

STATE OF GOOD REPAIR FTA ROUND TABLE

July 21, 2010

WELCOME TO CHICAGO!



THE CTA BUS SYSTEM - PAST, PRESENT & FUTURE

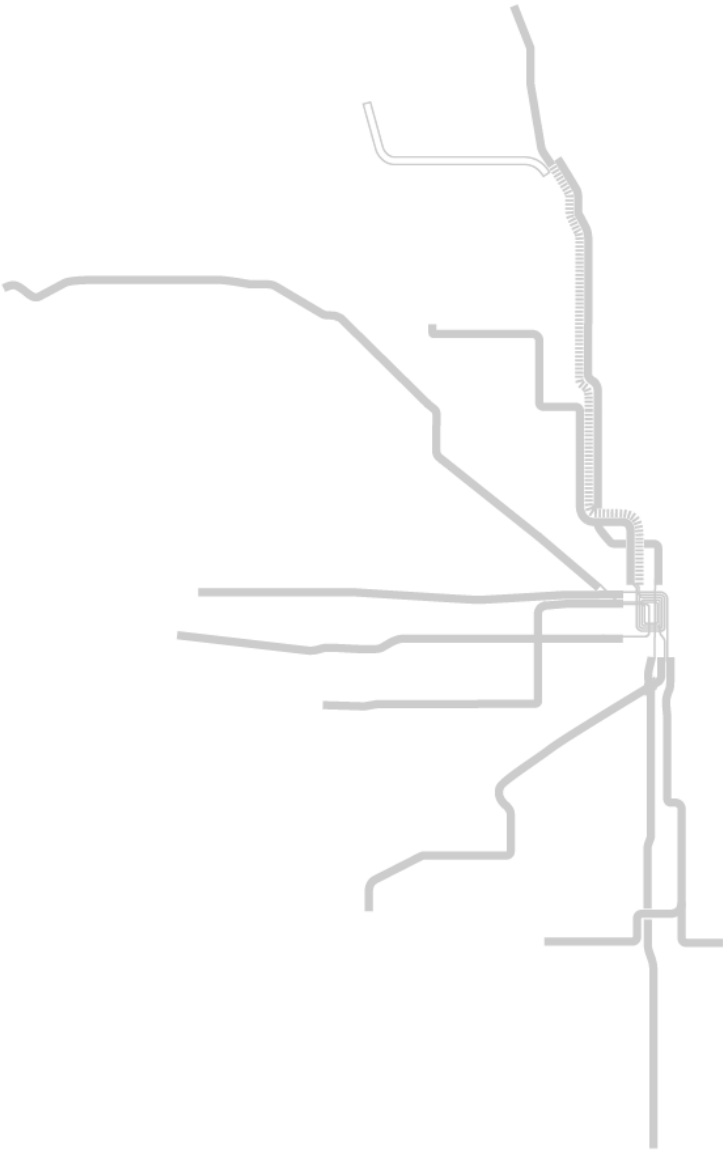


THE CTA RAIL SYSTEM

- PAST, PRESENT & FUTURE

