 10 | 2 | 6 | 100.00 | 2010 | | | Active |
| 19586 | | Ford F350 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2010 | $164,510.80 | 10 | 2 | 4 | 100.00 | 2010 | | | Active |
| 19587 | | Ford E350 Cube Van | Trucks and other Rubber Tire Vehicles | MB - Bus | 2012 | $62,694.00 | 10 | 4 | 2 | 100.00 | 2012 | | | Active |
| 19588 | | Ford F250 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2012 | $35,989.00 | 10 | 4 | 1 | 100.00 | 2012 | | | Active |
| 19589 | | Dodge Ram 1500 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2013 | $73,875.00 | 10 | 5 | 3 | 100.00 | 2013 | | | Active |
| 19590 | | International 7400 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2013 | $231,461.00 | 10 | 5 | 1 | 100.00 | 2013 | | | Active |
| 19591 | | Ford F150 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2016 | $35,514.48 | 10 | 8 | 1 | 100.00 | 2016 | | | Active |
| 19592 | | Ford F350 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2016 | $48,120.00 | 10 | 8 | 1 | 100.00 | 2016 | | | Active |
| 19593 | | Freightliner 35T | Trucks and other Rubber Tire Vehicles | MB - Bus | 2018 | $321,999.00 | 10 | 10 | 1 | 100.00 | 2017 | | | Active |
| 19594 | | Ford F150 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2018 | $157,065.00 | 10 | 10 | 5 | 100.00 | 2018 | | | Active |
| 19595 | | Ford F550 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2018 | $103,556.00 | 10 | 10 | 1 | 100.00 | 2018 | | | Active |
| 19596 | | Ford Windstar | Trucks and other Rubber Tire Vehicles | MB - Bus | 2003 | $23,027.64 | 5 | -10 | 1 | 100.00 | 2003 | | | Active |
| 19597 | | Chevy Malibu | Automobiles | MB - Bus | 2009 | $25,975.00 | 5 | -4 | 1 | 100.00 | 2009 | | | Active |
| 19598 | | Dodge Caravan | Trucks and other Rubber Tire Vehicles | MB - Bus | 2009 | $53,730.00 | 5 | -4 | 3 | 100.00 | 2009 | | | Active |
| 19599 | | Ford Focus | Automobiles | MB - Bus | 2009 | $66,173.00 | 5 | -4 | 5 | 100.00 | 2009 | | | Active |
| 19600 | | Chevy Impala | Automobiles | MB - Bus | 2010 | $154,017.60 | 5 | -3 | 8 | 100.00 | 2010 | | | Active |
| 19601 | | Ford E350 | Trucks and other Rubber Tire Vehicles | MB - Bus | 2010 | $522,222.30 | 5 | -3 | 13 | 100.00 | 2010 | | | Active |
| 19602 | | Ford Focus | Automobiles | MB - Bus | 2010 | $354,246.00 | 5 | -3 | 24 | 100.00 | 2010 | | | Active |
| 19604 | | Dodge Caravan | Trucks and other Rubber Tire Vehicles | MB - Bus | 2011 | $49,634.80 | 5 | -2 | 2 | 100.00 | 2011 | | | Active |
| 19605 | | Dodge Grand Caravan | Trucks and other Rubber Tire Vehicles | MB - Bus | 2012 | $361,471.60 | 5 | -1 | 14 | 100.00 | 2012 | | | Active |
| 19606 | | Dodge Grand Caravan | Trucks and other Rubber Tire Vehicles | MB - Bus | 2013 | $327,631.20 | 5 | 0 | 13 | 100.00 | 2013 | | | Active |
| 19607 | | Ford Explorer | Trucks and other Rubber Tire Vehicles | MB - Bus | 2013 | $316,778.88 | 5 | 0 | 12 | 100.00 | 2013 | | | Active |
| 19608 | | Ford Transit Connect Mini | Trucks and other Rubber Tire Vehicles | MB - Bus | 2013 | $109,532.00 | 5 | 0 | 5 | 100.00 | 2013 | | | Active |
| 19609 | | Ford Focus | Automobiles | MB - Bus | 2014 | $33,388.00 | 5 | 1 | 2 | 100.00 | 2013 | | | Active |
| 19610 | | Ford Focus - Electric | Automobiles | MB - Bus | 2014 | $32,380.00 | 5 | 1 | 1 | 100.00 | 2014 | | | Active |
| 19611 | | Dodge Grand Caravan | Trucks and other Rubber Tire Vehicles | MB - Bus | 2016 | $82,335.00 | 5 | 3 | 3 | 100.00 | 2016 | | | Active |
| 19612 | | Ford Taurus | Automobiles | MB - Bus | 2016 | $483,392.00 | 5 | 3 | 26 | 100.00 | 2016 | | | Active |
| 19613 | | Ford Explorer | Trucks and other Rubber Tire Vehicles | MB - Bus | 2017 | $55,996.00 | 5 | 4 | 2 | 100.00 | 2017 | | | Active |
| 19614 | | Ford Taurus | Automobiles | MB - Bus | 2017 | $85,436.00 | 5 | 4 | 4 | 100.00 | 2017 | | | Active |
| 19615 | | Ford Escape | Trucks and other Rubber Tire Vehicles | MB - Bus | 2018 | $195,416.00 | 5 | 5 | 8 | 100.00 | 2018 | | | Active |

**Total Vehicles:** 187

# C.3 ASSET CONDITION

## C.3.1 *CONDITION ASSESSMENT*

For service vehicles, condition is measured based on the asset's age relative to its useful life benchmark. A useful life benchmark is the expected lifecycle of a capital asset for a Transit Provider's operating environment, or the acceptable period of use in service for a Transit Provider's operating environment, or as per FTA guidance.

## C.3.2 *CURRENT CONDITION INFORMATION AND PERFORMANCE TARGETS*

Table C - 1 contains information on the ULB used to assess the condition and the useful life remaining) for each type of service vehicle based on the year it was manufactured. A negative number indicates that the asset is life-expired, though is still being maintained for safe usage. Table C - 2 contains information on Pace's performance targets for service vehicles.

**Table C - 2. Performance Targets for Equipment**

| ASSET TYPE | 2018 PERFORMANCE | 2019 TARGET |
|---|---|---|
| Automobiles | 53.52% | 57.75% |
| Trucks and Other Rubber Tire Vehicles | 62.93% | 64.66% |

# C.4 LIFECYCLE MANAGEMENT STRATEGIES

## C.4.1 *OVERVIEW*

Pace has developed several processes to best manage the lifecycle of our non-revenue service vehicles assets. These include a detailed maintenance manual prescribing planned maintenance and useful life information for the agency's assets, processes to ensure contractor quality and completion, and strict guidelines for disposal of assets. Maintenance and repair are conducted by contractors at regular vehicle maintenance shops throughout the region. The Non-Revenue Fleet Administrator manages maintenance of the non-revenue service vehicle fleet.

The following sections go into additional detail regarding the lifecycle management strategies Pace employs on a regular basis.

## C.4.2 *MAINTENANCE*

### *Preventative Maintenance*

Table C - 3 contains an example of planned maintenance frequencies. Company cars, uniquely, are the responsibility of the Non-Revenue Vehicle Fleet Administrator. If any repair work will cost more than $500, the Non-Revenue Vehicle Fleet Administrator reviews and determines whether to move forward.

The Maintenance Management and Accident Management providers are required to provide annual reviews each year. The Non-Revenue Fleet Administrator also performs fleet vehicle inspections on an annual basis.

**Table C - 3. Examples of Planned Maintenance Frequency**

| ASSET | MAINTENANCE FREQUENCY |
|---|---|
| Service Trucks | Every 5,000 miles / 3 months |
| Cars | Every 5,000 miles / 6 months |

*Corrective Maintenance*

The decision to replace equipment is typically made when it becomes undependable and requires frequent repair. Field personnel may report problems with equipment to the supervisor, who would then make a request for replacement. Requests are centrally reviewed and prioritized.

*Contract Maintenance*

Non-revenue drivers call into one contractor that acts as a middleman and directs the driver to the appropriate location for repairs. This master contractor also ensures that that charges at individual shops are in line with what is expected.

### C.4.3 *CAPITAL INVESTMENT*

The decision to replace equipment is typically made based on a 5-year vehicle replacement plan. Field personnel can report problems with equipment to their Supervisor, who determines whether replacement is necessary, and if so, makes a request to Purchasing for the new equipment. Requests are centrally reviewed and prioritized.

### C.4.4 *DISPOSAL*

There are three reasons for an asset disposal:

- Item has exceeded its useful life and is either no longer needed or no longer functioning.
- Item has not met its useful life but is no longer functioning or has been damaged or destroyed.
- Item has been reported lost or stolen.

When disposal is necessary, an Asset Disposal Form is completed by the division or department that holds or is responsible for the asset. The Form is submitted to Accounting and the Fixed Asset Accountant review the asset to determine if there is any remaining useful life. If there is, then that is noted on the Form. The Form is then approved by the Section Manager, Accounts Payable/Receivable and the Section Manager, Grants Administration, if the asset is capital funded. The Fixed Asset Accountant determines whether an asset should be disposed of by the Using Department or the Purchasing Department. The Purchasing Department is responsible for obtaining payment for the sale of an asset and forwarding those funds directly to the Finance Department. If the proceeds from the asset exceed a certain dollar value or have remaining useful life, then the Section Manager, Grants Administration will coordinate repayment to the funding agency and obtain concurrence. Pace has an agreement with the FTA that allows Pace to retain all funds due back to the FTA, with

the assurance that Pace acquire new assets with the funds and give the FTA 100% equity in those assets.

For Non-Revenue vehicles, a disposal folder is submitted to Accounting and the Fixed Asset Accountants review the asset to determine if there is any remaining useful life. The Form is then approved by the Section Manager, Accounts Payable/Receivable, and the Section Manager, Grants Administration, if the asset is capital funded. Once approved, the Non-Revenue Fleet Administrator sends all necessary paperwork to our disposal vendor. The disposal vendor will then sell the vehicle through an auction. Once sold, the disposal vendor will send a check directly to Fixed Asset Accounting.

### C.4.5 *SUPPLY CHAIN AND PROCUREMENT*

The Non-Revenue Fleet Administrator handles the procurement of Non-Revenue vehicles. All non-revenue vehicles are received and inspected at Headquarters by the Non-Revenue Fleet Administrator, and if suitable, are accepted for service. A monthly vehicle in-service report is distributed by Accounting and staff make updates as to whether vehicles have been placed into service. When they go into service, the asset record is activated and begins depreciating. Accounting receives the titles for the vehicles and verifies the vehicle identification number against the fixed asset record. The Pace assigned vehicle number is written on the vehicle title. All titles are stored in a secured room and are not removed until the vehicle is sold or if it is involved in an accident and must be removed from service. The Non-Revenue Fleet has a 5-year replacement plan that is reviewed and updated every 6 months.

## C.5 ASSET MANAGEMENT ENABLERS

### C.5.1 *ORGANIZATION*

The Non-Revenue Fleet Administrator manages maintenance of the non-revenue fleet, largely relying on outside contractors to carry out the work.

### C.5.2 *TECHNOLOGY / ASSET KNOWLEDGE AND INFORMATION*

Pace relies on several software applications to support improved performance management and decision making including FLEETWATCH Fuel and Fluids Management System, Oracle Enterprise Asset Management (eAM), and Oracle Application Express (APEX). APEX is used to record all asset information. The records in APEX are used to track cost, useful life, depreciation, grant funding, location, and the status of the asset. The application also has many reporting capabilities.

### C.5.3 *ASSURANCE*

Pace will solicit input from additional departments as a form of quality assurance. This ensures that a cross-section of the agency reviews the proposed policy and/or procedure before it is acted upon. For example, Vendors that Pace works with will also provide information on their equipment as specifications are being developed.

## C.6 CAPITAL PLANS

Table C - 4 provides a snapshot of Pace's anticipated capital spend in this asset class in FY2020 through FY2024.

**Table C - 4. Equipment Capital Budget Forecast ($000s)**

| PROJECT | 2020 BUDGET | 2021 FORECAST | 2022 FORECAST | 2023 FORECAST | 2024 FORECAST |
|---|---|---|---|---|---|
| Computer Systems/ Hardware & Software | $900 | $500 | $1,000 | $1,500 | $1,500 |
| **Support Equipment/Non-Revenue Vehicles** | **1,000** | **350** | **1,000** | **1,500** | **1,500** |
| Farebox System | 7,500 | 5,000 | 5,000 | - | - |
| Capital Cost of Contracting | 6,195 | 6,322 | 6,453 | 6,500 | 6,500 |
| Preventive Maintenance | 9,000 | 9,000 | 9,000 | 9,000 | 9,000 |
| **Total** | **$24,595** | **$21,172** | **$22,453** | **$18,500** | **$18,500** |

**END OF APPENDIX C**

# D. APPENDIX D – REVENUE VEHICLE

## D.1 ASSET DEFINITION

In the *NTD 2017-2018 Asset Inventory Module Reporting Guide*, the FTA lays out the following guidance and definitions with respect to Rolling Stock:[10]

> ***Revenue Vehicles***
>
> *All transit agencies reporting service data must provide information on revenue vehicles by mode and type of service.*
>
> *Transit agencies must inventory all revenue vehicles they use to provide public transportation that have not been sold or disposed of at the end of the fiscal year. This inventory identifies the vehicles in the total fleet and includes all revenue vehicles in the following situations.*
>
> - *Vehicles in operation (i.e., providing revenue service)*
> - *Vehicles awaiting sale or disposal*
> - *Vehicles out for long-term repair*
> - *Vehicles in storage*
> - *Vehicles retained as part of an FTA-approved emergency contingency plan*
>
> *Transit agencies report revenue vehicle inventory data by groups or fleets. Agencies should group vehicles into fleets if they are identical in all aspects, including vehicle type, manufacture year, model, and funding source, etc.*

## D.2 NTD RY2018 ASSET INVENTORY

Pace's rolling stock assets used in revenue service include Fixed Route Buses, Paratransit vehicles, Vanpool vans, and Community Transit Service (CTS) vehicles. See Table D - 1 through Table D - 8 for a copy of the submitted NTD RY2018, A-30 Revenue Vehicle Inventory Form which displays more information on Pace's revenue vehicles, including quantity by fleet, length, and year of manufacture.

