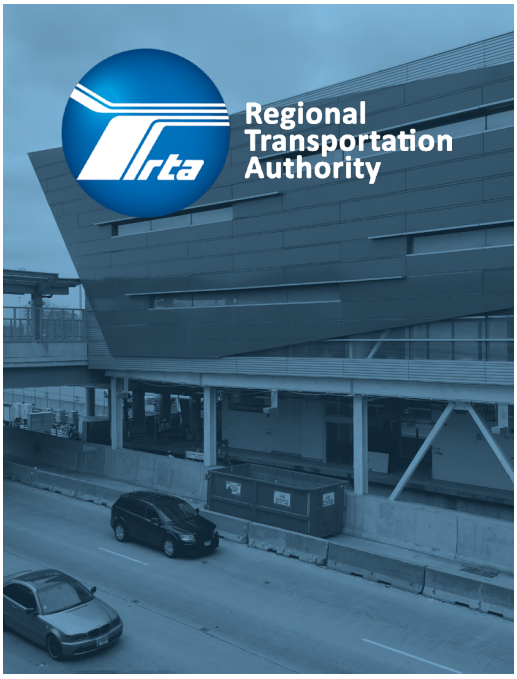

PROJECT MANAGEMENT OVERSIGHT

December 2019

Prepared by the Department of Finance, Innovation & Technology

Executive Summary

This semi-annual Report on Project Management Oversight details Service Board efforts in implementing their capital programs. Included are details on all state-funded projects, regardless of budget, and all systemwide projects with budgets of $10 million or more, regardless of funding source. Information in this report was collected by direct interviews, project meetings, and documented submissions from Service Board project management teams.

The RTA's 2018-2023 Regional Transit Strategic Plan, *Invest in Transit*, highlights $30 billion of projects that are needed to maintain and modernize the region's transit network. To maintain and preserve the current system in a State of Good Repair (SGR), as well as address the backlog of deferred SGR projects, requires a capital investment of $2 to $3 billion per year.

After nearly a decade without a State of Illinois capital program, transit in the RTA region will get a much-needed infusion from the Rebuild Illinois bill passed by the General Assembly and signed by the Governor in June 2019. The funding will expedite overdue repair and replacement projects, reduce the backlog of deferred improvements, and move the system toward a state of good repair. The new State funding nearly doubles the previous five-year regional capital program of $4.3 billion. Even at $8.3 billion for 2020-2024, this falls well short of the region's projected $30 billion in transit capital needs over the next decade. The new funds enable real progress on the state of good repair, by allowing improvements and in some cases replace aging system assets. And yet, without a permanent solution to replace the Rebuild Illinois bonding when it expires in five years, asset condition will begin to deteriorate again in 2024. For that reason, we must work to ensure that the current level of State funding continues well into the future, while also pursuing other sources of capital funding to meet our system's projected needs.

The 49 projects detailed in this report together represent $5.5 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward compliance with federal requirements or enhancing customer experience, safety, and security.

All of the state funded projects are within budget. Three state funded projects were completed during this reporting period. There were seven change orders executed during the current reporting period. All executed change orders were for ongoing projects, mostly to add value, address unforeseen conditions and provide credit for unused allowance and deleted work.

RTA recognizes the commitment, collaboration, cooperation, and level of effort each Service Board provided for this report. RTA is appreciative and pleased to note the exemplary and ongoing commitment of transit agency personnel during this process. RTA will continue to work with the CTA, Metra, and Pace to advocate for more capital funding at both the state and federal level to ensure our transit system continues to prioritize and work towards a State of Good Repair.

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Section I
State-Funded Projects

Systemwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	95th Street Terminal Improvements	$90,000,000
CTA	Belmont & Jefferson Park Stations Improvements	$15,236,957
CTA	Dearborn Subway Improvements	$11,028,240
CTA	Rail Shop Roofs and Washer Replacements Design	$3,073,202
Metra	Positive Train Control – System Integrator	$85,000,000
Metra	Rehabilitation of Rolling Stock	$56,428,075
Metra	Union Pacific West Line Expansion	$44,500,000
Metra	Reconstruction of Deering Bridge	$19,800,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	$12,668,903
Metra	Hazel Crest Station	$4,868,483
Pace	Purchase 40’ Compressed Natural Gas Buses	$49,000,000
Pace	Pace South Campus Project - Markham	$27,100,000
Pace	Purchase of 15-Passenger Paratransit Buses	$7,290,500
Pace	Bus Stop Improvements – Joliet Gateway Center	$1,709,500

Note: Amounts shown represent only the IDOT/RTA-funded portions of overall project budgets.

95th Street Terminal Improvements (Final)

Description:

This project will expand and greatly improve the 95th/Dan Ryan Red Line station as well as its bus terminal with a new stationhouse comprising north and south bus terminal facilities for the 14 CTA and 5 Pace bus routes that serve the station, in addition to improved pedestrian access.

Status:

The main design-build contract is ongoing, with the majority of the construction completed. The contractor requested substantial completion in July 2019, which has not been accepted by the CTA. For Milestone 1, which covered the South Terminal, punch-list work continues. For Milestone 2, which covered all the remaining work related to the station and the North Terminal, punch-list activities continue.

Budget:

The project is within budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$90,000,000	$90,000,000	$90,000,000	100%
Overall Project Total	$280,000,000	$278,167,531	$266,780,721	95%

Schedule:

Project is behind schedule due to delays in the work package bidding process for the South Terminal and Value Engineering on the design for the North Terminal.

Milestone	Baseline Schedule	Actual (A) / Forecast
Prime Contract Award	March 2015	December 2015 (A)
Complete Construction Phase 1	January 2018	January 2019 (A)
Substantial Completion	December 2018	July 2019*

*Contractor submitted for substantial completion in July, yet to be approved by CTA.

Highlights:

The terminal design features improvements in safety and amenities for CTA and Pace customers:

- Pedestrian overpass bridge between terminals to avoid the need for street level crossings.
- Wider bus lanes and increased spacing between bus bays for upgraded traffic flow.
- Expanded platforms and wider sidewalks to ease passenger congestion.
- Bright, airy and glass enclosed station for clear sightlines in a comfortable space.
- Additional escalators, elevators and pay area space for reduced wait times.
- Sound panels at platform level to provide noise mitigation.

*Obligated and Expended amounts as of October 2019.

Belmont and Jefferson Park Stations Improvements (Final)

Description:

The proposed scope of work includes upgrades on Blue Line Stations. Belmont Station improvements include a new station canopy, site improvements, enlarged bus prepaid boarding area, renovated station electrical and finishes as well as refurbished platform furniture. Jefferson Park Station improvements include reconstructed bus turnaround pavement and canopies, renovated entrance and customer waiting areas, enhanced lighting, improved signage, new public art, updated communication elements, lead abatement and repaired roofing, platform edge and curtain wall.

Status:

This is a design-build project that is in the close-out phase. Belmont Station and Canopy work is complete, landscaping and punch-list work is complete. Jefferson Park Station and both bus turnaround work is complete, landscaping and punch-list work is complete. The project management team continues to work on closing out the project.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$15,236,957	$15,000,011	$13,756,113	90%
Overall Project Total	$42,226,054	$38,320,913	$32,499,949	77%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design-Build Notice to Proceed	October 2017	October 2017 (A)
Design Complete	April 2018	July 2018 (A)
Complete Station Work	December 2018	March 2019 (A)
Substantial Completion	July 2019	July 2019 (A)

Highlights:

This project is part of a larger capital improvement program known as “Your New Blue” for the O’Hare Blue Line, which includes additional track and station renewal projects. The estimated overall budget for the entire program is $492 million. Jefferson Park is a multi-modal station that provides a vital link between CTA rail, CTA bus, Metra, and Pace.

*Obligated and Expended amounts as of October 2019.