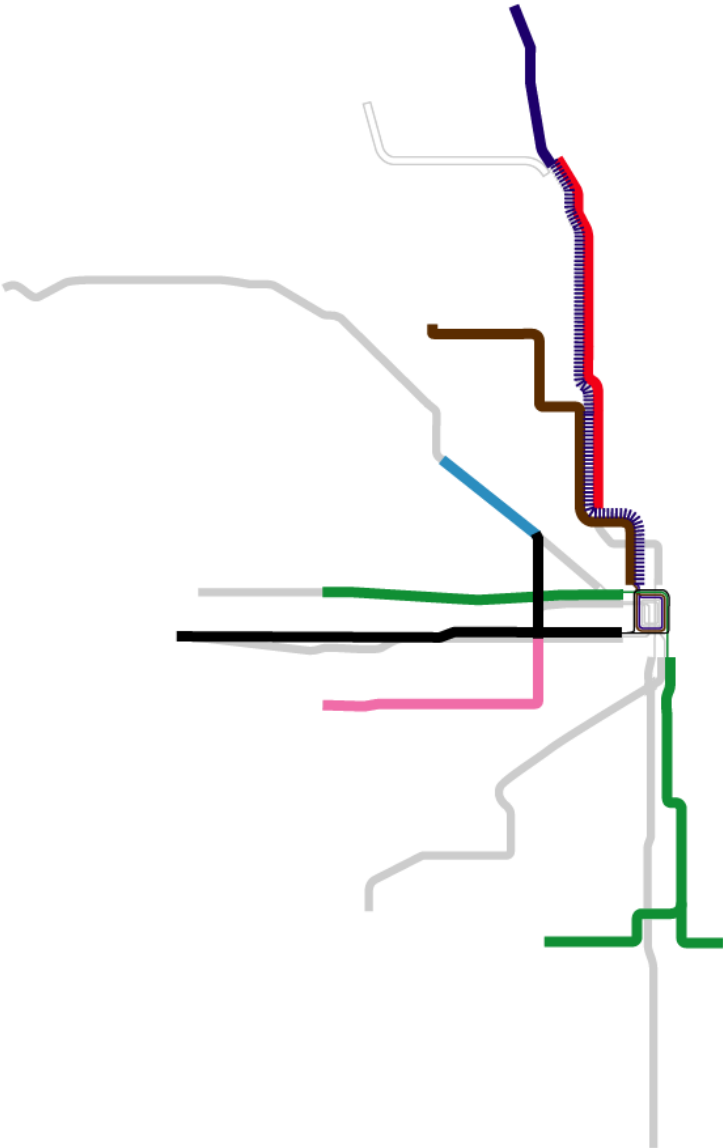


CTA - ORIGINAL CONSTRUCTION



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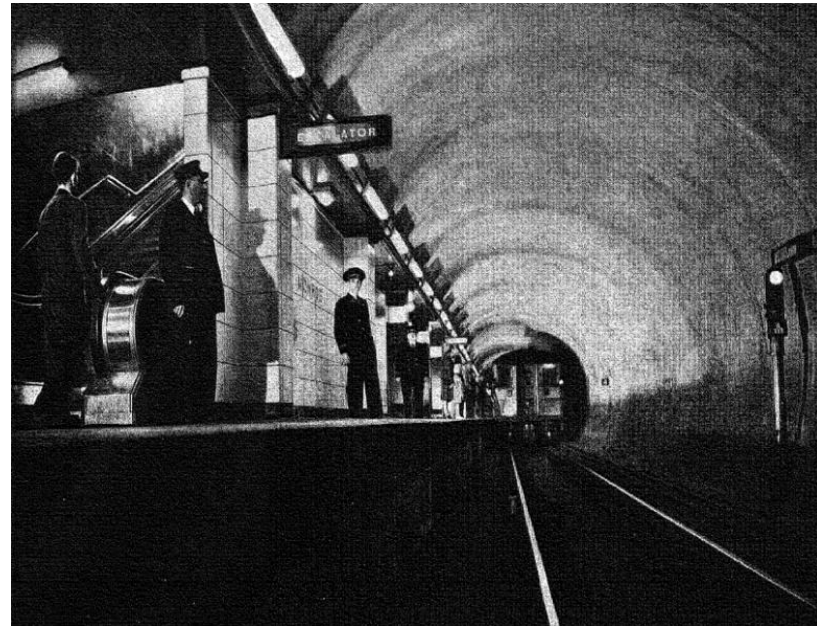
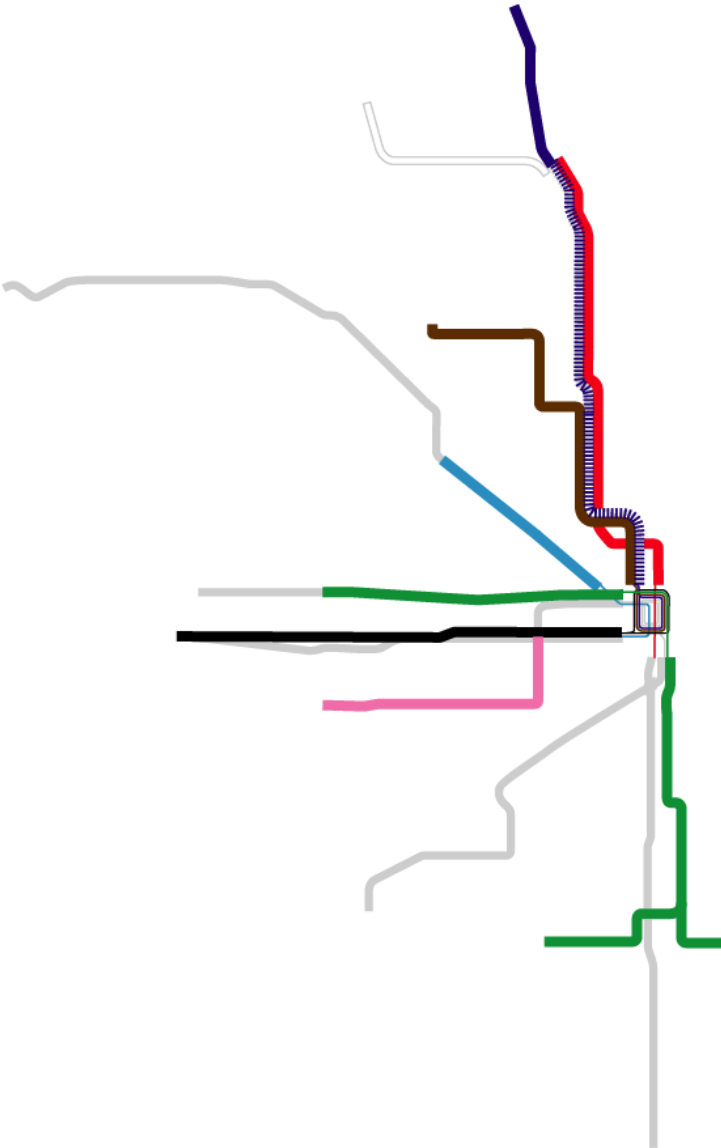
1892-1920