Pace reports Revenue Vehicle Inventory data across multiple forms, reflecting different types of service separately for the Suburban Bus Division and the Regional ADA Paratransit Services. Some of Pace's revenue vehicle inventory serve both entities and are included in both reports. The meaningful distinction is when the capital responsibility box is checked for performance target setting to avoid double counting.

Pace has two NTD ID reporting numbers: 50113 for the Suburban Bus Division, and 50182 for the Regional ADA Paratransit Services. Pace has no capital responsibility for the 50182 Regional ADA Paratransit Services assets and does not set performance targets for these assets

[10] Federal Transit Administration, U.S. Department of Transportation, National Transit Database Asset Inventory Module 2017-2018 Reporting Guide

The following tables are organized by NTD ID and type of service:

- NTD ID: 50113 Suburban Bus Division
    - Table D - 1. Revenue Vehicle Inventory (A-30) - DR PT 50113
    - Table D - 2. Revenue Vehicle Inventory (A-30) - DR DO 50113
    - Table D - 3. Revenue Vehicle Inventory (A-30) - DT PT 50113
    - Table D - 4. Revenue Vehicle Inventory (A-30) - MB DO 50113
    - Table D - 5. Revenue Vehicle Inventory (A-30) - MB PT 50113
    - Table D - 6. Revenue Vehicle Inventory (A-30) - VP DO 50113
- NTD ID: 50182 Regional ADA Paratransit Services
    - Table D - 7. Revenue Vehicle Inventory (A-30) - DR PT 50182
    - Table D - 8. Revenue Vehicle Inventory (A-30) - DT PT 50182

At the present time for the ADA service in the City of Chicago, Pace utilizes private contractors who own their vehicles. The ADA private contractor fleet is comprised of 775 vehicles which have not been individually listed in a separate table. This inventory will be included in the NTD reporting.

Section D.3 Asset Condition continues on page 114.

## Table D - 1. Revenue Vehicle Inventory (A-30) - DR PT 50113

| | |
|---|---|
| **NTD ID** | 50113 |
| **Reporter Name** | Pace - Suburban Bus Division |
| **Report** | 2018 (Revision: 4) |

**Revenue Vehicle Inventory (A-30) - DR PT**

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58101 | | Cutaway (CU) | 1 | 1 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2009 | | Diesel Fuel | | | 24 | 12 | 0 | OOPA | | UA | 1 | | | 4 | -5 | 16,526 | 182,264 | Active | |
| 58102 | | Cutaway (CU) | 1 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2010 | | Diesel Fuel | | | 22 | 15 | 0 | OOPA | | UA | | | | 4 | -4 | | | Retired | |
| 58104 | | Cutaway (CU) | 6 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2008 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | | 0 | | 4 | -6 | | | Retired | |
| 58105 | | Cutaway (CU) | 1 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2010 | | Diesel Fuel | | | 24 | 11 | 0 | OOPA | | UA | | | | 4 | -4 | | | Retired | |
| 58110 | | Cutaway (CU) | 3 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2009 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | | 0 | | 4 | -5 | | | Retired | |
| 58112 | | Cutaway (CU) | 1 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2008 | | Diesel Fuel | | | 24 | 12 | 0 | OOPA | | UA | | | | 4 | -6 | | | Retired | |
| 58113 | | Cutaway (CU) | 8 | 2 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2009 | | Diesel Fuel | | | 22 | 12 | 0 | OOPA | | UA | 2 | | | 4 | -5 | 32,330 | 214,986 | Active | |
| 58114 | | Cutaway (CU) | 16 | 11 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2009 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | 11 | | | 4 | -5 | 177,551 | 200,587 | Active | |
| 58115 | | Cutaway (CU) | 8 | 4 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2010 | | Diesel Fuel | | | 22 | 12 | 0 | OOPA | | UA | 4 | | | 4 | -4 | 51,425 | 139,181 | Active | |
| 58117 | | Cutaway (CU) | 72 | 29 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2010 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | 29 | | | 4 | -4 | 460,155 | 197,219 | Active | |
| 58118 | | Cutaway (CU) | 78 | 78 | Yes | | CMC - Champion Motor Coach Inc. | | CHALLENGER | 2014 | | Gasoline | | | 22 | 11 | 0 | OOPA | | UA | 78 | | | 4 | 0 | 1,638,635 | 87,789 | Active | |
| 58119 | | Cutaway (CU) | 155 | 155 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2014 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 155 | | | 4 | 0 | 5,245,148 | 182,466 | Active | |
| 58314 | | Minivan (MV) | 1 | 1 | Yes | | CMD - Chevrolet Motor Division — GMC | | UPLANDER | 2007 | | Gasoline | | | 15 | 6 | 0 | OOPA | | UA | 1 | | | 5 | -6 | 3,491 | 111,693 | Active | |
| 58315 | | Cutaway (CU) | 7 | 2 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2007 | | Gasoline | | | 21 | 13 | 0 | OOPA | | UA | 2 | | | 4 | -7 | 20,688 | 121,224 | Active | |
| 58316 | | Cutaway (CU) | 6 | 6 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2007 | | Gasoline | | | 21 | 10 | 0 | OOPA | | UA | 6 | | | 4 | -7 | 42,639 | 92,787 | Active | |
| 58318 | | Cutaway (CU) | 19 | 15 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2009 | | Gasoline | | | 21 | 13 | 0 | OOPA | | UA | 15 | | | 4 | -5 | 119,058 | 94,416 | Active | |
| 58319 | | Van (VN) | 1 | 0 | Yes | | FRD - Ford Motor Corporation | | CONV14 | 2009 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | | | | 5 | -4 | | | Retired | |
| 58321 | | Minivan (MV) | 1 | 0 | Yes | | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2009 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | | | | 5 | -4 | | | Retired | |
| 58324 | | Van (VN) | 3 | 3 | Yes | | FRD - Ford Motor Corporation | | E-350 CONVLIFT | 2011 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 3 | | | 5 | -2 | 12,280 | 42,289 | Active | |
| 58325 | | Cutaway (CU) | 8 | 8 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2012 | | Gasoline | | | 21 | 12 | 0 | OOPA | | UA | 8 | | | 4 | -2 | 90,226 | 80,797 | Active | |
| 58326 | | Minivan (MV) | 1 | 1 | Yes | | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2012 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | 0 | | | 5 | -1 | 6,205 | 81,385 | Active | |
| 58327 | | Van (VN) | 17 | 17 | Yes | | FRD - Ford Motor Corporation | | E-350 CONVLIFT | 2013 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 17 | | | 5 | 0 | 143,196 | 52,695 | Active | |
| 58328 | | Minivan (MV) | 10 | 10 | Yes | | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2013 | | Gasoline | | | 16 | 6 | 0 | OOPA | | UA | 10 | | | 5 | 0 | 118,680 | 62,852 | Active | |
| 58329 | | Cutaway (CU) | 18 | 18 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2015 | | Gasoline | | | 21 | 12 | 0 | OOPA | | UA | 18 | | | 4 | 1 | 234,990 | 46,692 | Active | |
| 337654 | | Cutaway (CU) | 1 | 1 | Yes | Yes | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH. | 2008 | | Gasoline | | | 24 | 13 | 0 | OOPA | | NFPA | 0 | | | | | 6,518 | 160,448 | Active | |
| 337655 | | Van (VN) | 1 | 0 | Yes | Yes | CMD - Chevrolet Motor Division — GMC | | EXPRESS. | 2009 | | Gasoline | | | 22 | 12 | 0 | OOPA | | NFPA | | | | | | | | Retired | |
| 337656 | | Cutaway (CU) | 1 | 0 | Yes | Yes | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH. | 2010 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | NFPA | | | | | | | | Retired | |
| 337657 | | Cutaway (CU) | 1 | 1 | Yes | Yes | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH. | 2011 | | Gasoline | | | 24 | 13 | 0 | OOPA | | NFPA | 0 | | | | | 10,110 | 117,672 | Active | |
| 337658 | | Cutaway (CU) | 2 | 0 | Yes | | CMD - Chevrolet Motor Division — GMC | | GMC 6.6 4500. | 2013 | | Diesel Fuel | | | 24 | 16 | 0 | OOPA | | NFPA | | | | 4 | -1 | | | Retired | |
| 337660 | | Cutaway (CU) | 1 | 0 | Yes | Yes | SPC - Startrans (Supreme Corporation) | | SENATOR. | 2014 | | Diesel Fuel | | | 19 | 16 | 0 | OOPA | | NFPA | | | | | | | | Retired | |
| 342542 | | Cutaway (CU) | 1 | 0 | Yes | Yes | CMD - Chevrolet Motor Division — GMC | | TITAN 4500. | 2014 | | Diesel Fuel | | | 25 | 16 | 0 | OOPA | | NFPA | | | | | | | | Retired | |
| 348740 | | Cutaway (CU) | 1 | 1 | Yes | Yes | SPC - Startrans (Supreme Corporation) | | ALLSTAR. | 2016 | | Gasoline | | | 23 | 14 | 0 | OOPA | | NFPA | 1 | | | | | 12,617 | 33,093 | Active | |
| 348741 | | Cutaway (CU) | 50 | 49 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH 240 | 2016 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 49 | | | 4 | 2 | 1,633,259 | 81,808 | Active | |
| 354590 | | Cutaway (CU) | 120 | 120 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AREOTECH 240 | 2017 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 120 | | | 4 | 3 | 2,418,141 | 20,166 | Active | |
| 354591 | | Cutaway (CU) | 1 | 1 | Yes | Yes | STR - Starcraft | | ALLSTAR. | 2017 | | Gasoline | | | 24 | 20 | 0 | OOPA | | NFPA | 1 | | | | | 26,679 | 51,777 | Active | |
| 354592 | | Van (VN) | 2 | 2 | Yes | | FRD - Ford Motor Corporation | | E-350 CONV-10 | 2013 | | Gasoline | | | 18 | 10 | 0 | OOPA | | UA | | | | 5 | 0 | 11,158 | 10,764 | Active | |
| 354593 | | Cutaway (CU) | 35 | 35 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2017 | | Gasoline | | | 21 | 12 | 0 | OOPA | | UA | 35 | | | 4 | 3 | 452,427 | 20,874 | Active | |
| 354594 | | Minivan (MV) | 3 | 3 | Yes | | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2017 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | | | | 5 | 4 | 21,159 | 10,163 | Active | |
| 354595 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | TRANSIT CONV-14 | 2017 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | | | | 5 | 4 | 14,420 | 16,213 | Active | |
| ***Total*** | | | ***696*** | ***608*** | | | | | | | | | | | | | | | | | ***598*** | ***0*** | | | | ***13,066,618*** | | | |

## *Table D - 1. Revenue Vehicle Inventory (A-30) - DR PT 50113 (Continued)*

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 362875 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | TRANSIT CONV-LI | 2016 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 1 | | | 5 | 3 | 24,747 | 24,747 | Active | |
| 362876 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | TRANSIT CONV14 | 2018 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | | | 5 | 5 | 4,004 | 4,004 | Active | |
| 362877 | | Cutaway (CU) | 3 | 3 | Yes | | CMD - Chevrolet Motor Division — GMC | | CRUSADER | 2018 | | Gasoline | | | 21 | 12 | 0 | OOPA | | UA | 3 | | | 4 | 4 | 0 | 531 | Active | |
| 362878 | | Cutaway (CU) | 28 | 28 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH 240 | 2018 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 28 | | | 4 | 4 | 18,156 | 648 | Active | |
| *Total* | | | *696* | *608* | | | | | | | | | | | | | | | | | *598* | *0* | | | | *13,066,618* | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|
| Bio-Diesel | 0 | Gallons |
| Diesel Fuel | 54,307 | Gallons |
| Gasoline | 564,112 | Gallons |

## Table D - 2. Revenue Vehicle Inventory (A-30) - DR DO 50113

| | |
|---|---|
| NTD ID | 50113 |
| Reporter Name | Pace - Suburban Bus Division |
| Report | 2018 (Revision: 4) |