Dearborn Subway Improvements

Description:

This project includes improvements to the Chicago, Grand and Division Blue Line stations at the street, mezzanine and platform levels. The proposed scope of work includes new entry canopies, new glazed tile walls, repainted ceilings, new lighting, new finishes, new exit roto-gates and repairs to the stairs and escalators between platform and mezzanine levels.

Status:

This project is in the construction phase. The contractor has started the refurbishment of the Chicago station, with a new platform topping slap being poured and structurally glazed facing tiles being installed on the walls. Simultaneous construction of the Grand and Division stations also begun. The design is ongoing for the Grand Station auxiliary entrance.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$11,028,240	$10,314,473	$4,243,117	38%
Overall Project Total	$39,000,000	$26,966,081	$4,936,799	13%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Final Design Completion	March 2019	March 2019 (A)
Substantial Completion	March 2020	March 2020
Final Acceptance	July 2020	July 2020

Highlights:

This project is part of a larger capital improvement program known as “Your New Blue” for the O’Hare Blue Line, which includes additional track and station renewal projects. The estimated overall budget for the entire program is $492 million. Dearborn Subway is a heavily used section of the Blue Line.

*Obligated and Expended amounts as of October 2019.

Rail Shop Roofs and Washer Replacements Design

Description:

This project will provide for improvements at the Green Line Harlem Rail Shop and Blue Line Des Plaines Rail Shop. The roofing component replaced existing roofs at Harlem and Des Plaines Shops. A new exterior rail car washer is to be installed at the Harlem Shop.

Status:

Construction work on rail shop roofs at both Harlem and Des Plaines Shops is complete. Design is on-going for the rail car washer replacement at Harlem shop. The 90% milestone was completed on 10/11/19. The next design milestone is 100% which will be issued for bid. Interagency coordination is underway for design documents to be advanced and construction phase permit applications submitted. Construction will be completed with other funding sources.

Budget:

The project is on budget taking into account the expanded scope of work.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$3,073,202	$3,073,202	$2,249,473	73%
Overall Project Total	$25,523,142	$7,261,696	$5,922,553	23%

Schedule:

The project is on schedule. The project has phases for the 2 shop elements being replaced: roofs and rail washers. The roof phase is complete. The washer phase schedule was modified for added construction phase scope.

Milestone	Baseline Schedule	Actual (A) / Forecast
Roof Replacement Start	June 2015	June 2015 (A)
Roof Replacement Complete	June 2016	June 2016 (A)
Rail Washer Design Complete	November 2018	December 2019

Highlights:

The existing roofs at the Harlem and Des Plaines Shops were approaching the end of their useful lives, both having been installed when the rail shops were first opened. Harlem Shop was constructed in 1965 and Des Plaines Shop was constructed in 1960. Rail car washers at Harlem Shop are located exterior to the rail shop and are in poor condition, with much of their structures coated in rust. The Harlem Shop is to be expanded for the addition of a new rail car washer. The yard will be reconfigured with track that leads into the new, interior rail car washer.

*Obligated and Expended amounts as of October 2019.

Positive Train Control (PTC) – System Integrator

Description:

The Positive Train Control (PTC) system is comprised of wayside, onboard, and central equipment, including signals, GPS, computer hardware and software, and various other communications components. The system integrator functions to combine these components through design, testing, and implementation.

Status:

System integrator planning and work activities support PTC implementation. Various testing is on-going and interagency project status reports are being submitted. Technical meetings for project schedule, communication architecture, mechanical and configuration management are being held. Training continues and recently included mechanical and CAD (Computer-Aided Dispatching) training for dispatchers. Work continues on the development of the Clear Path operating interface to other rail partners in the Chicago area. System Integrator is providing maintenance services for Metra's configuration management system to collect, monitor, and resolve anomalies, changes and defects.

Budget:

The project is on budget. The state-funded budget amount is dedicated to the System Integrator. The overall project total includes additional federal and local funding.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$85,000,000	$85,000,000	$63,366,994	75%
Overall Project Total	$415,879,609	$336,240,894	$277,719,896	67%

Schedule:

The project is on schedule. The federally-mandated revised implementation plan allowed for substantial completion time extension to December 2020.

Milestone	Baseline Schedule	Actual (A) /Forecast
Contract Award	August 2015	August 2015 (A)
Begin Implementation	August 2015	August 2015 (A)
Subdivision Service Initiated	---	October 2018 (A)
Substantial Completion	December 2020	November 2020

Metra is responsible for PTC implementation on the five corridors on which it owns/leases. Activities include on-board vehicle, wayside, communications and Back Office Segment (BOS) hardware and software design, construction/installation, testing, Revenue Service Demonstration (RSD) and implementation of the PTC system in compliance with regulatory requirements.

*Obligated and Expended amounts as of September 2019.

Positive Train Control (PTC) – System Integrator (continued)

Metra operates as a tenant on three lines on which PTC will be implemented by the other host railroads. Activities include on-board vehicle hardware and software installations, testing, RSD, and interoperability with the host railroad PTC system in compliance with regulatory requirements.

Finally, Union Pacific Railroad (UP) hosts Metra rail operations on three corridors. PTC implementation is the responsibility of the UP, in which UP will host Metra's BOS for PTC operations.

Line Name	Owner	Party Responsible to Lead PTC Installation
BNSF Railway (BNSF)	BNSF	BNSF
Heritage Corridor (HC)	Canadian National	Canadian National
Milwaukee District North (MD-N)	Metra	Metra
Milwaukee District West (MD-W)	Metra	Metra
Metra Electric District (MED)	Metra	Metra
North Central Service (NCS)	Canadian National	Canadian National
Rock Island District (RID)	Metra	Metra
SouthWest Service (SWS)	Norfolk Southern	Metra
Union Pacific North (UP-N)	Union Pacific	Union Pacific
Union Pacific Northwest (UP-NW)	Union Pacific	Union Pacific
Union Pacific West (UP-W)	Union Pacific	Union Pacific

The table below shows the progress on the Revenue Service Demonstration for the five corridors that Metra owns/leases and is responsible for PTC implementation.

Line Name	Revenue Service Demonstration Date Actual (A) / Forecast:
Milwaukee District North (MD-N)	May 2020
Milwaukee District West (MD-W)	April 2020
Metra Electric District (MED)	January 2020
Rock Island District (RID)	October 2018 (A)
SouthWest Service (SWS)	May 2019 (A)

Highlights:

There are 4 core elements of the PTC system:

- Prevent train-to-train collisions.
- Stop over speed derailments
- Inhibit movement of a train through a switch left in the "wrong" position.
- Block unauthorized incursion into roadway work zones.

*Obligated and Expended amounts as of September 2019.

Rehabilitation of Rolling Stock

Description:

Metra is rehabilitating locomotives and bi-level commuter rail cars. The locomotives are being rebuilt with overhaul of the diesel engine, traction alternator, head end power alternator and gear box, replacement of the control system, coupler and draft gears, revamping of the trucks, installation of secondary engine room door and painting. The rail cars are being renovated with replacement of couplers, yokes, draft gears, weather stripping, seats, floors, walls, window and door mechanisms, application of tube style diaphragms, renewal of the 480-volt and control train lines and repair of heating and lighting systems.

Status:

Project locomotive and rail car units are being rebuilt as part of an ongoing rolling stock rehabilitation program. 33 of the 42 F40PH-2 locomotives are complete. 22 of the 27 MP36 locomotives are complete. 89 of the 302 Nippon Sharyo rail cars are complete. 20 of the 20 Budd rail cars are complete. 24 of the 57 BNSF Budd rail cars are complete.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
Locomotives	$30,000,000	$30,000,000	$29,699,968	99%
Rail Cars	$26,428,075	$26,428,075	$25,158,206	95%
Overall Project Total	$56,428,075	$56,428,075	$54,858,174	97%

Schedule:

The project is on schedule. Progress is being measured with production rates. The F40PH-2 and MP36 baseline production rates have been revised to accommodate scope revisions.