CTA - ORIGINAL CONSTRUCTION

1892-1920

1921-1951

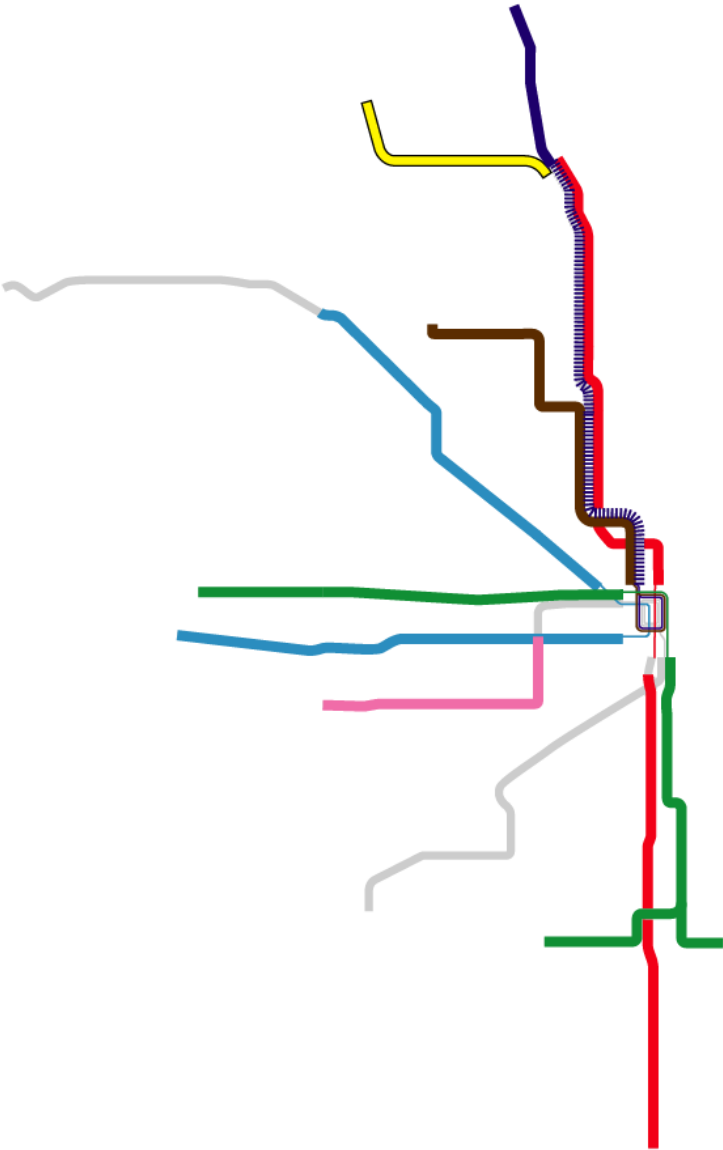


CTA - ORIGINAL CONSTRUCTION

1892-1920

1921-1950

1952-1984



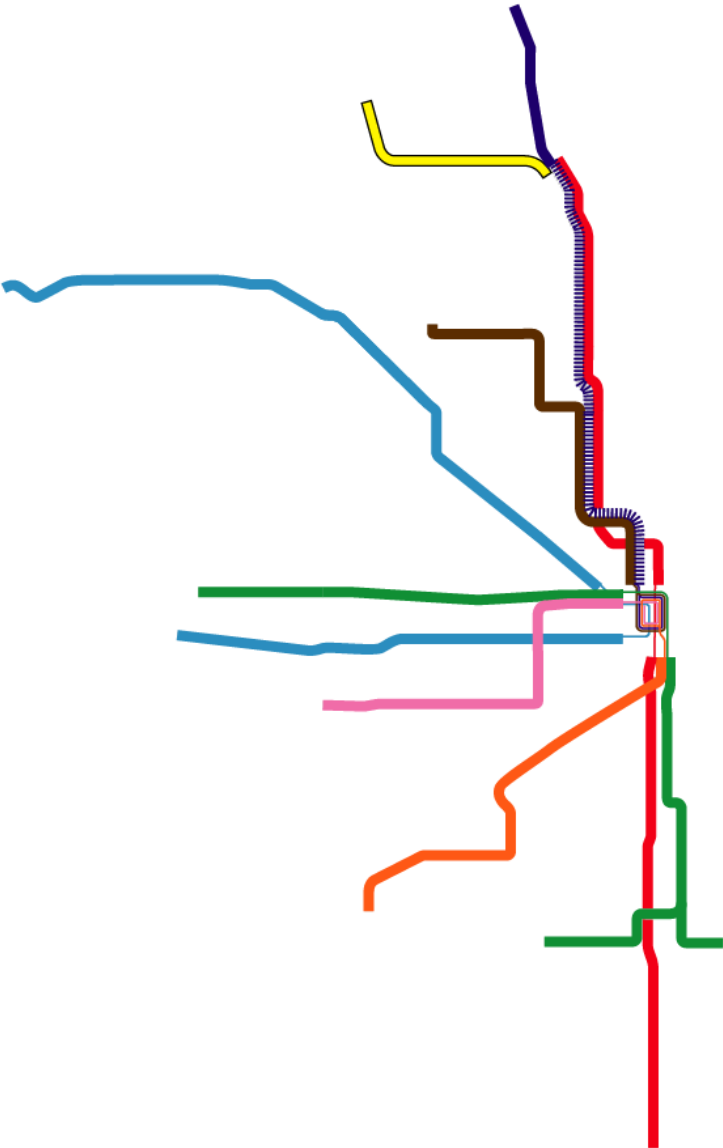
CTA - ORIGINAL CONSTRUCTION

1892-1920

1921-1951

1952-1984

1985-Present



Beyond a State of Good Repair CTA'S CURRENT BACKLOG



Devon Viaduct



Beyond a State of Good Repair CTA'S CURRENT BACKLOG



Lincoln Substation



Beyond a State of Good Repair CTA'S CURRENT BACKLOG



77th South Shops Complex



Forest Glen Bus Garage