### Revenue Vehicle Inventory (A-30) - DR DO

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58417 | | Cutaway (CU) | 2 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2008 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | | | | 4 | -5 | | | Retired | |
| 58418 | | Cutaway (CU) | 2 | 2 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2009 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | 2 | | | 4 | -5 | 22,633 | 131,565 | Active | |
| 58419 | | Cutaway (CU) | 3 | 0 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2010 | | Diesel Fuel | | | 22 | 12 | 0 | OOPA | | UA | | | | 4 | -4 | | | Retired | |
| 58420 | | Cutaway (CU) | 11 | 9 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2010 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | 9 | | | 4 | -4 | 161,447 | 179,225 | Active | |
| 342589 | | Cutaway (CU) | 2 | 2 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2015 | | Gasoline | | | 23 | 12 | 0 | OOPA | | UA | 2 | | | 4 | 1 | 49,771 | 87,518 | Active | |
| 362864 | | Cutaway (CU) | 1 | 1 | Yes | | CMC - Champion Motor Coach Inc. | | CRUSADER | 2007 | | Gasoline | | | 20 | 12 | 0 | OOPA | | UA | 1 | | | 4 | -7 | 12,494 | 12,494 | Active | |
| *Total* | | | *21* | *14* | | | | | | | | | | | | | | | | | *14* | *0* | | | | *246,345* | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|
| Bio-Diesel | | Gallons |
| Diesel Fuel | 18,448 | Gallons |
| Gasoline | 6,540 | Gallons |

## Table D - 3. Revenue Vehicle Inventory (A-30) - DT PT 50113

| | |
|---|---|
| NTD ID | 50113 |
| Reporter Name | Pace - Suburban Bus Division |
| Report | 2018 (Revision: 4) |

### Revenue Vehicle Inventory (A-30) - DT PT

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43039 | | Van (VN) | 48 | 48 | No | | N/A | N/A | N/A | N/A | N/A | Gasoline | | | N/A | 5 | N/A | OOPE | | NFPE | | 0 | N/A | | | | | | Active |
| *Total* | | | *48* | *48* | | | | | | | | | | | | | | | | | | *0* | *0* | | | | *0* | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|

## Table D - 4. Revenue Vehicle Inventory (A-30) - MB DO 50113

| | |
|---|---|
| **NTD ID** | 50113 |
| **Reporter Name** | Pace - Suburban Bus Division |
| **Report** | 2018 (Revision: 4) |

### Revenue Vehicle Inventory (A-30) - MB DO

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7234 | | Bus (BU) | 56 | 56 | Yes | | NAB - North American Bus Industries Inc. (form...Ikarus USA Inc./IKU) | | 4028 | 2005 | | Diesel Fuel | | | 40 | 34 | 17 | OOPA | | UA | 56 | 0 | | 12 | -1 | 1,954,457 | 525,796 | Active | |
| 7235 | | Bus (BU) | 19 | 13 | Yes | | NAB - North American Bus Industries Inc. (form...Ikarus USA Inc./IKU) | | 4028 | 2003 | | Diesel Fuel | | | 40 | 34 | 17 | OOPA | | UA | 13 | 6 | | 12 | -3 | 429,250 | 512,364 | Active | |
| 7236 | | Bus (BU) | 25 | 3 | Yes | | NAB - North American Bus Industries Inc. (form...Ikarus USA Inc./IKU) | | 3505 | 2003 | | Diesel Fuel | | | 35 | 27 | 14 | OOPA | | UA | 3 | 22 | | 12 | -3 | 87,359 | 555,098 | Active | |
| 28890 | | Bus (BU) | 45 | 44 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | EZII | 2007 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 44 | 0 | | 12 | 1 | 1,627,305 | 369,252 | Active | |
| 28891 | | Bus (BU) | 29 | 29 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | EZII | 2008 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 29 | 0 | | 12 | 2 | 1,224,895 | 403,478 | Active | |
| 37463 | | Bus (BU) | 25 | 24 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | EZII | 2009 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 24 | 0 | | 12 | 3 | 1,029,682 | 375,817 | Active | |
| 42049 | | Bus (BU) | 37 | 36 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | EZII | 2010 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 36 | 0 | | 12 | 4 | 1,002,194 | 283,535 | Active | |
| 42050 | | Bus (BU) | 4 | 4 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | EZII | 2011 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 4 | 0 | | 12 | 5 | 119,478 | 233,195 | Active | |
| 52441 | | Bus (BU) | 54 | 54 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2013 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 54 | 0 | | 12 | 7 | 2,269,407 | 252,719 | Active | |
| 58477 | | Bus (BU) | 15 | 15 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2013 | | Diesel Fuel | | | 40 | 35 | 18 | OOPA | | UA | 15 | 0 | | 12 | 7 | 558,398 | 214,881 | Active | |
| 58478 | | Bus (BU) | 8 | 8 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2013 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 8 | 0 | | 12 | 7 | 298,858 | 185,588 | Active | |
| 58507 | | Over-the-road Bus (BR) | 13 | 13 | Yes | | MCI - Motor Coach Industries International (DINA) | | D4000 | 2013 | | Diesel Fuel | | | 40 | 49 | 0 | OOPA | | UA | 13 | 0 | | 12 | 7 | 659,071 | 283,431 | Active | |
| 334648 | | Bus (BU) | 7 | 7 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2014 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 7 | 0 | | 12 | 8 | 307,769 | 161,251 | Active | |
| 334649 | | Over-the-road Bus (BR) | 9 | 9 | Yes | | MCI - Motor Coach Industries International (DINA) | | D4000 | 2015 | | Diesel Fuel | | | 40 | 49 | 0 | OOPA | | UA | 9 | 0 | | 12 | 9 | 481,546 | 190,149 | Active | |
| 334650 | | Bus (BU) | 47 | 47 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2015 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 47 | 0 | | 12 | 9 | 1,953,145 | 141,815 | Active | |
| 334651 | | Bus (BU) | 20 | 20 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2015 | | Compressed Natural Gas | | | 40 | 37 | 18 | OOPA | | NFPA | 20 | 0 | | 12 | 9 | 863,131 | 125,044 | Active | |
| 334652 | | Bus (BU) | 30 | 30 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2014 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 30 | 0 | | 12 | 8 | 1,178,582 | 169,356 | Active | |
| 348469 | | Bus (BU) | 25 | 25 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2016 | | Diesel Fuel | | | 40 | 35 | 18 | OOPA | | UA | 25 | 0 | | 12 | 10 | 1,803,956 | 156,053 | Active | |
| 348471 | | Bus (BU) | 54 | 53 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2016 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 53 | 0 | | 12 | 10 | 2,601,710 | 99,671 | Active | |
| 354507 | | Bus (BU) | 11 | 11 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2016 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 11 | 0 | | 12 | 10 | 420,131 | 68,213 | Active | |
| 354508 | | Bus (BU) | 71 | 70 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2017 | | Compressed Natural Gas | | | 40 | 37 | 18 | OOPA | | NFPA | 70 | 0 | | 12 | 11 | 3,858,182 | 74,497 | Active | |
| 354509 | | Over-the-road Bus (BR) | 8 | 8 | Yes | | MCI - Motor Coach Industries International (DINA) | | D4000 | 2017 | | Diesel Fuel | | | 40 | 49 | 0 | OOPA | | UA | 8 | 0 | | 12 | 11 | 455,962 | 90,518 | Active | |
| 354510 | | Bus (BU) | 54 | 54 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2017 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 54 | 0 | | 12 | 11 | 1,859,324 | 39,695 | Active | |
| 362734 | | Bus (BU) | 32 | 32 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2017 | | Diesel Fuel | | | 40 | 37 | 18 | OOPA | | UA | 32 | 0 | | 12 | 11 | 972,602 | 32,668 | Active | |
| 362735 | | Bus (BU) | 11 | 8 | Yes | | EDN - El Dorado National (formerly El Dorado/EBC/Nat. Coach/NCC | | Axess | 2018 | | Compressed Natural Gas | | | 40 | 37 | 18 | OOPA | | NFPA | 8 | | | 12 | 12 | 240,371 | 32,700 | Active | |
| ***Total*** | | | **709** | **673** | | | | | | | | | | | | | | | | | **673** | **28** | | | | **28,956,765** | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|
| **Bio-Diesel** | | 0 Gallons |
| **Compressed Natural Gas** | | 1,379,933 Gallons |
| **Diesel Fuel** | | 4,843,769 Gallons |

## Table D - 5. Revenue Vehicle Inventory (A-30) - MB PT 50113

| | |
|---|---|
| **NTD ID** | 50113 |
| **Reporter Name** | Pace - Suburban Bus Division |
| **Report** | 2018 (Revision: 4) |

### Revenue Vehicle Inventory (A-30) - MB PT

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7229 | | Bus (BU) | 7 | 0 | Yes | | CCI - Chance Bus Inc. (formerly Chance Manufacturing Company/CHI) | | AM28 | 2000 | | Diesel Fuel | | | 27 | 22 | 10 | OOPA | | UA | | 0 | | 12 | -6 | | | Retired | |
| 22566 | | Bus (BU) | 57 | 57 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | EZII | 2007 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | NFPA | 57 | 0 | | 12 | 1 | 933,760 | 225,456 | Active | |
| 28893 | | Bus (BU) | 9 | 8 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | EZII | 2008 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 8 | 0 | | 12 | 2 | 401,128 | 467,203 | Active | |
| 42063 | | Bus (BU) | 21 | 21 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | EZII | 2010 | | Diesel Fuel | | | 30 | 27 | 15 | OOPA | | UA | 21 | 0 | | 12 | 4 | 394,606 | 165,596 | Active | |
| 52721 | | Cutaway (CU) | 2 | 2 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | Aerolite | 2009 | | Diesel Fuel | | | 20 | 13 | 0 | OOPA | | UA | 2 | 0 | | 4 | -5 | 36,804 | 164,775 | Active | |
| 52722 | | Cutaway (CU) | 1 | 1 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | Aerolite | 2010 | | Diesel Fuel | | | 20 | 13 | 0 | OOPA | | UA | 1 | 0 | | 4 | -4 | 24,318 | 153,746 | Active | Reduced by one due to new trolley fleet. |
| 52723 | | Bus (BU) | 2 | 2 | Yes | | OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries) | | 7 | 2011 | | Hybrid Diesel | | | 30 | 29 | 15 | OOPA | | UA | 2 | 0 | | 12 | 5 | 43,572 | 142,444 | Active | |
| 355128 | | Bus (BU) | 7 | 7 | Yes | | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | EZII | 2017 | | Diesel Fuel | | | 30 | 25 | 15 | OOPA | | UA | 7 | | | 12 | 11 | 75,027 | 18,327 | Active | Trolley (adjustment was made to align with new NTD TAM reporting requirements) |
| ***Total*** | | | **706** | **98** | | | | | | | | | | | | | | | | | **98** | **0** | | | | **7,899,275** | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|
| **Bio-Diesel** | 0 | Gallons |
| **Diesel Fuel** | 366,484 | Gallons |

## Table D - 6. Revenue Vehicle Inventory (A-30) - VP DO 50113

| | |
|---|---|
| **NTD ID** | 50113 |
| **Reporter Name** | Pace - Suburban Bus Division |
| **Report** | 2018 (Revision: 4) |