Vehicle	Baseline Production	Actual Production
F40PH-2 Locomotive	30 weeks	30-31 weeks
MP36 Locomotive	103 days	103 days
Nippon Sharyo Rail	28 days	28 days
Budd Rail Car	100 days	Program Complete
BNSF Budd Car	15 days	15 days

Highlights:

This project will lower maintenance costs. For locomotive rehabs, fuel costs will, also, be lowered and air pollution and the regional economy health will be improved. For rail car rehabs, the reliability and quality of service for commuters will be improved.

*Obligated and Expended amounts as of October 2019.

Union Pacific West Line Expansion

Description:

This project is part of a public-private partnership between Metra and the Union Pacific Railroad to construct a new third main line track. The segments funded under this project are located between mileposts 10.0 and 11.8 in Maywood and Melrose Park (eastern section) and between mileposts 32.1 and 38.4 in West Chicago and Geneva (western section).

Status:

Construction continues for the eastern section. UP performed the third track cutover and placed the other tracks in service. The permanent fence continues construction east of the Des Plaines River as well as the retaining wall east of the Maywood Station. Work will continue along the East Abutment of the Des Plaines river, west bank of the river landscaping, and permanent fence installation. The construction portion of the western section will go out for bid in 2019-Q4 or 2020-Q1 timeframe.

Budget:

The project is on budget. RTA/IDOT funding below provides for portions of the project design, environmental study, land acquisition, and construction. Metra and the Union Pacific Railroad are sharing these costs.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$44,500,000	$15,102,256	$14,962,520	34%
Metra Portion	$47,647,184	$18,249,270	$18,109,535	38%
Overall Project Total **	$124,939,627			

Schedule:

The project is behind schedule and will require a time extension due to the track cutover executed by UP forces later than originally anticipated. Milestones for the Western Section will be established once the project goes out for bid.

	Milestone	Baseline Schedule	Actual (A) /Forecast
	Design Completion	March 2016	March 2016 (A)
Eastern Section Construction	Notice to Proceed	November 2017	November 2017 (A)
Eastern Section Construction	Substantial Completion	September 2019	July 2020

Highlights:

The addition of a third main line track will eliminate key bottlenecks and allow Metra to add more service, including more express trains, on the line. The potential for freight interference will also be mitigated. The NEPA review, land acquisitions, expanded parking deck in Geneva, and the new pedestrian underpass in Lombard were completed through separate projects. These projects are part of the overall Union Pacific West Line program and not tracked in this specific project.

*Obligated and Expended amounts as of October 2019.
** Obligations and Expenditures are tracked for the Metra portion of the project cost

Reconstruction of Deering Bridge (Final)

Description:

The project scope consists of the rehabilitation of the Deering Bridge over the North Branch of the Chicago River. It also includes the rehabilitation of the Webster Avenue Bridge just south of the Deering Bridge and the fill of the bridge over the former Milwaukee Road just north of Deering Bridge.

Status:

The Contractor reached substantial completion of the project in August 2019. The punch list items are considered complete and project closeout continues, final invoices remain outstanding.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$19,800,000	$19,573,393	$17,383,965	88%
Overall Project Total	$20,187,639	$19,924,862	$17,383,965	86%

Schedule:

This project is on schedule. A revised schedule with change of workflow has been approved.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice of Award	July 2017	July 2017 (A)
Notice to Proceed	August 2017	August 2017 (A)
Substantial Completion	July 2019	August 2019 (A)

Highlights:

The Deering Bridge and Webster bridge represent a major investment of the Union Pacific North Line. The rehabilitation of the bridges includes replacement of various bridge components with similar materials in an effort to maintain the original design intent. Rehabilitating outdated infrastructure will reduce operating maintenance costs.

*Obligated and Expended amounts as of October 2019.

Union Pacific North Line Bridges and Ravenswood Station

Description:

The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line.

The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.

Status:

The stop work order previously reported on was still in place for Ravenswood Station. No work on this project may continue until UP performs a track shift.

Construction continues with the bridge project. The demolition of superstructures for the eleven bridges were completed during this reporting period. The General Contractor continues to install drilled shafts, abutments, and erect new structural steel and bridge bearings along the bridges.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$12,668,903	$12,668,903	$7,455,298	59%
Overall Project Total	$47,594,726	$46,311,991	$15,132,225	33%

*Obligated and Expended amounts as of October 2019.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

The Ravenswood station project is behind schedule due to additional time needed by Union Pacific to review and approve the project drawings as well as perform track shift. In addition to UP related delays, the Station contractor schedule pushed out further due to the Bridge contractor unable to perform the required concurrent workflow. The contractor was issued a Stop Work Order. The Station contractor will provide an updated schedule once work may begin. The bridge project is behind schedule due to Union Pacific review time as well as issues obtaining permits for the project.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	February 2013	December 2013 (A)
Notice of Award – Station	July 2017	July 2017 (A)
Notice to Proceed – Station	August 2017	August 2017 (A)
Substantial Completion – Station	January 2020	March 2021
Notice of Award – Bridges	September 2017	September 2017 (A)
Notice to Proceed – Bridges	November 2017	November 2017 (A)
Substantial Completion – Bridges	May 2020	December 2020

Highlights:

The existing bridges are over 100 years old and can no longer be economically repaired and maintained. Thus, they have reached the end of their useful life. The construction completed in 2015 for the outbound tracks over the same 11 streets. The new bridges will last for more than 100 years. At Ravenswood station, the current structure for the inbound side is just a bare platform. The design and construction will deliver riders a new station to provide convenience, safety, and security. This station will also be ADA accessible.

*Obligated and Expended amounts as of October 2019.

Hazel Crest Station

Description:

The project scope includes the rehabilitation of the station and north and south entrances. It will also include the addition of an elevator to make the station ADA accessible. The project will remove the old brick house and ground level garage adjacent to the station. The empty space will be used to allow for vendor space, a ticket booth, and restrooms at street level.

Status:

Construction on the station is ongoing. The elevator shaft was completed with installation of the elevator ongoing. Work also continues on the main building with mechanical, electrical, and plumbing.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$4,868,483	$4,868,481	$3,542,910	73%
Overall Project Total	$5,472,607	$5,472,605	$4,014,870	73%

Schedule:

This project is currently behind schedule due to delays of initial kick-off, initial existing conditions that differed from drawings, utility related, and procurement issues. The contractor is working on a revised schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	February 2013	December 2013 (A)
Notice to Proceed	April 2015	August 2017 (A)
Substantial Completion	October 2019	December 2019

Highlights:

Design for this station was completed under budget. The rehabilitation of the station will provide full ADA accessibility to the platforms.

*Obligated and Expended amounts as of October 2019.

Purchase 40’ Compressed Natural Gas Buses

Description:

Purchase new 40’ Compressed Natural Gas (CNG) buses for fixed route service. The current grant will provide for a minimum of 91 CNG buses. Fueling for these buses will be provided through a retrofit at Pace South Division in Markham, funded through other sources and completed in March 2016.

Status:

Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace executed a change order to procure an additional 6 CNG buses using federal funds, those buses are expected to be delivered by July 2020. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure six 40’ diesel buses as part of another contract; which covers a one-time purchase of (75) 40’ diesel New Flyer buses, 6 of those diesel buses would be procured with the state funds.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$49,000,000	$48,600,296	$45,425,836	93%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Contract Award	February 2015	February 2015 (A)
CNG Retrofit Complete	June 2015	March 2016 (A)
91 Bus Delivery	June 2016	October 2017 (A)
11 Bus Delivery	June 2018	July 2018 (A)
6 Bus Delivery	July 2020	July 2020
6 Diesel Bus Delivery	July 2020	July 2020

Highlights:

Pace has initiated service out of the South Division for these buses, and long-term operational cost savings are expected. Pace’s research has shown that despite CNG buses being initially more expensive to procure than diesel buses, they have been shown to make up the cost difference prior to the end of their useful lives thru operational savings.