Beyond a State of Good Repair

A SAMPLE OF CTA'S BACKLOG

Asset	Number	Useful Life	% Beyond Useful Life
Stations	144	40 years	38%
Track	224 miles	40 years ¹	22%
Substations	61	24-30 yrs ²	45%
Bus Garages ³	8	60	37%
Rail Cars	1,190	25 years	32%

¹ Track Miles refers to revenue track; useful life is for tangent rail.

² Substation useful life is based on usage

³ 8 Bus Garages includes 7 active and one inactive



SGR NATIONWIDE

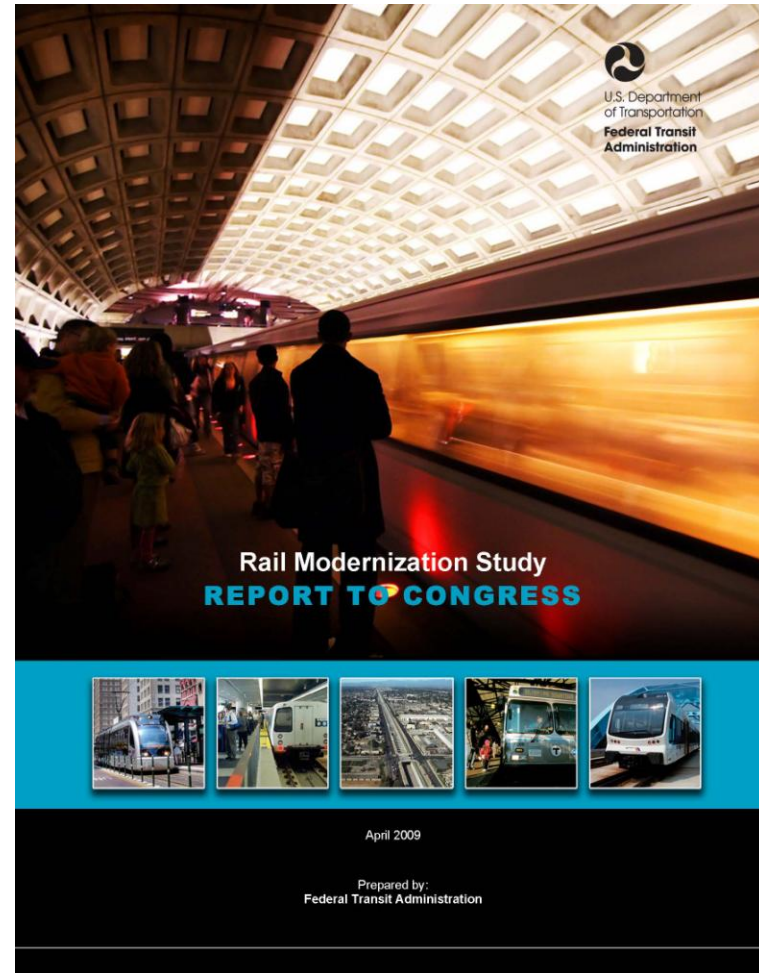
System must be safe, reliable and efficient to attract and maintain riders