### Revenue Vehicle Inventory (A-30) - VP DO

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7177 | | Minivan (MV) | 1 | 0 | Yes | | FRD - Ford Motor Corporation | | Windstar | 2003 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | | 0 | | 5 | -16 | | | Active | |
| 22759 | | Van (VN) | 0 | 0 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2006 | | Gasoline | | | 18 | 13 | 0 | OOPA | | UA | | | | 5 | -7 | | | Retired | |
| 22761 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2006 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | -7 | 4,296 | 37,882 | Active | |
| 22762 | | Van (VN) | 5 | 5 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2006 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 5 | 0 | | 5 | -7 | 18,940 | 85,291 | Active | |
| 29205 | | Van (VN) | 5 | 1 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2005 | | Gasoline | | | 18 | 13 | 0 | OOPA | | UA | 0 | 0 | | 5 | -8 | 4,256 | 61,465 | Active | |
| 29207 | | Minivan (MV) | 0 | 0 | Yes | | CMD - Chevrolet Motor Division — GMC | | Uplander | 2007 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | | | | 5 | -6 | | | Retired | |
| 29208 | | Van (VN) | 4 | 3 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2007 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 3 | 0 | | 5 | -6 | 3,597 | 46,462 | Active | |
| 29209 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2007 | | Gasoline | | | 18 | 13 | 0 | OOPA | | UA | 0 | 0 | | 5 | -6 | 9,900 | 66,616 | Active | |
| 29210 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2007 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | -6 | 8,394 | 101,241 | Active | |
| 32655 | | Van (VN) | 3 | 1 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2008 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | -5 | 6,815 | 93,585 | Active | |
| 36938 | | Minivan (MV) | 3 | 0 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2009 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | | 0 | | 5 | -4 | | | Active | |
| 36939 | | Van (VN) | 3 | 3 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2009 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 3 | 0 | | 5 | -4 | 12,362 | 81,959 | Active | |
| 36940 | | Van (VN) | 6 | 2 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2009 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | -4 | 10,196 | 93,612 | Active | |
| 42147 | | Minivan (MV) | 2 | 0 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2010 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | | | | 5 | -3 | | | Active | |
| 42148 | | Van (VN) | 3 | 2 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2010 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 2 | 0 | | 5 | -3 | 30,204 | 110,086 | Active | |
| 42149 | | Van (VN) | 20 | 12 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2010 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | -3 | 101,894 | 79,063 | Active | |
| 42150 | | Van (VN) | 4 | 1 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2010 | | Gasoline | | | 18 | 10 | 0 | OOPA | | UA | 0 | 0 | | 5 | -3 | 11,072 | 104,485 | Active | |
| 46860 | | Minivan (MV) | 5 | 4 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2011 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | 0 | 0 | | 5 | -2 | 29,138 | 79,375 | Active | |
| 46861 | | Van (VN) | 18 | 16 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2011 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 16 | 0 | | 5 | -2 | 47,592 | 59,735 | Active | |
| 46862 | | Van (VN) | 7 | 6 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2011 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | -2 | 29,817 | 62,602 | Active | |
| 46863 | | Van (VN) | 5 | 4 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2011 | | Gasoline | | | 18 | 10 | 0 | OOPA | | UA | 0 | 0 | | 5 | -2 | 10,963 | 67,925 | Active | |
| 52309 | | Minivan (MV) | 27 | 18 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2012 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | 0 | 0 | | 5 | -1 | 206,552 | 84,099 | Active | |
| 58452 | | Minivan (MV) | 81 | 62 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2013 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | 0 | 0 | | 5 | 0 | 1,031,822 | 77,783 | Active | |
| 58453 | | Van (VN) | 9 | 9 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2013 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 9 | 0 | | 5 | 0 | 65,452 | 39,935 | Active | |
| 58454 | | Van (VN) | 89 | 75 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2013 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | 0 | 873,012 | 69,115 | Active | |
| 58455 | | Van (VN) | 36 | 31 | Yes | | FRD - Ford Motor Corporation | | E-350 | 2013 | | Gasoline | | | 18 | 10 | 0 | OOPA | | UA | 0 | 0 | | 5 | 0 | 368,245 | 66,795 | Active | |
| 341930 | | Minivan (MV) | 20 | 19 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2016 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | 0 | 0 | | 5 | 3 | 366,443 | 65,728 | Active | |
| 341931 | | Van (VN) | 19 | 19 | Yes | | FRD - Ford Motor Corporation | | Transit | 2016 | | Gasoline | | | 18 | 10 | 0 | OOPA | | UA | 0 | 0 | | 5 | 3 | 266,992 | 29,719 | Active | |
| 341932 | | Van (VN) | 30 | 30 | Yes | | FRD - Ford Motor Corporation | | Transit | 2016 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | 3 | 501,991 | 41,826 | Active | |
| 348596 | | Van (VN) | 19 | 19 | Yes | | FRD - Ford Motor Corporation | | Transit | 2016 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 19 | 0 | | 5 | 3 | 184,323 | 27,884 | Active | |
| 348597 | | Van (VN) | 1 | 1 | Yes | | FRD - Ford Motor Corporation | | Transit | 2016 | | Gasoline | | | 18 | 10 | 0 | OOPA | | UA | 0 | 0 | | 5 | 3 | 5,084 | 34,973 | Active | |
| 354622 | | Minivan (MV) | 184 | 183 | Yes | | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2017 | | Gasoline | | | 16 | 7 | 0 | OOPA | | UA | 0 | 0 | | 5 | 4 | 3,100,222 | 24,010 | Active | |
| 354623 | | Van (VN) | 39 | 39 | Yes | | FRD - Ford Motor Corporation | | Transit | 2017 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | 4 | 636,378 | 26,362 | Active | |
| 354624 | | Van (VN) | 15 | 15 | Yes | | FRD - Ford Motor Corporation | | Transit | 2017 | | Gasoline | | | 18 | 7 | 0 | OOPA | | UA | 15 | 0 | | 5 | 4 | 140,759 | 15,449 | Active | |
| 362895 | | Van (VN) | 67 | 67 | Yes | | FRD - Ford Motor Corporation | | Transit | 2018 | | Gasoline | | | 18 | 14 | 0 | OOPA | | UA | 0 | 0 | | 5 | 5 | 186,200 | 3,210 | Active | |
| ***Total*** | | | **733** | **650** | | | | | | | | | | | | | | | | | **72** | **0** | | | | **8,373,477** | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|
| **Gasoline** | | 567,998 Gallons |

## Table D - 7. Revenue Vehicle Inventory (A-30) - DR PT 50182

| | |
|---|---|
| **NTD ID** | 50182 |
| **Reporter Name** | Pace-Suburban Bus Division, ADA Paratransit Services |
| **Report** | 2019 (Revision: 2) |

### Revenue Vehicle Inventory (A-30) - DR PT

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58345 | | Cutaway (CU) | 1 | 0 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2008 | | Diesel Fuel | | | 24 | 12 | 0 | OOPA | | UA | | | | | | | | Retired | |
| 58350 | | Cutaway (CU) | 1 | 1 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2009 | | Diesel Fuel | | | 24 | 12 | 0 | OOPA | | UA | 1 | | | | | 16,526 | 152,425 | Active | |
| 58351 | | Cutaway (CU) | 8 | 2 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2009 | | Diesel Fuel | | | 22 | 12 | 0 | OOPA | | UA | 2 | | | | | 32,330 | 214,986 | Active | |
| 58352 | | Cutaway (CU) | 8 | 4 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2010 | | Diesel Fuel | | | 22 | 12 | 0 | OOPA | | UA | 4 | | | | | 51,425 | 139,161 | Active | |
| 58355 | | Cutaway (CU) | 6 | 0 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2008 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | | | | | | | | Retired | |
| 58356 | | Cutaway (CU) | 16 | 11 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2009 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | 11 | | | | | 177,551 | 200,833 | Active | |
| 58360 | | Cutaway (CU) | 155 | 155 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH 240 | 2014 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 155 | | | | | 5,245,148 | 182,466 | Active | |
| 58391 | | Cutaway (CU) | 3 | 3 | Yes | Yes | SPC - Startrans (Supreme Corporation) | | SENATOR | 2011 | | Gasoline | | | 20 | 8 | 0 | OOPE | | NFPE | 3 | | | | | 29,028 | 190,699 | Active | |
| 58396 | | Cutaway (CU) | 3 | 3 | Yes | Yes | SPC - Startrans (Supreme Corporation) | | SENATOR | 2012 | | Gasoline | | | 26 | 21 | 0 | OOPE | | NFPE | 3 | | | | | 46,657 | 140,987 | Active | |
| 58397 | | Cutaway (CU) | 2 | 2 | Yes | Yes | SPC - Startrans (Supreme Corporation) | | CANIDATE CII | 2013 | | Gasoline | | | 20 | 8 | 0 | OOPE | | NFPE | 2 | | | | | 3,810 | 189,042 | Active | |
| 336461 | | Minivan (MV) | 15 | 0 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 17 | 3 | 0 | OOPE | | NFPE | | | | | | | | Retired | |
| 336463 | | Minivan (MV) | 25 | 0 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 17 | 6 | 0 | OOPE | | NFPE | | | | | | | | Retired | |
| 336465 | | Minivan (MV) | 24 | 24 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2015 | | Gasoline | | | 17 | 6 | 0 | OOPE | | NFPE | 24 | | | | | 1,112,880 | 137,372 | Active | |
| 336466 | | Cutaway (CU) | 12 | 12 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | Aerolite 210 | 2014 | | Gasoline | | | 22 | 12 | 0 | OOPE | | NFPE | 12 | | | | | 122,764 | 141,306 | Active | |
| 336467 | | Cutaway (CU) | 22 | 22 | Yes | Yes | STR - Starcraft | | STARLITE | 2014 | | Gasoline | | | 20 | 8 | 0 | OOPE | | NFPE | 22 | | | | | 532,333 | 158,348 | Active | |
| 336468 | | Cutaway (CU) | 5 | 5 | Yes | Yes | STR - Starcraft | | ALLSTAR | 2014 | | Gasoline | | | 23 | 12 | 0 | OOPE | | NFPE | 5 | | | | | 89,966 | 121,997 | Active | |
| 336469 | | Cutaway (CU) | 3 | 3 | Yes | Yes | STR - Starcraft | | ALLSTAR | 2014 | | Gasoline | | | 26 | 21 | 0 | OOPE | | NFPE | 3 | | | | | 56,726 | 106,459 | Active | |
| 336472 | | Minivan (MV) | 2 | 2 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2013 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 2 | | | | | 29,615 | 110,004 | Active | |
| 336473 | | Minivan (MV) | 43 | 43 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 43 | | | | | 907,680 | 106,007 | Active | |
| 336477 | | Minivan (MV) | 19 | 0 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | | | | | | | | Retired | |
| 336478 | | Minivan (MV) | 47 | 0 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | | | | | | | | Retired | |
| 336479 | | Cutaway (CU) | 12 | 12 | Yes | Yes | ZZZ - Other (Describe) | MobilityWorks (Transit Works) | TW Paratransit | 2014 | | Gasoline | | | 23 | 12 | 0 | OOPE | | NFPE | 12 | | | | | 436,690 | 133,466 | Active | |
| 336505 | | Minivan (MV) | 66 | 66 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 16 | 5 | 0 | OOPE | | NFPE | 66 | | | | | 1,976,477 | 133,644 | Active | |
| 336507 | | Minivan (MV) | 26 | 26 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2014 | | Gasoline | | | 16 | 5 | 0 | OOPE | | NFPE | 0 | | | | | 485,996 | 82,630 | Active | |
| 336509 | | Cutaway (CU) | 8 | 8 | Yes | Yes | CMC - Champion Motor Coach Inc. | | CHALLENGER | 2014 | | Gasoline | | | 22 | 12 | 0 | OOPE | | NFPE | 8 | | | | | 141,066 | 104,447 | Active | |
| 337634 | | Cutaway (CU) | 1 | 0 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2010 | | Diesel Fuel | | | 24 | 12 | 0 | OOPA | | UA | | 0 | | | | | | Retired | |
| 337635 | | Cutaway (CU) | 72 | 29 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH | 2010 | | Diesel Fuel | | | 24 | 15 | 0 | OOPA | | UA | 29 | | | | | 460,155 | 197,512 | Active | |
| 337636 | | Cutaway (CU) | 52 | 52 | Yes | Yes | CMC - Champion Motor Coach Inc. | | CHALLENGER | 2014 | | Gasoline | | | 22 | 11 | 0 | OOPA | | UA | 52 | | | | | 1,395,936 | 99,170 | Active | |
| 342546 | | Cutaway (CU) | 1 | 0 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROLITE | 2010 | | Diesel Fuel | | | 22 | 15 | 0 | OOPA | | UA | | | | | | | | Retired | |
| 342547 | | Cutaway (CU) | 2 | 2 | Yes | Yes | STR - Starcraft | | ALLSTAR | 2015 | | Gasoline | | | 26 | 21 | 0 | OOPE | | NFPE | 2 | | | | | 48,392 | 103,765 | Active | |
| 342548 | | Cutaway (CU) | 7 | 7 | Yes | Yes | STR - Starcraft | | ALLSTAR | 2015 | | Gasoline | | | 23 | 12 | 0 | OOPE | | NFPE | 7 | | | | | 134,292 | 87,669 | Active | |
| 342549 | | Minivan (MV) | 24 | 24 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2015 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 24 | | | | | 1,345,297 | 157,479 | Active | |
| 342550 | | Minivan (MV) | 4 | 4 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2015 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | 0 | | | | | 226,680 | 161,091 | Active | |
| 342552 | | Minivan (MV) | 9 | 9 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | Caravan | 2015 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 0 | | | | | 367,043 | 176,742 | Active | |
| 348757 | | Minivan (MV) | 108 | 108 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2016 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | 108 | | | | | 4,477,219 | 106,158 | Active | |
| 348758 | | Minivan (MV) | 80 | 80 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2016 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 80 | | | | | 4,263,483 | 113,748 | Active | |
| 348759 | | Cutaway (CU) | 30 | 30 | Yes | Yes | STR - Starcraft | | ALLSTAR22 | 2016 | | Gasoline | | | 23 | 14 | 0 | OOPE | | NFPE | 30 | | | | | 922,523 | 70,330 | Active | |
| 348760 | | Cutaway (CU) | 50 | 49 | Yes | Yes | EDN - ElDorado National (formerly ElDorado/EBC/Nat. Coach/ NCC | | AEROTECH 240 | 2016 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 49 | | | | | 1,633,259 | 81,915 | Active | |
| 354621 | | Minivan (MV) | 47 | 47 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2017 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 47 | | | | | 1,840,733 | 52,084 | Active | |
| *Total* | | | *1,391* | *1,217* | | | | | | | | | | | | | | | | | *1,131* | *0* | | | | *38,464,687* | | | |

## *Table D - 7. Revenue Vehicle Inventory (A-30) - DR PT 50182 (Continued)*

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 354622 | | Minivan (MV) | 17 | 17 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2017 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | | | | | | 769,371 | 63,968 | Active | |
| 354623 | | Cutaway (CU) | 3 | 3 | Yes | Yes | STR - Starcraft | | ALLSTAR | 2017 | | Gasoline | | | 26 | 21 | 0 | OOPE | | NFPE | 3 | | | | | 54,525 | 27,389 | Active | |
| 354624 | | Cutaway (CU) | 7 | 7 | Yes | Yes | STR - Starcraft | | ALLSTAR | 2017 | | Gasoline | | | 23 | 14 | 0 | OOPE | | NFPE | 7 | | | | | 197,670 | 49,231 | Active | |
| 354625 | | Cutaway (CU) | 111 | 111 | Yes | Yes | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | ARE OTECH 240 | 2017 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 111 | | | | | 2,315,998 | 20,879 | Active | |
| 354626 | | Minivan (MV) | 50 | 50 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2017 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | 50 | | | | | 2,559,131 | 67,364 | Active | |
| 354627 | | Minivan (MV) | 15 | 15 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2017 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | 0 | | | | | 427,794 | 75,292 | Active | |
| 362944 | | Minivan (MV) | 52 | 52 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2018 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | 52 | | | | | 492,135 | 9,464 | Active | |
| 362945 | | Minivan (MV) | 72 | 72 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2018 | | Gasoline | | | 16 | 6 | 0 | OOPE | | NFPE | 72 | | | | | 2,416,752 | 33,566 | Active | |
| 362946 | | Minivan (MV) | 15 | 15 | Yes | Yes | DTD - Dodge Division — Chrysler Corporation | | CARAVAN | 2018 | | Gasoline | | | 16 | 7 | 0 | OOPE | | NFPE | 0 | | | | | 401,385 | 26,759 | Active | |
| 362947 | | Cutaway (CU) | 28 | 28 | Yes | Yes | EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC | | ARE OTECH 240 | 2018 | | Gasoline | | | 25 | 15 | 0 | OOPA | | UA | 28 | | | | | 18,156 | 648 | Active | |
| *Total* | | | *1,397* | *1,217* | | | | | | | | | | | | | | | | | *1,137* | *0* | | | | *38,664,697* | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|
| Bio-Diesel | 300 | Gallons |
| Diesel Fuel | 110,800 | Gallons |
| Gasoline | 3,411,423 | Gallons |