*Obligated and Expended amounts as of October 2019.

Pace South Campus Project - Markham

Description:

This project is for the design and engineering, construction, project management, and any associated equipment and services for three facilities for the Pace South Campus in Markham. The three facilities are the Active Transit Management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.

Status:

Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The project team continues to advance the plans of the Acceptance Facility incorporating the review comments, advance the programming of the new office building per Pace's input and continues the work on the Civil Site plans incorporating the review comments as well as the bus driving facility. The design is 32% complete.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$27,100,000	$1,797,668	$431,793	2%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	June 2020	June 2020
Construction Notice to Proceed	December 2020	December 2020
Substantial Completion	February 2022	February 2022

Highlights:

Pace made a decision to move the Acceptance Facility originally planned for South Holland to Markham as part of the South Campus development. The original design for the South Holland Acceptance Facility will be modified to include additional facilities planned for the Pace South Campus project.

*Obligated and Expended amounts as of October 2019.

Purchase of 15-Passenger Paratransit Buses

Description:

State funding under this project will provide for the purchase of new 15-passenger paratransit vehicles under an indefinite delivery/indefinite quantity contract, with orders placed as funding becomes available.

Status:

A contract was executed with Midwest Transit for the purchase of 84 paratransit vehicles in August 2017. All 84 vehicles have been delivered and accepted. The final vehicle was delivered on June 18, 2018. A grant amendment was executed to increase the scope quantity to allow for purchase of additional vehicles. Pace expects to award a contract for (159) 15-passenger Paratransit buses to be utilized in ADA Paratransit Services by the end of fourth quarter of 2019. 22 of the paratransit vehicles in this order will be funded with the state funds remaining in this grant, the other vehicles will be purchased with other funding sources.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$7,290,500	$5,260,240	$5,247,976	72%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) /Forecast
First Vehicle Delivery	November 2015	March 2018 (A)
Last Vehicle Delivery	May 2016	June 2018 (A)
22 Bus Order	December 2019	December 2019

Highlights:

Cost savings from previous paratransit vehicle purchases have been reallocated to this project, allowing Pace to purchase more vehicles under the executed indefinite delivery/indefinite quantity contract once the funding becomes available.

*Obligated and Expended amounts as of October 2019.

Bus Stop Improvements – Joliet Gateway Center

Description:

Construct a new bus turnaround facility to serve the nine Pace routes that will connect with the upgraded transportation center in downtown Joliet on the Metra Rock Island District and Heritage Corridor lines, as well as Amtrak routes.

Status:

Pace has funding sources in the 2019 budget and continues to meet with the city of Joliet officials regarding advancing the project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and is ready to bid the larger Intermodal Transportation Project, of which the Bus Turnaround Component is a part of. Currently, the City of Joliet and Pace continue negotiations over the Intergovernmental Grant Agreement. Project Scope of Work, roles, responsibilities, and other provisions need for be finalized in order for the project to proceed.

Budget:

The project is currently on budget with zero expenditures.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	$1,709,500	$0	$0	0%

Schedule:

Milestone dates will be established once the project becomes active.

Highlights:

The overall Multi-Modal Transportation Center project is being managed by the City of Joliet. Pace has committed to funding the improvements the bus turnaround facility.

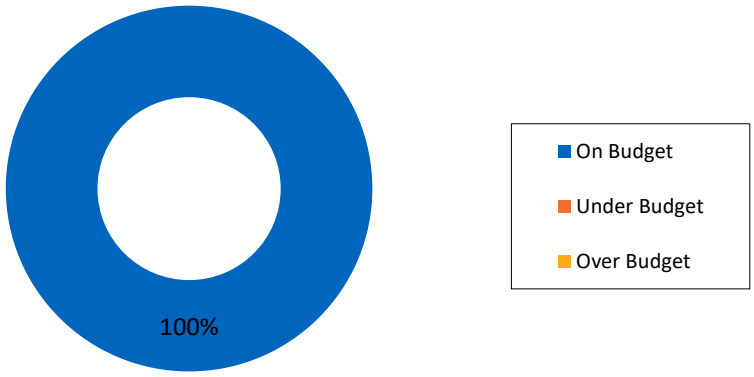
*Obligated and Expended amounts as of October 2019.

Systemwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	14
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS

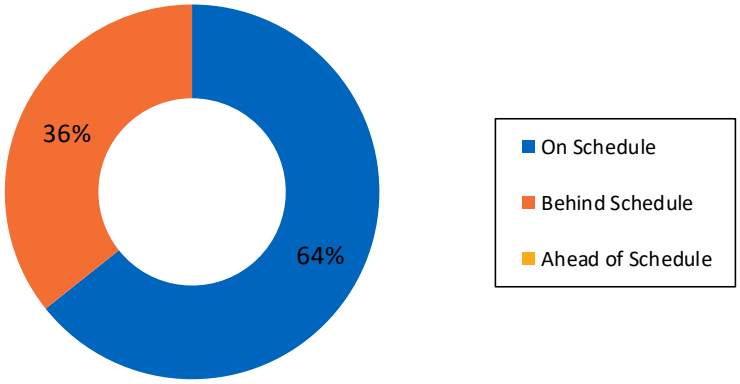


Systemwide

STATE FUNDED PROJECTS – SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	9
Behind Schedule	5
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



Projects Behind Schedule

SB	PROJECT	REASON
CTA	95th Street Terminal Improvements	Delays due to work package bidding process for the South Terminal and Value Engineering on the design for the North Terminal
Metra	Hazel Crest Station	Delay in scheduling kick-off meetings, initial conditions that differed from drawings, utility issues, and weather delays
Metra	Union Pacific North Line Bridges and Ravenswood Station	Additional time needed for Union Pacific approval as well as obtaining permits
Metra	Union Pacific West Line Expansion	Delays due to Union Pacific performed track shift later than originally anticipated.
Pace	Bus Stop Improvements – Joliet Gateway Center	Project is on hold – Intergovernmental agreement between Joliet and Pace is under development

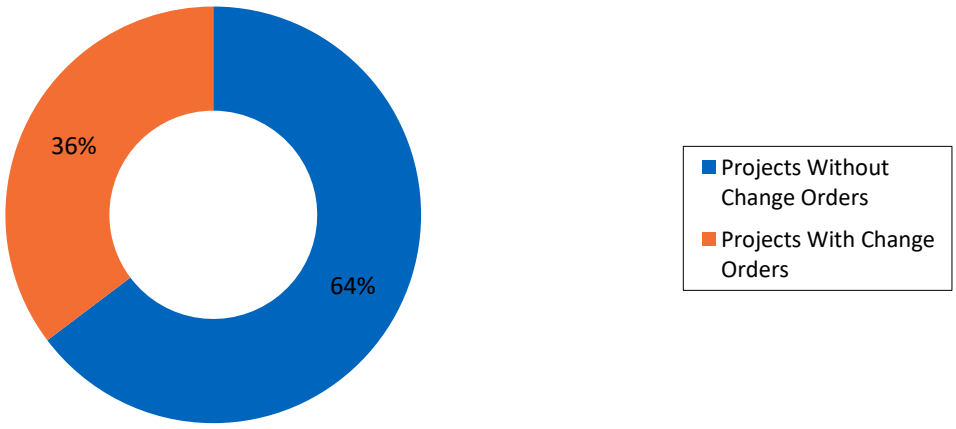
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	5
Projects Without Change Orders	9

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
CTA	95th Street Terminal Improvements	8
CTA	Rail Shop Roofs and Washer Replacements Design	3
Metra	Hazel Crest Station	2
Metra	Positive Train Control (PTC)	12
Metra	Union Pacific North Line Bridges and Ravenswood Station	4

Systemwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	17	$23,027,146
Unforeseen Conditions	10	$5,470,673
Credits	1	-$53,828
Time Extensions	1	$0
TOTAL	**29**	**$28,443,991**

The change order quantities and cost amounts represent the cumulative total for the **14** currently ongoing state-funded projects. The total cost of change orders represents about **2%** of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

Below is a summary of change orders executed during this reporting period:
CTA executed a change order for the Rail Car Washer Replacement Design project. The change order provides for additional scope of work.