Nationwide 29% of all transit assets in poor or marginal condition

Nationwide deferred maintenance backlog:

- \$50 billion - largest 7 agencies
- \$78 billion - 690 systems

CTA estimates an unfunded need of \$6.8 billion for next 5 years



State of Good Repair

CTA'S RECENT PROJECTS



**Green Line - Stations, Signals, Structure & Tracks
Constructed 1996-2000**



State of Good Repair

CTA'S RECENT PROJECTS



**Pink Line Reconstruction
Constructed 2001-2005**



Beyond a State of Good Repair CTA'S RECENT PROJECTS



**Brown Line Stations
Constructed 2005-2009**



Beyond a State of Good Repair CTA'S RECENT PROJECTS



Blue Line Signal Upgrade,
Dearborn, O'Hare and State St. Trackwork



CTA's FUTURE PROGRAM



Continue progress on:

- Track (Loop, Dan Ryan, Congress)
- Structures



CTA's FUTURE PROGRAM



Continue progress on:

- Systems (power, signals & communications)



CTA's FUTURE PROGRAM



Continue progress on:

- Stations



CTA's FUTURE PROGRAM



Continue progress on:

- Garages



NORTH RED AND PURPLE LINES



Built in early 1900's provides backbone of service to neighborhoods

Carries 120,000 riders daily or 18% of all CTA daily trips

Existing slow zones along corridor

Antiquated stations

Deteriorated infrastructure



RECONSTRUCT NORTH RED & PURPLE

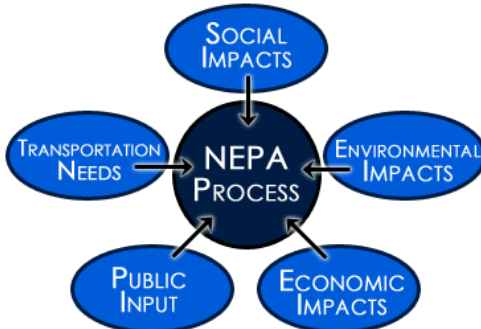
Assess Existing Infrastructure



Stakeholder \ Public Involvement



Next Steps – Environmental Scoping and Public Involvement



Develop and Evaluate Options

- Station type
- Structure type
- Number of stations
- Number of tracks
- Frequency of service
- Speed of service

BENEFITS OF RECONSTRUCTING



- Provides Community and Economic Development Opportunities
- Improves Riding Experience
- Enhances Stations

FUTURE BALANCING

North Red & Purple

Fix Bus Garages

Accessible Stations

Upgrade Substations

Rehabilitate Track



Recommended Locally Preferred Alternative



Yellow Line Extension

Connecting Dempster Station to Old Orchard Road

Red Line Extension

Connecting 95th Street Station to 130th Street

Orange Line Extension

Connecting Midway to Ford City



A nighttime photograph of a Chicago street scene. On the left, a brick building with a large, ornate, green-painted roof structure is visible. A transit line, possibly a CTA bus or train, runs along the street, with its lights reflecting on the pavement. The street is illuminated by warm yellow streetlights. On the right, a tall, curved brick building with many windows is visible, some of which are lit up. The overall scene is a vibrant urban night view.

**THANKS
AND
ENJOY
CHICAGO!**



DRAFT



THANK YOU!