## Table D - 8. Revenue Vehicle Inventory (A-30) - DT PT 50182

| | |
|---|---|
| NTD ID | 50182 |
| Reporter Name | Pace-Suburban Bus Division, ADA Paratransit Services |
| Report | 2018 (Revision: 2) |

### Revenue Vehicle Inventory (A-30) - DT PT

**Fleets**

| RVI ID | Agency Fleet Id | Vehicle Type | Total Vehicles | Active Vehicles | Dedicated Fleet | No Capital Replacement Responsibility | Manufacturer | Describe Other Manufacturer | Model | Year Manufactured | Year Rebuilt | Fuel Type | Other Fuel Type | Dual Fuel Type | Vehicle Length | Seating Capacity | Standing Capacity | Ownership Type | Other Ownership Type | Funding Type | ADA Accessible Vehicles | Emergency Vehicles | Type of Last Renewal | Useful Life Benchmark | Useful Life Remaining | Miles This Year | Avg Lifetime Miles per Active Vehicle | Status | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43040 | | Van (VN) | 111 | 111 | No | | N/A | N/A | N/A | N/A | N/A | Gasoline | | | N/A | 5 | N/A | OOPE | | NFPE | 4 | N/A | | | | | | Active | |
| *Total* | | | *111* | *111* | | | | | | | | | | | | | | | | | *4* | *0* | | | | *0* | | | |

**Energy Consumption**

| Energy Type | Amount | Unit |
|---|---|---|

# D.3 ASSET CONDITION

## D.3.1 *CONDITION ASSESSMENT*

Per FTA requirements, Pace measures rolling stock condition based on age relative to useful life benchmarks (ULB). A useful life benchmark is the expected lifecycle of a capital asset for a Transit Provider's operating environment, or the acceptable period of use in service for a particular Transit Provider's operating environment.

## D.3.2 *CURRENT CONDITION INFORMATION AND PERFORMANCE TARGETS*

Table D - 1 through Table D - 6 contain information on the ULB used to assess the condition of rolling stock, and the percentage of useful life remaining for each type of fleet based on the year it was manufactured. A negative number indicates that the asset is life-expired, though is still being maintained for safe usage.

With the introduction of TAM, Pace has been required since 2017 to develop performance targets for the assets for which we have capital replacement responsibility. For rolling stock, the performance target must reflect the “percent of revenue vehicles that are expected to meet or exceed their Useful Life Benchmark.”[11]

Information on Pace’s FTA-required performance targets for rolling stock is contained in Table D - 9.

**Table D - 9. Performance Targets for Rolling Stock**

| ASSET TYPE | 2018 PERFORMANCE | 2019 TARGET |
|---|---|---|
| BR – Over-the-road Bus | 0.00% | 0.00% |
| BU – Bus | 9.76% | 23.44% |
| CU – Cutaway | 56.11% | 55.94% |
| MV – Minivan | 31.89% | 31.89% |
| VN – Van | 50.39% | 43.96% |

# D.4 LIFECYCLE MANAGEMENT STRATEGIES

## D.4.1 *OVERVIEW*

Pace has developed the *Rolling Stock, Facilities, and Equipment Maintenance Manual*, which describes the agency’s standard operating procedures required to maintain the system. The four core goals of the maintenance manual can be broadly described as safety, performance, efficiency, and professionalism.

These four goals ensure that 1) safety and comfort of the agency’s passengers are the primary consideration of all maintenance functions, 2) the fleet is serviced at a rate that covers the needs of the agency and addresses any emergencies that might arise, 3) the lowest cost is maintained without sacrificing safety, and 4) maintenance is technologically current.

[11] Federal Transit Administration, National Transit Database, 2019 Policy Manual

Pace's Maintenance and Technical Services Department is responsible for managing and maintaining buses throughout their lifecycle, reflecting four broad goals categorized under safety, availability of rolling stock, efficiency, and professionalism. The lifecycle management strategies for rolling stock at Pace are detailed in sections D.4.2 through D.4.5 below.

## D.4.2 *MAINTENANCE*

### *Fixed Route Vehicles*

#### PRE-TRIP INSPECTIONS AND WORK ORDERS

Each driver is required to perform a pre-trip inspection of his/her rolling stock prior to pullout. The driver inspects the bus and documents the inspection, including any problems with the bus, on a "Bus Pre-Trip Card." All hard copies are returned to the Maintenance Department for processing, and any noted defects are entered in Oracle eAM, a work order generated, and the hard copy attached to the work order.

When it is determined that a work order is necessary, a Maintenance Superintendent or designee shall prepare a Work Order utilizing Oracle eAM, a work order form, and the corresponding facility codes. An employee assigned to a work order will evaluate the work and request clarification from the Foreman if necessary. The employee executes the work order, and the Maintenance Superintendent or designee reviews the Work Order for completeness and accuracy and proceeds to close out the work order once the work has been verified.

#### DAILY SERVICING

In addition to Pre-Trip Inspections, in-service rolling stock is serviced daily, ensured by the Maintenance Superintendent. Daily Servicing involves:

- Fueling the rolling stock vehicle
- Checking other fluids and filling as needed: engine oil, transmission oil, glycol
- Checking of air filter indicators
- Cash box dump into fare collection vault
- Tires checked
- Notation of all defects
- Washing/cleaning of interior and exterior

#### PREVENTATIVE MAINTENANCE

Preventative Maintenance includes inspection of the rolling stock, scheduled oil changes, lubrication, adjustments, service, and repairs that are performed during the inspection/servicing and documented on the appropriate forms. The Maintenance Superintendent or designee prints the Scheduled Maintenance report from Oracle eAM to determine which vehicles are due for inspection and creates a Work Order scheduling the inspections and assigning mechanics to the Work Orders. The Preventative Maintenance Inspections (PMI) forms and the Lift-U Preventative Maintenance shall be performed under a work order by the assignment mechanic at the scheduled mileage intervals. Defects found during the PMI must be recorded on the Preventative Maintenance Defect Sheet (PMDS), and any minor repairs made during the PMI should be recorded on the PMI Work Order. After the PMI Work Order, PMDS,

PMI Forms, Lift-U PM Sheet, and brake test results are forwarded to the Maintenance Superintendent or designee, the PMI Work Order should be closed out with all work recorded in Oracle and a new work order will be opened with all defects found and not repaired from the PMDS.

## DAMAGE AND COLLISION REPAIRS

Pace policy dictates that all collision-damaged rolling stock be reported as required in an Accident/Incident Report and shall have repair authorization or direction from the Senior Inspector at South Holland. The accident reporting instructions include:

- All rolling stock accidents must be reported immediately to the garage Dispatcher, who then notifies the Safety Supervisor or Transportation Superintendent.
- If it is a service accident or accident with personal injuries, the Dispatcher must also notify Pace Headquarters, Revenue Services Department Manager.
- The vehicle driver must then fill out the Accident Incident Report, submitted to the garage Transportation Superintendent, who forwards it to Pace Safety Department at Fox Valley Division within 24 hours.

After the Accident/Incident Report requirements have been fulfilled, the Maintenance Superintendent should determine if the garage can handle the repair in-house and call the Senior Inspector to authorize the repairs. For In-House repairs, the garage will furnish a detailed In-House estimate of the repairs (Vehicle Repair Estimate Form), while the Senior Inspector will schedule viewings for outside contractor repairs.

## NON-COLLISION RELATED REPAIRS

Non-collision-related structural repairs over $1000 need to have repair authorization or direction from the Senior Inspector at South Holland. These structural repairs include straightening, replacement, and welding of body frame and structural components. The Senior Inspector will then take the appropriate steps to have the work performed by body repair contractor, after which the Maintenance Superintendent will prepare a Bus Transfer Form. For those that are under $1000, the Maintenance Superintendent may proceed with the work at the garage.

### *Vanpool Vehicles*

Vanpool drivers are required to take the van in for periodic maintenance checks and repairs. Drivers are also expected to fuel the van and have it washed once per week. For convenience, the primary driver is provided with a fuel card, maintenance card, and van wash card, all valid at numerous locations throughout the Pace service region.

### *Paratransit Vehicles*

Contractors conduct maintenance and heavy repairs of paratransit vehicles, which are inspected approximately twice per year. The Superintendent of Maintenance for Paratransit oversees the contractors, including visiting them onsite during their work. Paratransit vehicles are inspected approximately twice per year.

### D.4.3 *CAPITAL INVESTMENT*

For asset acquisitions, property and equipment are recorded at historical cost. Pace capitalizes assets with a useful life of one year or more that is:

a. Capital equipment
b. Operation equipment with a unit cost of $5000 or more
c. Costs incurred to extend an asset's useful life as part of a fleet enhancement or major rebuild/rehabilitation program, or
d. An item determined to be highly susceptible to loss or theft

Most of Pace's assets have been acquired through capital grant projects funded by FTA, IDOT, the RTA or CMAP. Asset Acquisition Forms do not need to be completed for vehicles, associated capital parts, capital maintenance, fleet enhancement activities, and other intangible costs. Fixed Route buses, Paratransit buses and Vans are set up in the fixed asset system based on their in-service date. On a monthly basis, Revenue Services sends a listing of in-service dates for all revenue vehicles to the Senior Fixed Asset Accountant, who then establishes the fixed asset record accordingly and begins depreciating the asset.

When expanding or changing the fixed route revenue fleet, the Strategic Services Department works with the Revenue Services Department to provide information on planned expansions or other plans. The Budget Planning and Analysis Department catalogs any requests, analyzes funding sources, and engages in an iterative process to balance needs and make recommendations to Senior Staff. Senior Staff will make the final decisions while the Grants Administration Department applies for the funding.

### D.4.4 *DISPOSAL*

At Pace, an asset is disposed of if it has exceeded its useful life and is no longer needed or functioning or has been damaged or destroyed before its useful life, or the item has been reported lost or stolen. When disposal is necessary, an Asset Disposal Form is completed by the division or department that holds or is responsible for the asset. The Form is submitted to Accounting and the Fixed Asset Accountant review the asset to determine if there is any remaining useful life. If there is, then that is noted on the Form. The Form is then approved by the Section Manager, Accounts Payable/Receivable and the Section Manager, Grants Administration if the asset is capital funded. The Purchasing Department is responsible for obtaining payment for the sale of an asset and forwarding those funds directly to the Finance Department. If the proceeds from the asset exceed a certain dollar value or have remaining useful life, then Grants Administration will coordinate repayment to the funding agency and obtain concurrence. Pace has an agreement with the FTA that allows Pace to retain all funds due back to the FTA, with the assurance that Pace acquire new assets with the funds and give the FTA 100 percent equity in those assets.

For revenue vehicles, a request is made from Purchasing for the vehicle title via a Title Request Form. The Accounting Department removes the title from their files and obtains signature from the requestor who is handling the vehicle sale.

### D.4.5 *SUPPLY CHAIN AND PROCUREMENT*

Lifecycle maintenance cost differentials are typically not considered as part of procurement, although sometimes Maintenance may try to indicate preference for or against components due to cost of maintenance.

The decision to send work to a vendor is based upon an assessment of the Scope of Work, complexity of the work, and available resources. Pace uses metrics and inventory management (Min-Max) to assess procurement needs. Contractors typically have three to five-year terms with multiple bidders and separate contracts for engines, transmissions, repair and replacement, etc.

For work done in-house, repair and maintenance bus parts are procured and used. These items are procured by the Materials Management department using a Min-Max inventory model. Materials management is also tasked with inventory tracking and work order processing of these rolling stock parts.

## D.5 ASSET MANAGEMENT ENABLERS

### D.5.1 *ORGANIZATION*

Vehicle Maintenance is led by the Maintenance Superintendents at different Pace locations. All the Maintenance Superintendents at the different locations report to their respective Division Managers. Maintenance efforts are coordinated with the Maintenance and Technical Services Department at South Holland.

### D.5.2 *TRAINING*

New hires (both drivers and maintenance workers) undergo six weeks of training, including two weeks at the Fox Valley Centralized Training facility, and four weeks in their division. To ensure safe operations, the Safety Training staff conducts behind the wheel training for new employees and retraining for existing employees as needed.

There is also a quarterly refresher training in each garage, and additional training when there are changes in routes, and addition of new routes or equipment. Forklift training is provided when new forklifts are introduced, and retraining is provided as needed.