For Metra, one change order was executed for the Systems Integrator contract on the Positive Train Control project. It was for a time extension through the completion of project implementation and for technical support during that time. A change order was executed for the Hazel Crest station project for unforeseen subsurface conditions as well as reconfiguration of underground utilities due to conflicts with drawings. Metra also executed change orders on the Union Pacific North Line Bridges project due to various unforeseen conditions and for additional scope to demolish a temporary platform at Lawrence.

Section II
Systemwide Projects over $10,000,000

Systemwide

PROJECTS OVER $10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase 1	$2,203,408,226
CTA	Purchase Rail Cars - Series 7000	$719,817,768
Metra	Positive Train Control (PTC)	$415,879,609
CTA	95th Street Terminal Improvements	$280,000,000
CTA	O'Hare Line - Signal Upgrades & Special Trackwork	$207,100,000
Metra	Union Pacific West Line Expansion	$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	$120,278,509
Pace	Purchase 40' Compressed Natural Gas Buses	$119,913,100
Metra	New Bi-Level Cars	$84,967,513
Pace	Purchase 30' Low-Floor Diesel Buses	$80,261,908
CTA	Lake Line & South Main Line Track Improvements - Green line	$70,000,000
CTA	East Lake, Milwaukee, and Illinois Substation Construction	$68,987,861
Metra	Locomotive Purchase	$68,048,581
Pace	Purchase 15-Passenger Paratransit Buses	$67,677,050
Metra	Locomotive Rehabilitation - F40 (Option 1)	$67,226,124
Metra	Rehabilitation of Rolling Stock	$56,428,075
CTA	Ravenswood-Loop Connector Signal Renewal	$50,000,000
Metra	Financial System Replacement	$44,369,931
CTA	Belmont and Jefferson Park Stations Improvements	$42,226,054
CTA	Dearborn Subway Improvements	$39,000,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	$38,095,843
Pace	Purchase 40' Low-Floor Diesel Buses	$36,878,581
CTA	Purchase Electric Buses	$35,475,352
Metra	Bridge Z-100 Replacement	$34,000,000
Metra	Yard Improvements	$33,175,786
Metra	Traction Power System Augmentation - Metra Electric District	$32,276,552
Metra	Locomotive Rehabilitation - MP36	$30,859,842
Metra	Commuter Car Rehabilitation - Budd	$28,533,967
Pace	Pace South Campus Project - Markham	$27,100,000
CTA	Rail Shops Roofs and Bus Washer Replacements	$25,523,142
CTA	Rail Car Overhaul - Series 2600	$25,314,552
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	$25,184,700
Pace	Purchase Vanpool Vehicles	$20,011,499
Metra	Reconstruction of Deering Bridge	$19,800,000
Metra	GPS Train Tracking	$18,264,181
Metra	Revenue Accounting System	$17,770,000
Metra	Car Rehabilitation - Nippon Sharyo - Phase 2	$17,550,000
CTA	Ravenswood Ballasted Track Project	$16,434,873

Pace	Purchase 7-Passenger Vanpool Vehicles	$13,899,800
Metra	IT Components and Services	$13,728,059
Metra	Car and Locomotive Cameras	$12,500,000
CTA	Lake Line Stations Rehabilitation - 51st, Halsted, Cottage Grove, and Kedzie	$11,932,128
Pace	Purchase Vanpool Minivans	$11,076,439
Metra	Locomotive Rehabilitation - F40 (Option 2)	$11,000,000
Metra	Head-End Power Modification	$10,720,453
Metra	Van Buren St Station	$10,000,000
Metra	Locomotive Rehabilitation - F59*	$9,250,000

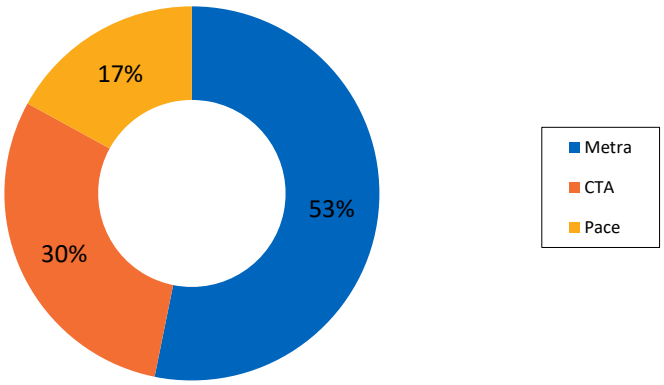
*Locomotive rehabilitation – F59 project had its budget changed from the previous report. This will be the last report on this project due to the budget falling below the $10,000,000 threshold.

Systemwide

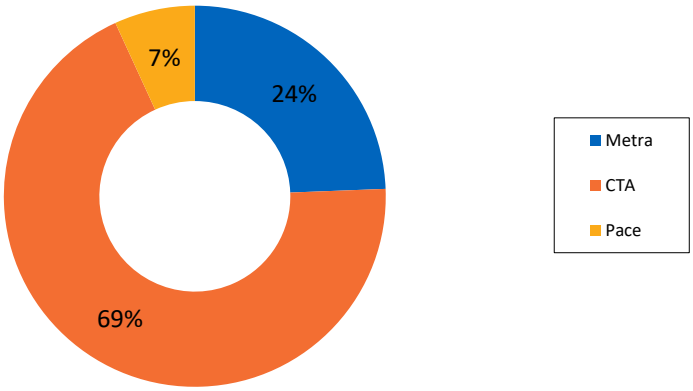
PROJECTS OVER $10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	14	$3,795,219,956
Metra	25	$1,344,847,352
Pace	8	$376,818,377
TOTAL	**47**	**$5,516,885,685**

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Systemwide

PROJECTS OVER $10,000,000 BY TYPE OF PROJECT

TYPE OF PROJECT	QUANTITY	COMBINED BUDGET
Construction	17	$3,160,743,728
Maintenance / Rehabilitation	15	$606,366,767
Procurement	15	$1,749,775,190

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	$2,721,077,411
Maintenance / Rehabilitation	4	$318,849,425
Procurement	2	$755,293,120
TOTAL	**14**	**$3,795,219,956**

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	$412,566,317
Maintenance / Rehabilitation	11	$287,517,342
Procurement	6	$644,763,693
TOTAL	**25**	**$1,344,847,352**

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	1	$27,100,000
Maintenance / Rehabilitation	0	$0
Procurement	7	$349,718,377
TOTAL	**8**	**$376,818,377**

CTA

PROJECTS OVER $10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase 1	$2,203,408,226
CTA	Purchase Rail Cars – Series 7000	$719,817,768
CTA	95th Street Terminal Improvements	$280,000,000
CTA	O'Hare Line – Signal Upgrades & Special Trackwork	$207,100,000
CTA	Lake Line & South Main Line Track Improvements – Green line	$70,000,000
CTA	East Lake, Milwaukee, and Illinois Substation Construction	$68,987,861
CTA	Ravenswood-Loop Connector Signal Renewal	$50,000,000
CTA	Belmont and Jefferson Park Stations Improvements	$42,226,054
CTA	Dearborn Subway Improvements	$39,000,000
CTA	Purchase Electric Buses	$35,475,352
CTA	Rail Shops Roofs and Bus Washer Replacements	$25,523,142
CTA	Rail Car Overhaul – Series 2600	$25,314,552
CTA	Ravenswood Ballasted Track Project	$16,434,873
CTA	Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie	$11,932,128

PROJECT:	**Red Purple Modernization (RPM) – Phase 1**
SCOPE:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.
BUDGET:	$2,203,408,226; on budget.
SCHEDULE:	On schedule; estimated completion January 2025.
HIGHLIGHTS:	The Broadway Substation Upgrade project reached substantial completion and close-out activities continued on the Advance Construction Contracts. Real estate acquisitions were also completed during this reporting period. Coordination continued for utilities on the Advance Utility Relocation work portion. The baseline schedule was approved and Design-Build team established a field office and mobilized equipment and material to the site.

PROJECT:	**Purchase Rail Cars – Series 7000**
SCOPE:	Purchase up to 846 rail cars to replace the 2600 and 3200 series fleet. The current project budget is for the base order of 400 cars. CTA may exercise options to increase the budget and purchase additional cars if funding is available. A design consultant will assist with quality control.
BUDGET:	$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Notice to Proceed was given to the manufacturer in April 2016. The Chicago Assembly Facility completed construction. CTA accepted the milestone for completion of the Final Design Phase. Car body manufacturing activities completed in China and the last five cars arrived in Chicago in September. The final assembly activities continue for the prototype cars with CTA inspectors performing inspections full-time at the CRRC Facility. The first prototype car delivery is expected to be on schedule for December 2019.

PROJECT:	**95th Street Terminal Improvements (Final)**
SCOPE:	This project will rehabilitate the 95th/Dan Ryan station on the CTA Red Line and its bus terminal, which currently serves 11 CTA and Pace routes. The new design will feature an improved layout for bus and rail customers as well as improved and updated amenities.
BUDGET:	$280,000,000; on budget.
SCHEDULE:	Behind schedule; substantial completion July 2019.
HIGHLIGHTS:	The main design-build contract is ongoing, with the majority of the construction completed. The contractor requested substantial completion in July 2019, which has not been accepted by the CTA. For Milestone 1, which covered the South Terminal, punch-list work continues. For Milestone 2, which covered all the remaining work related to the station and the North Terminal, punch-list activities continue.

PROJECT:	**O'Hare Line – Signal Upgrades & Special Trackwork**
SCOPE:	This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented with the O'Hare Extension in 1984, and has become obsolete. Following the WMATA incident in 2009, NTSB analyzed systems across the country, including CTA's signal systems. NTSB uncovered a similar design flaw with this generation system, and recommended that a slow zone be added. Phase five work will address these issues, allowing the slow zone to be lifted, and improving safety and reliability on the branch overall. Replacement of two special track-work elements to facilitate train movements and allow for increased operational flexibility and reduced maintenance.
BUDGET:	$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion May 2021.
HIGHLIGHTS:	Work during this reporting period included the completion of line cuts #1 through #6, installation of conduit, temporary wiring, and duct bank installation. Activities continued with the development of the Book of Plans and Shop Drawings. The first relay house shell was successfully delivered for population.

PROJECT:	**Lake Line & South Main Line Track Improvements – Green Line**
SCOPE:	This project will provide for the replacement of ties, track fasteners, footwalk, and incidental signal and traction power in addition to track improvements. This will be on the Green Lines Lake Line, between Clinton and Ashland, and the South Main Line, between Tower 17 and 35th Street.
BUDGET:	$70,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	The project continued with the final design completed in July 2019. Work along the Lake Line portion is ongoing and expected to reach substantial completion by November 2019. Subsequently, the South Main Line is expected to reach substantial completion afterwards in December 2019.

PROJECT:	**East Lake, Milwaukee, and Illinois Substation Construction**
SCOPE:	This project will provide for upgrades to the building envelopes as well as upgrades to interior finishes, AC power, lighting, alarms, heating, ventilation and plumbing systems at all three substations. At East Lake substation the routing of cables from the substation to the elevated structure will be coordinated around a very congested area underground. The East Lake building will be purchased from ComEd. At Milwaukee substation the project will provide for new traction power equipment with greater capacity.
BUDGET:	$68,987,861; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	Work continued on the East Lake Substation with delivery, installation, and pre-testing of lineup #2. The factory testing is ongoing for the traction power equipment. Concurrently, the traction power ductbank installation is ongoing in the courtyard area. Coordination with the Office of Underground Coordination continues for this work as the traction power ductbank goes through the sidewalk and street.

PROJECT:	**Ravenswood-Loop Connector Signal Renewal**
SCOPE:	Replace obsolete signal equipment beyond its useful life with new state-of-the-art equipment, which will increase safety and livability in the Chicago metropolitan area and surrounding region.
BUDGET:	$50,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	CTA is implementing this project through a design-build contract. Troubleshooting is ongoing. Demolition of old signal equipment was completed during this reporting period.

PROJECT:	**Belmont and Jefferson Park Stations Improvements (Final)**
SCOPE:	The work scope is for station upgrades. Belmont station work includes a new station canopy, site improvements, enlarged bus prepaid boarding area, renovated station electrical and finishes, and refurbished platform furniture. Jefferson station improvements include reconstructed bus turnaround pavement and canopies, renovated entrance and customer waiting areas, enhanced lighting, improved signage, new public art, updated communication elements, and repaired roofing, platform edge, and curtain wall.
BUDGET:	$42,226,054; on budget.
SCHEDULE:	On schedule; Substantial completion was reached in July 2019.
HIGHLIGHTS:	This is a design-build project that is in the close-out phase. Belmont Station and Canopy work is complete, landscaping and punch-list work is complete. Jefferson Park Station and both bus turnaround work is complete, landscaping and punch-list work is complete. The project management team continues to work on closing out the project.

PROJECT:	**Dearborn Subway Station Improvements**
SCOPE:	The proposed scope of work includes improvements at the street, mezzanine, and platform levels. New entry canopies will be installed at each stair opening with new glazed tile walls, lighting, and repainted ceilings. Mezzanine and platform improvements will include new finishes, lighting, furniture, and exit roto-gates. Elevators and stairs will also be replaced.
BUDGET:	$39,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	This project is in the construction phase. The contractor has started the refurbishment of the Chicago station, with a new platform topping slap being poured and structurally glazed facing tiles being installed on the walls. Simultaneous construction of the Grand and Division stations also begun. The design is ongoing for the Grand Station auxiliary entrance.

PROJECT:	**Purchase Electric Buses**
SCOPE:	Provide for the purchase of up to forty-five 40-Foot battery-powered, zero-emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.
BUDGET:	$35,475,352; on budget.
SCHEDULE:	On schedule; estimated completion April 2020.
HIGHLIGHTS:	Proterra have manufactured six pilot buses with CTA inspectors on-site to conduct pre-ship acceptance inspections. The six pilot buses are expected to be delivered to CTA in Q4-2019. CTA Bus Engineering staff will begin working with Proterra on the production of e-buses and the construction of the charging stations.

PROJECT:	**Rail Shop Roofs and Washer Replacement Design**
SCOPE:	This project will provide for improvements at the Green Line Harlem Rail Shop and Blue Line Des Plaines Rail Shop. The roofing component replaced existing roofs at Harlem and Des Plaines Shops. A new exterior rail car washer is to be installed at the Harlem Shop.
BUDGET:	$25,523,142; on budget.
SCHEDULE:	On schedule; estimated completion November 2019.
HIGHLIGHTS:	Construction work on rail shop roofs at both Harlem and Des Plaines Shops is complete. Design is on-going for the rail car washer replacement at Harlem shop. The 90% milestone was completed on 10/11/19. The next design milestone is 100% which will be issued for bid. Interagency coordination is underway for design documents to be advanced and construction phase permit applications submitted. Construction will be completed with other funding sources.

PROJECT:	**Rail Car Overhaul – 2600 Series**
SCOPE:	This project is for an overhaul of ninety 2600 Series rail cars in order to extend their useful life.
BUDGET:	$25,314,552; on budget.
SCHEDULE:	On schedule; estimated completion March 2021.
HIGHLIGHTS:	This project consists of three phases. Phase A is for rail car motor replacement. This Phase was completed in October 2019. Phase B is for procurement and installation of the propulsion kits. The parts contract was executed and kits are currently being received. Work related to this phase is to begin in November 2019 and scheduled to be completed in July 2020. Phase C is for the procurement and installation of the car doors. The material procurement began in October 2019 and entire phase is scheduled to be completed in March 2021.