Formal training is conducted via the Training Coordinator, underneath Revenue Services, and/or by user departments. Manufacturers also provide training on new fleets as needed.

### D.5.3 *STANDARDS, LEGISLATION, REGULATION, AND OTHER MANDATED REQUIREMENTS*

Pace's rolling stock maintenance program complies with Federal regulations for inspection, repair, and maintenance, including systematic inspection of vehicles to ensure that vehicle parts are always in working order. Maintenance practices are based on Original Equipment Manufacturer recommendations and are documented in Standard Operating Procedures.

All Pace rolling stock meet Federal Transit Administration (FTA) Standards and are tested and meet minimum requirements for service life and quality control as well as

Environmental Protection Agency (EPA) Emissions Standards and Americans with Disabilities Act (ADA) Accessibility Guidelines. Federal Motor Vehicle Safety Standards apply to all motor vehicle procurements, including revenue vehicles and non-revenue vehicles, and specify the rules and regulations for motor vehicle design, construction, and performance to meet minimum safety performance and crash test requirements.

### D.5.4 *TECHNOLOGY*

To support improved performance management and decision making, Pace relies on several software applications, including FLEETWATCH Fuel and Fluids Management System, Oracle Enterprise Asset Management (eAM), and Oracle Application Express (APEX).

Oracle eAM is a comprehensive maintenance management system produced by Oracle. It tracks all functions related to the maintenance of vehicles and vehicle maintenance equipment at Pace, including vehicle life-cycle management; repair and preventative maintenance work orders; and parts and inventory management. In addition, Oracle eAM delivers numerous efficiency and cost saving benefits, such as:

- Creating a preventative maintenance strategy
- Maximizing resource availability, including both equipment and labor
- Optimizing scheduling and resource efficiency
- Providing Asset Management and Work Management functions

However, not all maintenance personnel are on Oracle eAM or FLEETWATCH and use paper forms submitted to Maintenance Superintendents. The information provided on these forms is uploaded into the appropriate management system.

### D.5.5 *ASSET KNOWLEDGE AND INFORMATION*

Oracle eAM stores information on Pace's vehicle assets, including defects, pending work orders, daily servicing, preventative maintenance, as well as damage and collision repairs. For vehicle information that is not uploaded into Oracle eAM, there are extensive processes in place for storing information with hardcopy documentation.

### D.5.6 *ASSURANCE*

It is the responsibility of the Maintenance Superintendent at each location to ensure compliance with all rolling stock maintenance procedures and policies daily. Many of these daily responsibilities are outlined in the "Maintenance" section of this Appendix.

## D.6 CAPITAL PLANS

In FY2020 through FY2024, Pace expects to spend approximately $208 million on rolling stock. Table D - 10, below, provides a snapshot of Pace's anticipated capital spend in this asset class.

## Table D - 10. Rolling Stock Capital Budget Forecasts ($000s)

| PROJECT | 2020 BUDGET | 2021 FORECAST | 2022 FORECAST | 2023 FORECAST | 2024 FORECAST |
|---|---|---|---|---|---|
| Fixed Route Diesel Replacement Buses | $14,000 | - | - | - | $16,000 |
| Fixed Route CNG Replacement Buses | - | 18,150 | 8,800 | 36,300 | - |
| Fixed Route CNG Expansion Buses | - | - | 9,900 | - | - |
| Paratransit Vehicles | 1,954 | 1,560 | 2,600 | 6,890 | 13,195 |
| Community Transit/On Demand Vehicles | 1,350 | 1,125 | 1,125 | 2,400 | 3,525 |
| Vanpool Vehicles | - | - | - | 9,905 | 1,470 |
| Engine/Transmission Retrofits | 6,998 | 7,423 | 7,371 | 18,185 | 18,179 |
| **Total** | **$24,302** | **$28,258** | **$29,796** | **$73,680** | **$52,369** |

**END OF APPENDIX D**

# E. APPENDIX E – ELECTRICAL, SIGNAL, AND COMMUNICATIONS

## E.1 ASSET DEFINITION

Electrical, Signal, and Communications is *not* a required NTD reporting category for bus agencies. However, this is based upon the RTA annual budget categories budgeted for in Pace's Program of Projects, and because it is expected that all assets used in the provision of public transit will be included in the TAM Plan asset inventory.

## E.2 ASSET INVENTORY

Pace has several different systems, and associated assets, that comprise our Electrical, Signal, and Communications asset inventory, including a Radio System, an Automated Vehicle Location (AVL) system, an Intelligent Bus System (IBS), a Transit Signal Priority (TSP) system, and an on-bus security system called DriveCam.

The TSP system has been implemented along Pace's Milwaukee Pulse line to support the Rapid Transit Program. Pace developed a Regional Interoperable TSP System Platform in coordination with IL, Chicago and County DOT's and CTA. Pace also implemented signal timing optimization along 400 plus intersections connecting individual signal interconnects by signal timing offsets. Pace also identified and designed TSP Signal Timing Plans for 300 intersections for TSP implementation along ten corridors within its service area. The TSP implementation along these intersections is expected to be completed by end of year 2021. The developed interoperable TSP platform relies on AVL system to generate TSP calls rather than new hardware on buses and primary component to support Pulse Network. Pace Plans to continue TSP deployment along other corridors and is also looking at centralized TSP options for future deployments.

IBS is a satellite-based communications technology, used to improve the tracking of fixed route buses, collection of data, and communication between Pace and our drivers and passengers.

All Pace buses are equipped with constantly recording internal security cameras and DriveCam technology that enables external recording of eight minutes before and after incidents. These technologies promote safety of passengers and drivers and enable Pace to identify driver behavior that may pose a safety risk.

Pace has various types of Bus Tracker signage deployed at most of its highest-ridership locations. These electronic signs offer real-time information about upcoming bus departures and provide for customer-facing messaging. The following series of tables list different types of Bus Tracker signs by location. These tables are:

- Table E - 1. Nexus Alpha Bus Tracker signs installed at shelters/buildings
- Table E - 2. "e-ink" CHK Bus Tracker signs embedded in shelters
- Table E - 3. Parsons Video-style Bus Tracker signs at transit centers

- Table E - 4. Pending Nexus Alpha Bus Tracker signs at shelters
- Table E - 5. Parsons Video-style Bus Tracker signs at Pulse stations
- Table E - 6. Pending Parsons video-style Bus Tracker signs at Pulse stations
- Table E - 7. Pending “e-ink” CHK Bus Tracker signs embedded in shelters
- Table E - 8. Installed Wayside Bus Tracker signs at shelters—donated signs to test solar functionality


**Table E - 1. Nexus Alpha Bus Tracker signs installed at shelters/buildings**

| | LOCATION | CORNER/SITE | CITY | COUNTY |
|---|---|---|---|---|
| 1 | Indiana Ave & 136th St | #1 in TC | Riverdale | Cook |
| 2 | Indiana Ave & 136th St | #2 in TC | Riverdale | Cook |
| 3 | Lincolnshire & McClintock | Park-n-Ride | Burr Ridge | DuPage |
| 4 | Sheridan/Washington | #1(N) on E Side | Waukegan | Lake |
| 5 | Sheridan/Washington | #5(S) on E Side | Waukegan | Lake |
| 6 | Old Chicago Rd/Route 53 (Park-n-Ride) | NW | Bolingbrook | Will |
| 7 | Canterbury/Briarcliffe (Park-n-Ride) | SE | Bolingbrook | Will |
| 8 | Oak Park/South Blvd | SE | Oak Park | Cook |
| 9 | Joliet Jr. College | n/a | Joliet | Will |
| 10 | Galena Square Walmart | EB | Aurora | Kane |
| 11 | Des Plaines Metra canopy | South side | Des Plaines | Cook |
| 12 | I-90/Randall Park-n-Ride | n/a | Elgin | Kane |
| 13 | Lyle/Grandstand | NW | Elgin | Kane |
| 14 | Lake Cook Metra | n/a | Deerfield | Lake |
| 15 | Rosemont Blue Line Station | TC | Rosemont | Cook |
| 16 | Madison St & 19th Street | SE | Maywood | Cook |
| 17 | Main/Victory | SE | Park Forest | Cook |
| 18 | UPS | Terminal 1 | Hodgkins | Cook |
| 19 | UPS | Terminal 2 | Hodgkins | Cook |

*Table E - 1. Nexus Alpha Bus Tracker signs installed at shelters/buildings Continued*

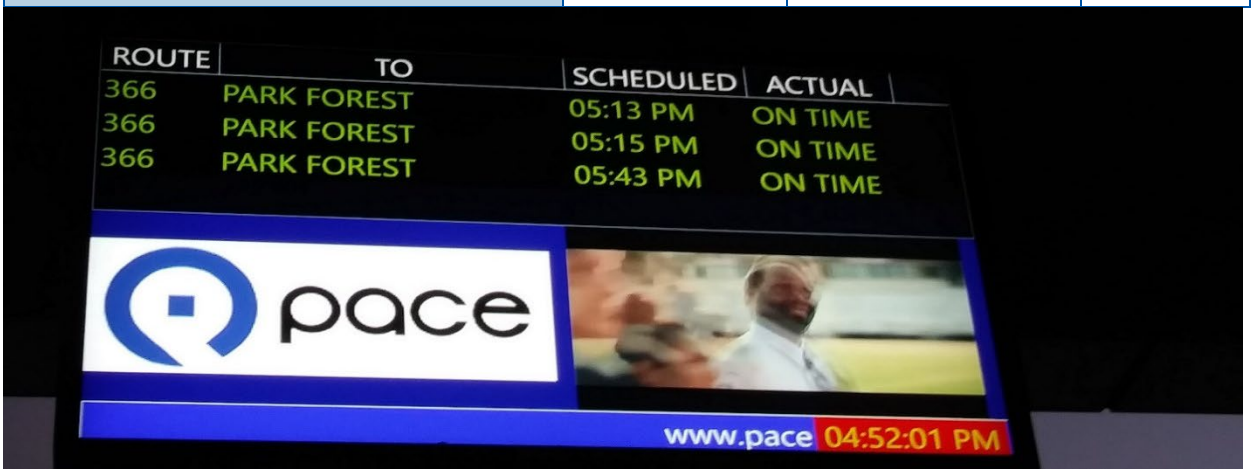
| | LOCATION | CORNER/SITE | CITY | COUNTY |
|---|---|---|---|---|
| 20 | Harlem Ave/Cermak Rd | SW | North Riverside | Cook |
| 21 | Western Ave/135th St | NE | Blue Island | Cook |
| 22 | I-90/IL25 Park-n-Ride | Park-n-Ride | Elgin | Kane |
| 23 | Central/12th St | SE | Wilmette | Cook |
| 24 | Naperville Metra station | South side | Naperville | DuPage |
| 25 | Gregory/York | SE | Blue Island | Cook |
| 26 | 519 W. Algonquin Rd | EB | Arlington Heights | Cook |
| 27 | Halsted St/Sibley | SE | Harvey | Cook |
| 28 | South Blvd & Ridgeland Ave | | Oak Park | Cook |
| 29 | Forest Park Blue Line Station | TC, north | Forest Park | Cook |
| 30 | Forest Park Blue Line Station | TC, south | Forest Park | Cook |
| 31 | Linden Purple Line Station | In building | Wilmette | Cook |
| 32 | Mannheim Rd/Washington St | NE | Bellwood | Cook |
| 33 | 159th St/Oak Ave | NE | Oak Forest | Cook |
| 34 | Triton College | n/a | River Grove | Cook |
| 35 | Jefferson/Joyce | SW | Joliet | Will |
| 36 | Bridgeview TC (Harlem/71st) | N wall | Bridgeview | Cook |
| 37 | Bridgeview TC (Harlem/71st) | W wall | Bridgeview | Cook |
| 38 | Lake St/East Ave | | Oak Park | Cook |
| 39 | Aurora TC | Bay 2 | Aurora | Kane |
| 40 | Aurora TC | Bay 4 | Aurora | Kane |
| 41 | Aurora TC | Bay 6 | Aurora | Kane |
| 42 | Aurora TC | Bay 8 | Aurora | Kane |
| 43 | Halsted St/144th St | NE | Riverdale | Cook |
| 44 | Northwest Pointe Park-n-Ride | In Pace Park-n-Ride | Elk Grove Village | Cook |
| 45 | 22nd St. & McDonald's Dr. | SE | Oak Brook | DuPage |
| 46 | Busse Hwy & Mark Ln | | Elk Grove Village | Cook |
| 47 | Lively Blvd & Chase Blvd | | Elk Grove Village | Cook |


## Table E - 2. "e-ink" CHK Bus Tracker signs embedded in shelters

| | LOCATION | CORNER/SITE | CITY | COUNTY |
|---|---|---|---|---|
| 1 | 127th St & Gregory | NW | Blue Island | Cook |
| 2 | Golf Rd & Golf Terrace Rd | north side | Niles | Cook |
| 3 | Touhy Ave & Milwaukee Ave | SE | Niles | Cook |
| 4 | Touhy Ave & Harlem Ave | SE | Niles | Cook |
| 5 | 159th St/93rd Ave. | SE | Orland Hills | Cook |
| 6 | Mannheim Rd & Irving Park Rd | NE | Schiller Park | Cook |
| 7 | Roosevelt Rd & 5th Ave | NW | Maywood | Cook |
| 8 | Oak Park Ave/Cermak Rd | NE | Berwyn | Cook |
| pending | Chicago Rd & Sibley Blvd | NE | Dolton | Cook |