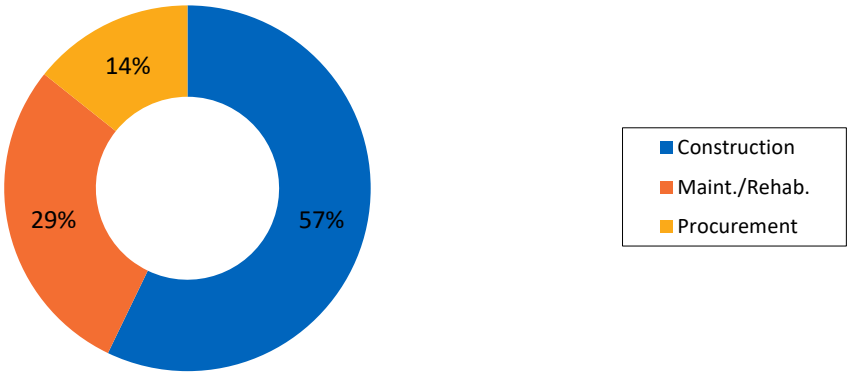
PROJECT:	**Ravenswood Ballasted Track Project**
SCOPE:	This project provides for an outside contractor to replace ties, track fasteners, footwalks, and incidental signal and traction power. This project will also improve deteriorated ballasted track and grade crossing conditions with tie renewal, grade crossing improvements, selective ballast replacement, and rail grinding on the Ravenswood Line (Brown Line) between Western and Kimball. Finally, the project will include the replacement of contact rails and chairs.
BUDGET:	$16,434,873; on budget.
SCHEDULE:	On schedule; estimated completion June 2020.
HIGHLIGHTS:	The contractor was selected and Notice-To-Proceed was issued in July 2019. The contractor began to provide initial submittals and process plans. Preparations began for the 1st weekend line cut. Completion of the track work at Rockwell is anticipated in 2019-Q4.

PROJECT:	**Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie (Final)**
SCOPE:	The purpose of this project is to rehabilitate the station's customer-facing elements with enhancements that include, but are not limited to: CTA sign replacement, stair repairs/replacement, stainless steel handrails, ADA compliant stainless steel station doors, station flooring, platform furniture refurbishment, LED lighting, painting, polishing of stainless steel surfaces, and power washing.
BUDGET:	$11,932,128; on budget.
SCHEDULE:	On schedule; estimated completion November 2019.
HIGHLIGHTS:	All work is complete as well as punch list work. The contract is in closeout. This will be the final report on this project.

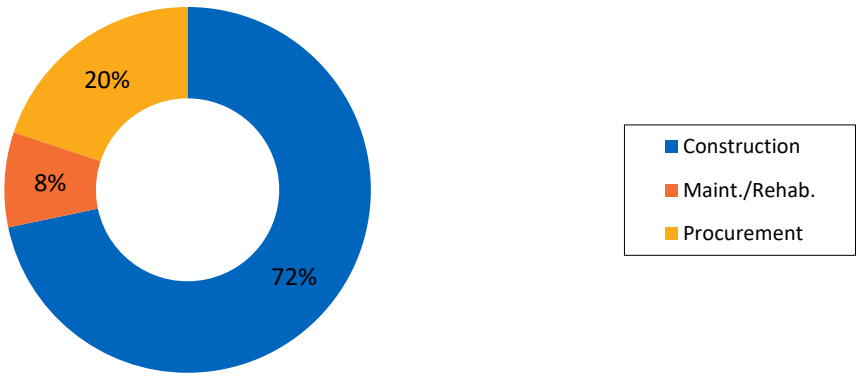
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	$2,721,077,411
Maintenance / Rehabilitation	4	$318,849,425
Procurement	2	$755,293,120

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER $10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	Positive Train Control (PTC)	$415,879,609
Metra	Union Pacific West Line Expansion	$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	$120,278,509
Metra	New Bi-Level Cars	$84,967,513
Metra	Locomotive Purchase	$68,048,581
Metra	Locomotive Rehabilitation - F40 (Option 1)	$67,226,124
Metra	Rehabilitation of Rolling Stock	$56,428,075
Metra	Financial System Replacement	$44,369,931
Metra	Union Pacific North Line Bridges and Ravenswood Station	$38,095,843
Metra	Bridge Z-100 Replacement	$34,000,000
Metra	Yard Improvements	$33,175,786
Metra	Traction Power System Augmentation - Metra Electric District	$32,276,552
Metra	Locomotive Rehabilitation - MP36	$30,859,842
Metra	Commuter Car Rehabilitation - Budd	$28,533,967
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	$25,184,700
Metra	Reconstruction of Deering Bridge	$19,800,000
Metra	GPS Train Tracking	$18,264,181
Metra	Revenue Accounting System	$17,770,000
Metra	Car Rehabilitation - Nippon Sharyo - Phase 2	$17,550,000
Metra	IT Components and Services	$13,728,059
Metra	Car and Locomotive Cameras	$12,500,000
Metra	Locomotive Rehabilitation - F40 (Option 2)	$11,000,000
Metra	Head-End Power Modification	$10,720,453
Metra	Van Buren St Station	$10,000,000
Metra	Locomotive Rehabilitation - F59	$9,250,000

PROJECT:	**Positive Train Control (PTC)**
SCOPE:	Pursuant to the US Rail Safety Improvement Act of 2008, the United States railroad network, which includes all Metra lines, is required to implement PTC. In addition to this legislative mandate, justification for PTC also involves several safety improvements.
BUDGET:	$415,879,609; on budget.
SCHEDULE:	On schedule; estimated completion November 2020.
HIGHLIGHTS:	System integrator planning and work activities support PTC implementation. Various testing is on-going and interagency project status reports are being submitted. Training continues and recently included mechanical and CAD (Computer-Aided Dispatching) training for dispatchers. Work continues on the development of the Clear Path operating interface to other rail partners in the Chicago area. System Integrator is providing maintenance services for Metra's configuration management system to collect, monitor, and resolve anomalies, changes and defects.

PROJECT:	**Union Pacific West Line Expansion**
SCOPE:	This project, a Public-Private Partnership funded 50% by Metra and 50% by the Union Pacific Railroad, involves the expansion and extension of the UP West Line, including the addition of a third main line track.
BUDGET:	$124,939,627; on budget.
SCHEDULE:	On schedule; estimated completion December 2020 for Eastern Section.
HIGHLIGHTS:	Construction continues for the eastern section. UP performed the third track cutover and placed the other tracks in service. The permanent fence continues construction east of the Des Plaines River as well as the retaining wall east of the Maywood Station. Work will continue along the East Abutment of the Des Plaines river, west bank of the river landscaping, and permanent fence installation. The construction portion of the western section will go out for bid in 2019-Q4 or 2020-Q1 timeframe.

PROJECT:	**Replace Bridges, 18th to 55th Streets – Rock Island District**
SCOPE:	Project funding provides for the replacement of bridges between 18th Street and 60th Street on the Rock Island District. It will also include new tracks, signal systems, flagging, and management and inspection work for the project.
BUDGET:	$120,278,509; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Phase 1 and 2 design and construction are complete. The Phase 3 design task was issued an NTP in August 2018. The Phase 3 design was completed in July 2019. Currently, the project is waiting on a hazardous material investigative report to be completed which is estimated to be completed in 2019. The construction phase will go out for bid once the results of the report are obtained, with estimated completion of construction in 2020.