### Table E - 3. Parsons Video-style Bus Tracker signs at transit centers

| LOCATION | # OF SIGNS | CITY | COUNTY |
|---|---|---|---|
| Barrington Rd pedestrian bridge | 2 | Hoffman Estates | Cook |
| Chicago Heights TC | 6 | Chicago Heights | Cook |
| Harvey TC | 8 | Harvey | Cook |
| Northwest TC | 4 | Schaumburg | Cook |
| Elgin TC | 5 | Elgin | Kane |
| Plainfield Park-n-Ride | 2 | Plainfield | Will |




### Table E - 4. Pending Nexus Alpha Bus Tracker signs at shelters

| LOCATION | CORNER/SITE | CITY | COUNTY |
|---|---|---|---|
| 159th St/Kedzie | SE | Markham | Cook |
| Future I-90/Barrington road Park-n-Ride (at boarding location B) | Park-n-Ride | Hoffman Estates | Cook |
| Future I-90/Barrington road Park-n-Ride (at boarding location C) | Park-n-Ride | Hoffman Estates | Cook |
| Future I-90/Barrington road Park-n-Ride (at boarding location D) | Park-n-Ride | Hoffman Estates | Cook |
| Hawthorn Mall | n/a | Vernon Hills | Lake |
| Gary Ave/Hiawatha | SW | Carol Stream | DuPage |
| Maine South High School | | Park Ridge | Cook |
| Lincolnwood Town Center | | Lincolnwood | Cook |

### Table E - 5. Parsons Video-style Bus Tracker signs at Pulse stations[12]

| LOCATION | CITY | COUNTY |
|---|---|---|
| Golf Mill Mall | Niles | Cook |
| Milwaukee/Dempster Southbound | Niles | Cook |
| Milwaukee/Dempster Northbound | Niles | Cook |
| Milwaukee/Main Southbound | Niles | Cook |
| Milwaukee/Main Northbound | Niles | Cook |
| Milwaukee/Oakton Southbound | Niles | Cook |
| Milwaukee/Oakton Northbound | Niles | Cook |
| Milwaukee/Harlem Southbound | Niles | Cook |
| Milwaukee/Harlem Northbound | Niles | Cook |
| Milwaukee/Touhy Southbound | Niles | Cook |
| Milwaukee/Touhy Northbound | Niles | Cook |
| Milwaukee/Austin Southbound | Chicago | Cook |
| Milwaukee/Austin Northbound | Chicago | Cook |
| Milwaukee/Devon Northbound | Chicago | Cook |

### Table E - 6. Pending Parsons video-style Bus Tracker signs at Pulse stations

| LOCATION | CITY | COUNTY |
|---|---|---|
| Milwaukee/Devon Southbound | Chicago | Cook |
| Milwaukee/Central Southbound | Chicago | Cook |
| Milwaukee/Central Northbound | Chicago | Cook |

### Table E - 7. Pending "e-ink" CHK Bus Tracker signs embedded in shelters

| LOCATION | CORNER/SITE | CITY | COUNTY |
|---|---|---|---|
| Harlem Ave/Roosevelt Rd | NE | Oak Park | Cook |
| Liberty/West (Metra station) | WB | Wheaton | DuPage |
| Jefferson/Stryker | SE/EB | Joliet | Will |
| Cass Ave/Chicago St | NE | Joliet | Will |
| Western/Broadway | NW | Joliet | Will |
| Grand Ave/Genesee | NW | Waukegan | Lake |
| Roosevelt Rd/Finley | SE | Lombard | DuPage |
| Torrence Ave/170h St | NW | Calumet City | Cook |
| Torrence Ave/Oak St | SW | Calumet City | Cook |
| Sibley Blvd/Torrence Ave | NW | Calumet City | Cook |
| Lincoln/Lake | NW | Addison | DuPage |
| Louis Joliet Mall entrance | n/a | Joliet | Will |
| Chicago Rd & 142nd St | NE | Dolton | Cook |

[12] Two signs have been installed at each of these locations: one on each side of the vertical marker.

**Table E - 8. Installed Wayside Bus Tracker signs at shelters—donated signs to test solar functionality**

| LOCATION | CORNER/SITE | CITY | COUNTY |
|---|---|---|---|
| 550 W. Algonquin Road | N side | Arlington Heights | Cook |
| North Ave & 38th Ave | EB | Stone Park | Cook |

# E.3 ASSET CONDITION

Electrical, Signal, and Communications is not an FTA required Performance Target asset setting category, and as such Pace does not set Performance Targets for this asset class.

# E.4 LIFECYCLE MANAGEMENT STRATEGIES

## E.4.1 *CAPITAL INVESTMENT*

Pace develops strategic and vision plans, such as *Vision 2020*, which will be succeeded by ***Driving Innovation*** in late 2020. These plans identify new programs that will require procurement of new assets, such as Transit Signal Priority (TSP). New signals, electrical, or communications assets that are required to implement those programs are identified in the Capital Program once an appropriate funding source has been identified. Real-Time Information displays and related communications network are components of Pulse stations, transit stations and at many shelters, and regional installation is on-going.

## E.4.2 *DISPOSAL*

Pace also has maintenance contracts for any hardware that is out of warranty; for example, the radio system is now coming out of warranty and so Pace is initiating a requisition for the next few years of maintenance.

Despite old technology in some cases, Pace staff manage to make the current communications system work well, and to replace items as needed since the agency cannot afford a system-wide overhaul.

Typically, these items are scrapped. Soon, Pace hopes to build a market for these obsolete products through an upcoming auction website.

There are three reasons for an asset disposal:

- Item has exceeded its useful life and is either no longer needed or no longer functioning.
- Item has not met its useful life but is no longer functioning or has been damaged or destroyed.
- Item has been reported lost or stolen.

When disposal is necessary, an Asset Disposal Form is completed by the division or department that holds or is responsible for the asset. The form is submitted to Accounting and the Fixed Asset Accountant review the asset to determine if there is any

remaining useful life. If there is, then that is noted on the form. The Asset Disposal Form is then approved by the Section Manager, Accounts Payable/Receivable and the Section Manager, Grants Administration if the asset is capital funded. The Fixed Asset Accountant determines whether an asset should be disposed of by the Using Department or the Purchasing Department. The Purchasing Department is responsible for obtaining payment for the sale of an asset and forwarding those funds directly to the Finance Department. If the proceeds from the asset exceed a certain dollar value or have remaining useful life, then Grants Administration will coordinate repayment to the funding agency and obtain concurrence. Pace has an agreement with the FTA that allows Pace to retain all funds due back to the FTA, with the assurance that Pace acquire new assets with the funds and give the FTA 100 percent equity in those assets.

### E.4.3 *SUPPLY CHAIN AND PROCUREMENT*

For work done in-house, repair and maintenance parts are procured and used. These items are procured by the Materials Management department using a Min-Max inventory model. Some items may also be ordered with directive given by Tech Services management, such as in preparation for an upcoming repair or new-installation campaign. The Materials Management Department is also tasked with inventory tracking and work order processing of these parts.

## E.5 ASSET MANAGEMENT ENABLERS

### E.5.1 *ORGANIZATION*

Pace's Strategic and Capital Planning group within Strategic Services focuses on longer-term planning for initiatives that rely on signal and communications improvements and modernization, including the Bus on Shoulder program, Pulse, and TSP. The Research and Analysis group relies on data collected from systems like IBS, to track ridership and fare payment, which inform mid to long-range planning, which may affect asset acquisition. Strategic and Capital Planning is responsible for TSP maintenance. These services are contracted to DOT approved vendors.

### E.5.2 *TECHNOLOGY*

To support improved performance management and decision making, Pace relies on several software applications, including Oracle Enterprise Asset Management (eAM), and Oracle Application Express (APEX). Oracle Enterprise Asset Management (eAM) is a comprehensive maintenance management system. Pace uses a distributed system that monitors and feeds data back to Headquarters. Pace attempts to resolve issues first from Headquarters, before going into the field to address the issue if needed. of Pace's technological assets have extended manufacturer warranties and are simply sent back for replacement if broken.

Fixed route uses IBS (Intelligent Bus System), a satellite-based communications technology, to improve the tracking of buses, collect data, and communicate between Pace and our drivers and passengers. IBS interfaces with Trapeze. Paratransit contractors have their own communications system, using Motorola radios that were updated to use Trapeze.

The TSP System is monitored by Pace Developed custom Central TSP Management System. The Central TSP Management System is connected to all devices in field and to buses via AVL. The Central System is capable of live health monitoring, systems management, configuration management, log all activity, and perform data analysis.

Pace can monitor its Bus Tracker Signs remotely to confirm the presence of power, a data connection, and other “health” characteristics of the signs. This remote monitoring occurs through three different content management systems, each provided by the manufacturer of the signs themselves.

## E.6 CAPITAL PLANS

In FY2020 through FY2024, Pace expects to spend approximately $5 million on Electrical, Signal, and Communications assets, for intelligent bus system upgrades. Table E - 9 below presents Pace’s anticipated capital spend in this asset class.

**Table E - 9. Electrical, Signal, and Communications Capital Budget Forecasts ($000s)**

| PROJECT | 2020 BUDGET | 2021 FORECAST | 2022 FORECAST | 2023 FORECAST | 2024 FORECAST |
|---|---|---|---|---|---|
| Intelligent Bus System Upgrades | $625 | $500 | $1,000 | $1,500 | $1,500 |

**END OF APPENDIX E**

# F. APPENDIX F – SUPPORT FACILITIES & EQUIPMENT

## F.1 ASSET DEFINITION

Per the Transit Asset Management Final Rule issued on July 26, 2016:

> *In general, an asset inventory must include all equipment, rolling stock, facilities, and infrastructure that a provider owns. A provider may exclude from its asset inventory any equipment with an acquisition value of less than $50,000 unless the asset is service vehicle equipment. The inventory also must include all rolling stock (revenue vehicles), passenger stations, administrative and exclusive use maintenance facilities, and guideway infrastructure owned by a third-party and used by the provider in the provision of public transportation. The level of detail in a provider's asset inventory should be commensurate with the level of detail in its program of capital projects. A transit provider is required to conduct a condition assessment on all inventoried assets for which the provider has direct capital responsibility, and set targets and develop a project-based prioritization of investments for those assets*

Appendix F is included to cover Maintenance and Administration type assets that are *not* included in the NTD Appendix B – Facilities – A-15 Form for RY2018 due to NTD Reporting requirements.

## F.2 FY2019 SUPPORT FACILITIES INVENTORY

Pace uses several facilities other than those captured in the NTD A-15 data to provide services throughout the Northeastern Illinois region. Below is a listing of these facilities that are either leased or used in coordination with a contracted service agreement.

These facilities represent no capital responsibility for Pace's use, though maintenance contracts may cover some of the locations that Pace leases.

### Table F - 1. Support Facility Inventory

| ASSET NAME | ADDRESS | YEAR BUILT (RENOVATED) | CONDITION RATING |
|---|---|---|---|
| **Non-Pace-Owned Administration and Maintenance Facilities** | | | |
| Pace Chicago 10th Floor | 547 W. Jackson, Chicago | (2006) | N/A |
| Pace Chicago 8th Floor | 547 W. Jackson, Chicago | (2018) | N/A |
| 80-86 N. Lively - Printshop | 80-86 N. Lively Boulevard, Elk Grove Village | (2010) | N/A |
| 515 W. Algonquin - Vanpool | 515 W. Algonquin Rd., Arlington Heights | (2013) | N/A |
| Pace East Dundee | 401 Christina Dr., East Dundee | (2016) | N/A |
| **Non-Pace-Owned - Purchased Service Administration and Maintenance Facilities** | | | |
| City of Highland Park | 1150 Half Day Road, Highland Park | (1974) | N/A |
| Village of Niles | 6859 West Touhy Avenue, Niles | (2001) | N/A |
| First Student - Glen Ellyn | 22 W 760 Poss Street, Glen Ellyn | (1976) | N/A |
| First Student - Naperville | 31 W330 Schoger Drive, Naperville | (1994) | N/A |
| First Student - Westmont | 250 West 53rd Street, Westmont | (1967) | N/A |
| MV Transportation – Batavia | 1896 Suncast Lane, Batavia, IL 60510 | (2006) | N/A |
| MV Transportation – Romeoville | 720 Parkwood Avenue, Romeoville, IL 60446 | (1970) | N/A |
| Cook DuPage Transportation | 1200 W. Fulton, Chicago, IL 60607 | (1942) | N/A |
| First Transit – Chicago | 615 W. 41st Street, Chicago, IL 60609 | (1952) | N/A |
| MV Transit – Chicago | 4400 W. 45th Street, Chicago, IL 60632 | (1955) | N/A |
| SCR Transportation | 8801 S. Greenwood Ave., Chicago, IL 60619 | (2013) | N/A |
| First Transit – Grayslake | 39 Ziegler Drive, Grayslake, IL 60030 | (1987) | N/A |
| First Transit Joliet | 2085 Oak Leaf, Joliet, IL | (1995) | N/A |
| First Transit West Cook | 2020 Indian Boundary Dr., Melrose Park, IL | (1970) | N/A |
| MV Transportation – Alsip | 12500 Lombard Lane, Alsip, IL 60803 | Unavailable | N/A |
| MV Transportation – Niles | 6230 W. Gross Point Road, Niles, IL 60714 | (1974) | N/A |
| Ride Right – Batavia | 1375 Paramount Parkway, Batavia, IL 60510 | (1990) | N/A |
| Aurora Township | 80 N. Broadway, Aurora, IL 60505 | (1968) | N/A |

## F.3 ASSET CONDITION

### F.3.1 *CONDITION ASSESSMENT*

For these locations, Pace is not required to complete a condition assessment as it does not have Capital Responsibility over the properties. This is outlined in the Transit Asset Management Final Rule.

**END OF APPENDIX F**

# G. APPENDIX G – STATIONS AND PASSENGER FACILITIES

## G.1 ASSET DEFINITION

Per the Transit Asset Management Final Rule issued on July 26, 2016:

> *In general, an asset inventory must include all equipment, rolling stock, facilities, and infrastructure that a provider owns. A provider may exclude from its asset inventory any equipment with an acquisition value of less than $50,000 unless the asset is service vehicle equipment. The inventory also must include all rolling stock (revenue vehicles), passenger stations, administrative and exclusive use maintenance facilities, and guideway infrastructure owned by a third-party and used by the provider in the provision of public transportation. The level of detail in a provider's asset inventory should be commensurate with the level of detail in its program of capital projects. A transit provider is required to conduct a condition assessment on all inventoried assets for which the provider has direct capital responsibility, and set targets and develop a project-based prioritization of investments for those assets.*

This appendix is included to cover Passenger Facility type assets that are not included in NTD Appendix B – Facilities – A-15 Form due to NTD Reporting requirements.

## G.2 FY2019 STATIONS & PASSENGER FACILITIES INVENTORY

Pace uses several facilities other than those captured in the NTD RY2018 A-15 data to provide services throughout the Northeastern Illinois region. In Table G - 1 is a listing of these facilities that are either leased or used in coordination with a contracted service agreement.

The capital responsibility, if any, is typically outlined in agreements that Pace enters for use of a property. In the case that Pace owns the property, the capital responsibility remains Pace's. However, this inventory is based upon the RTA annual budget categories budgeted for in Pace's Program of Projects, and because it is expected that all assets used in the provision of public transit will be included in the TAM Plan asset inventory.

Table G – 2 lists Pace's Pulse Stations, which are not yet reportable to the NTD, but may require reporting in the future.

## Table G - 1. Stations & Passenger Facilities Inventory

| ASSET NAME | ADDRESS | YEAR BUILT (RENOVATED) | CONDITION RATING |
|---|---|---|---|
| **Boarding and Turnaround Facilities** | | | |
| Antioch | 305 Depot St., Antioch | Unavailable | N/A |
| College of Lake County | 19351 West Washington, Grayslake 60030 | Unavailable | N/A |
| Palatine Metra | Smith St. at Wood St., Palatine | 2000 | N/A |
| Park Forest Turnout | Main St. at Victory St., Park Forest | Unavailable | N/A |
| Summit CTA/Pace | IL Route 171 at 63rd St., Summit | Unavailable | N/A |
| Prairie View - Metra | Main St., between Easton Ave. and Illinois Route 22 | Unavailable | N/A |
| Riverdale Bus Turnaround | 13600 Indiana Ave., Riverdale | 2002 | 2 |
| Round Lake Beach - Metra | 680 East Mallard Creek Dr., Round Lake Beach | Unavailable | N/A |
| South Suburban College - South Holland | Indiana Ave. at 162nd St., South Holland | Unavailable | 3 |
| Vernon Hills – Metra | 75 East Route 45, Vernon Hills, IL | Unavailable | N/A |
| Waukegan Transit Center | Sheridan Rd. north of Washington St., Waukegan | Unavailable | N/A |
| **Transportation Centers** | | | |
| Gurnee Mills TC | 6170 W. Grand Ave., Gurnee | 1992 (1992) | 1 |
| **Park-n-Ride Lots* (Non-Pace Owned)** | | | |
| Chancellory PNR | 500 Park Boulevard, Itasca | Unavailable | N/A |
| Larry's Diner | 24522 Lockport St., Plainfield | Unavailable | N/A |
| Community Christian Church | 1635 Emerson Lane, Naperville | Unavailable | N/A |
| St. Thomas the Apostle Church | 1500 N Brookdale Rd., Naperville | Unavailable | N/A |
| Wheatland Salem Church | 1852 W. 95th St., Naperville | Unavailable | N/A |
| IDOT Channahon PNR | I-55 and Route 6, Channahon | Unavailable | N/A |
| IDOT Shorewood PNR | I-55 and Route 52, Shorewood | Unavailable | N/A |
| IDOT Joliet PNR | I-55 and Route 30, Joliet | Unavailable | N/A |
| Fairview Plaza | 75th St. and Fairview, Downers Grove | Unavailable | N/A |
| Meadowbrook Shopping Center | Belmont Rd., South of 63rd St., Downers Grove | Unavailable | N/A |
| McHenry DOT PNR | Virginia Rd. at IL 31, Lake in the Hills | Unavailable | N/A |
| Palos Heights Metra | 11451 Southwest Highway, Palos Heights | Unavailable | N/A |
| Oak Lawn Metra | 9525 S. Tulley Ave., Oak Lawn | Unavailable | N/A |

### Table G - 2. Milwaukee Pulse Stations (MILWPS)

| ASSET LOCATION |
|---|
| Austin Northbound |
| Austin Southbound |
| Central Northbound |
| Central Southbound |
| Dempster Northbound |
| Dempster Southbound |
| Devon Northbound |
| Devon Southbound |
| Golf Mill Terminal – Northern Limit |
| Harlem Northbound |
| Harlem Southbound |
| Main Northbound |
| Main Southbound |
| Oakton Northbound |
| Oakton Southbound |
| Touhy Northbound |
| Touhy Southbound |

## G.3 ASSET CONDITION

### G.3.1 *CONDITION ASSESSMENT*

For these locations, Pace may or may not need conduct Condition Assessments. For many locations there is not a Capital Responsibility for Pace to take care of. For locations that Pace does have capital responsibility, it will conduct condition assessments regardless of reporting applicability to the NTD.

**END OF APPENDIX G**

# H. APPENDIX H – ABBREVIATIONS AND ACRONYMS

The following abbreviations and acronyms are used throughout this document.

| ABBREVIATION | MEANING |
|---|---|
| ADA | Americans with Disabilities Act |
| AM | Asset Management |
| AMP | Asset Management Plan |
| AMS | Asset Management System |
| APEX | Application Express (Oracle) |
| AVL | Automated Vehicle Location |
| A&E | Architectural and Engineering |
| CIP | Capital Investment Plan |
| CFI | Capital Financing and Infrastructure |
| CMAP | Chicago Metropolitan Agency for Planning |
| COST | Capital Optimization Support Tool |
| CTA | Chicago Transit Authority |
| CTS | Community Transit Service |
| D&C | Design and Construction |
| EAM | Enterprise Asset Management |
| FM | Facilities Maintenance |
| FTA | Federal Transit Administration |
| GIS | Geographic Information System |
| HR | Human Resources |
| IBS | Intelligent Bus System |
| HVAC | Heating, Ventilation, and Air Conditioning |
| IGA | Intergovernmental Agreements |
| IDOT | Illinois Department of Transportation |
| ISO | International Standards Organization |
| IT | Information Technology |
| KPI | Key Performance Indicator |

| ABBREVIATION | MEANING |
|---|---|
| LOS | Level of Service |
| MAP-21 | Moving Ahead for Progress in the 21st Century |
| MPO | Metropolitan Planning Organization |
| NTD | National Transit Database |
| OEM | Original Equipment Manufacturer |
| O&M | Operations and Maintenance |
| PAS | Publicly Available Specification |
| PBV | Positive Budget Variance |
| PMI | Preventative Maintenance Inspections |
| QA/QC | Quality Assurance/Quality Control |
| ROW | Right of Way |
| RS | Revenue Services |
| RTA | Regional Transportation Authority |
| SGR | State of Good Repair |
| SOGR | State of Good Repair |
| SOP | Standard Operating Procedure |
| TAM | Transit Asset Management |
| TAMP | Transit Asset Management Plan |
| TAP | Taxi Access Program |
| TERM | Transit Economic Requirements Model |
| TIP | Transportation Improvement Program |
| TSP | Transportation Signal Priority |
| UL | Useful Life |
| ULB | Useful Life Benchmark |
| WSP | Consultant supporting Pace's TAM efforts |
| | |

**END OF APPENDIX H**

# I. APPENDIX I – TERMS AND DEFINITIONS

The following terms and definitions are used to describe aspects of asset management and have been applied in this document.

| ASSET MANAGEMENT TERMS AND DEFINITIONS | |
|---|---|
| Asset | *ISO Definition: item, thing or entity that has potential or actual value to an organization.*<br>*More relevant definition*: A tangible item of value that is owned, managed, or leased by Pace for the purposes of providing transit services. Infrastructure assets that are repairable, replaceable, and subject to a preventative maintenance schedule or inspection or calibration or need to be tracked from a capital depreciation point of view. This does not include consumables (e.g., a filter), but does include software (the action of modifying a software version being the repair). |
| Asset Class | Refers to the sub-group of assets. Within Pace the following asset classes are referred to:<br>Fixed Route Vehicles<br>Vanpool Vehicles<br>Community Vehicles<br>Paratransit Vehicles<br>Non-Revenue Vehicles<br>Administrative and Maintenance Facilities<br>Passenger Stations |
| Asset Hierarchy | A framework for segmenting an asset inventory into appropriate classifications. The hierarchy is usually represented by a "parent-child" relationship between the top-level asset identifier down to the maintenance managed item (MMI). In many instances, this breakdown will include sub-systems and components (parts of asset). It is important that the asset hierarchy is applicable across all business functions so that costs, performance, and other factors can be analyzed. The framework should therefore consider both maintenance and capital planning as well as asset operation |
| Asset Register | A record of asset information including asset attribute data such as quantity, type, configuration, cost, condition etc. The Asset Register is structured as per the *Asset Hierarchy*. |
| Asset Management | *ISO Definition: coordinated activity of an organization to realize value from assets*<br>*More relevant definition*: Asset Management is the optimized lifecycle management of Pace's assets. It is being able to make the right decisions based on facts, to do the right work in the right place, and to spend money where it is needed most. |
| Asset Management Capability | *ISO Definition: The measure of capacity and ability of Pace to achieve our objectives*.<br>In the context of this report, determined through an assessment of people, processes, technology, data & information, and the ability to provide assurance as compared to good industry practice asset management. |
| Asset Management Policy | *ISO definition: intentions and direction of an organization as formally expressed by its top management.*<br>*More relevant definition:* The overall intentions and direction of Pace related to our assets and the framework for control of asset-related processes and activities (for example, capital planning, maintenance, operations, etc.). The policy should be derived from and be consistent with Pace's mission, vision, and values. |

| | |
|---|---|
| Asset Management Objectives | *ISO definition: In the context of asset management systems, asset management objectives are set by the organization, consistent with the organizational objectives and asset management policy, to achieve specific measurable results.*<br>*More relevant definition:* Specific outcomes or achievement required of assets and asset management. These can include, for example, condition, reduction in unit costs and/or improvement in performance, as well as more organization focused objectives, including competency, capability, review, and assurance. |
| Service Objectives | Specific levels of service defined by Pace for the performance of the services provided. This can include frequency and location of services as well as reliability measures. |
| Asset Management Implementation | Lists the Baseline and Future Objectives proposed to develop Pace's asset management capability in line with a stated objective. |
| Asset Management Plan | *ISO definition: documented information that specifies the activities, resources and timescales required for an individual asset, or a grouping of assets, to achieve the organization's asset management objectives.*<br>*More relevant definition*: Specifies the activities (maintenance, overhaul, replacement, and renewal), resources and timescales required for a group of assets to achieve Pace's service and asset management objectives. This is consistent with the definition of an asset management plan in the following:<br>BSI PAS-55: 2008 – British Standard Specification for the optimized management of physical infrastructure assets<br>ISO-55001:2014 – International Standard for Asset Management – management system requirements.<br>Global Forum for Maintenance and Asset Management<br>International Infrastructure Management Manual |
| Asset Management System | *ISO definition: set of interrelated or interacting elements of an organization to establish policies and objectives and processes to achieve those objectives.*<br>More relevant definition: The collection of policies, processes and procedures that control and manage the way Pace manages our assets. The management system should consider all stages of the assets lifecycle and Pace's functions or departments that support the full lifecycle approach (including for example Capital Planning, Capital Delivery, Maintenance, and Operations). An established Asset Management System is a requirement of the FTA. The As-Is Processes Report represents an initial capture of Pace's asset management processes. |
| Enterprise Asset Management (eAM) System. | The Enterprise Asset Management System or eAM system, refers to the technology application used to support the management of the assets. Through the course of the workshops this was often referred to as the 'Asset Management System', but for clarity is referred to in this report as the eAM system. Pace uses Oracle eAM as their eAM system. |
| Risk Management | Coordinated activities to direct and control an organization regarding risk<br>(From ISO31001: 2009. Risk Management Principles and Guidelines). |
| Tactical Risk Management | Defined as the use of assessment techniques based on safety or other impacts that prioritize immediate intervention requirements. These typically address issues that have occurred (non-conformities). |
| Strategic Risk Management | Defined as the use of risk management activities to support asset strategy and asset management planning purposes. This is consistent with the definition for risk management from ISO31000 set out above. |

## END OF APPENDIX I

## END OF TAM PLAN APPENDICES