PROJECT:	**New Bi-Level Cars**
SCOPE:	The long-term proposed rail car program will purchase 367 new diesel cars to replace 318 cars with an average age of 43 years and increase the number of spare cars by 49.
BUDGET:	$84,967,513; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra has completed final specification in early 2017 and issued an RFP in mid-2017. Metra decided to reject all bids and to rebid due to low number of bidders. Currently, Metra's Mechanical department is drafting a revised specification and expected to submit to procurement. Bids are due by 4th quarter of CY 2019. This project will extend over multiple years.

PROJECT:	**Locomotive Purchase**
SCOPE:	This project involves the purchase of at least 12 and up to 42 new and/or remanufactured diesel locomotives.
BUDGET:	$68,048,581; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Metra has recently given a Notice-to-Proceed for the purchase of 20 F-59H1 locomotives from Amtrak. Metra concurrently prepared a requisition for additional new or remanufactured diesel locomotives. The bid is currently under review. Metra has received and conditionally accepted 15 locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and more fuel efficiency than the locomotives in the current fleet.

PROJECT:	**Locomotive Rehabilitation – F40 (Option 1)**
SCOPE:	This project funds a total of 42 locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the first batch of their fleet to undergo the rehabilitation process.
BUDGET:	$67,226,124; on budget.
SCHEDULE:	On schedule, estimated completion has been extended to December 2020.
HIGHLIGHTS:	Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Thirty-one locomotives have completed the rehab process. One locomotive is currently in process. Some of the locomotives will be rehabilitated under a different project number to use state funds.

PROJECT:	**Rehabilitation of Rolling Stock**
SCOPE:	Metra is rehabilitating locomotives and bi-level commuter rail cars. The locomotives are being rebuilt with complete renovation of the diesel engine, overhaul of the traction alternator, head end power alternator and gear box, replacement of the control system, coupler and draft gears, revamping of the trucks, including traction motors, body repair and modifications, installation of secondary engine room door and painting. The rail cars are being renovated with replacement of couplers, yokes, draft gears, weather stripping, seats, floors, walls, window and door mechanisms, application of tube style diaphragms, renewal of the 480-volt and control train lines and repair of heating and lighting systems.
BUDGET:	$56,428,075; on budget.
SCHEDULE:	Project on schedule. Progress is being measured with production rates.
HIGHLIGHTS:	This project will lower maintenance costs. For locomotive rehabs, fuel costs will be lowered and air pollution and the regional economy health will be improved. The rail car rehab will improve the reliability and quality of service for commuters.

PROJECT:	**Financial System Replacement**
SCOPE:	This project will provide funding for Metra to implement and Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices”. This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.
BUDGET:	$44,369,931; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Phase 1 went live in January 2016 for Charts of Accounts and General Ledger modules. Phase 2, which includes Budget, Procurement, Inventory, Projects and Grants, Accounts Payable and Receivable Modules went live in June 2017. Phase 3, which is the Payroll Module, went live in March 2019. Activities are in progress for Phase 4, Revenue Accounting.

PROJECT:	**Union Pacific North Line Bridges and Ravenswood Station**
SCOPE:	The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.
BUDGET:	$38,095,843; on budget.
SCHEDULE:	Behind schedule; estimated completion June 2021.
HIGHLIGHTS:	The stop work order previously reported on was still in place for Ravenswood Station. No work on this project may continue until UP performs a track shift. Construction continues with the bridge project. The demolition of superstructures for the eleven bridges were completed during this reporting period. The General Contractor continues to install drilled shafts, abutments, and erect new structural steel and bridge bearings along the bridges.

PROJECT:	**Bridge Z-100 Replacement**
SCOPE:	This project is an infrastructure replacement and expansion project that will replace the Milwaukee District West Line's Fox River Bridge with a new, double-track structure, which will also include a modern, PTC-compliant signal system. The project scope includes completing the design process, purchasing a permanent easement, and a two-phase construction process.
BUDGET:	$34,000,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2020.
HIGHLIGHTS:	Phase 1 is complete and Phase 2 is underway. Construction work started in April 2018 and is 70% complete. This bridge is the only remaining single track segment between Elgin and downtown Chicago. This project will this the growing demand for both passenger and freight service by increasing reliability and operations on this line.

PROJECT:	**Yard Improvements**
SCOPE:	This project includes, but not limited to, the rehabilitation of the 49th Street Car Shop on the Rock Island line to enable additional shift work for rail car and locomotive rehabilitation. Work could also include but not be limited to expanding office space, crew facilities, and locker rooms. A transfer table could also be added.
BUDGET:	$33,175,786; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
HIGHLIGHTS:	Construction on this project started on April 1, 2018 and is currently 56% complete with work continuing.

PROJECT:	**Traction Power System Augmentation – Metra Electric District**
SCOPE:	Four existing tie stations (51st Street, 95th Street, Riverdale, and Homewood) will be converted into power substations with substantially greater power capacity and installing a new prefabricated substation at 31st Street.
BUDGET:	$32,276,552; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Converting the tie stations into substations and installing a new substation will increase capacity and reliability on the Metra Electric District. Construction is moving from north to south. Construction at 31st Street and 51st Street are complete. Design for 95th Street and Riverdale are 100% complete. Bids were received and contract was awarded for both 95th St. and Riverdale substation construction. The contractor was issued an NTP in October 2018 and construction work continues during this period.

PROJECT:	**Locomotive Rehabilitation – MP36**
SCOPE:	This project involves the mid-life rehabilitation of 26 locomotives that were delivered between 2003 and 2004.
BUDGET:	$30,859,842; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Work is ongoing and being performed in-house. Locomotives are being strategically removed from service to undergo rehabilitation with minimal impact to revenue service. Requisition of materials is in process. Materials are released from Master Purchase Orders as needed. Twenty-three locomotives completed the rehabilitation and two are currently in Metra's shop undergoing rehabilitation.

PROJECT:	**Commuter Car Rehabilitation – Budd**
SCOPE:	This project involves the life-extending rehabilitation of up to 41 commuter cars, originally built by the Budd Company between 1974 and 1978, last rehabilitated between 1990 and 1993. The rehab includes, but is not limited to, replacement and/or repair to electrical and control lines, heating and lighting systems, replacement of seats, floors, walls, AC units, overhaul of trucks, replacement of all windows, door mechanisms, and emergency lighting requirements, etc.
BUDGET:	$28,533,967; on budget.
SCHEDULE:	On schedule; estimated completion November 2020.
HIGHLIGHTS:	This project will improve the overall state of good repair for Metra rolling stock. As with the locomotive rehabilitation projects, vehicles are being removed from service in such a manner as to not disrupt operations. Twenty-eight cars completed the rehabilitation with three currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars. Additional cars are being completed as a more precise and limited rehab program.

PROJECT:	**Car Rehabilitation – Nippon Sharyo - Phase 3**
SCOPE:	The overall project involves the mid-life rehabilitation of multiple bi-Level electric commuter cars delivered between 2002 and 2008. This portion of the project involves the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. This is the first major rehabilitation of these cars, and is the third phase in a multi-year program to complete the rehabilitation of all 300 cars.
BUDGET:	$25,184,700; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	This phase of program began in November 2018 and expected to be finish by December 2020. Twenty-four cars completed the rehab with four cars in progress.

PROJECT:	**Deering Bridge (Final)**
SCOPE:	This project consists of rehabilitating the Deering bridge over the North Branch of the Chicago River. It also includes the rehabilitation of the Webster Avenue bridge just south of the Deering bridge and the fill of the bridge over the former Milwaukee Road just north of Deering Bridge.
BUDGET:	$19,800,000; on budget.
SCHEDULE:	On schedule; substantial completion reached in August 2019
HIGHLIGHTS:	The Contractor reached substantial completion of the project in August 2019. The punch list items are considered complete and project closeout continues as well as final bills remain.

PROJECT:	**GPS Train Tracking**
SCOPE:	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.
BUDGET:	$18,264,181; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Contract has been awarded and project kick-off meeting was held. The project is in the conceptual design phase and is at 55% completion with the first milestone nearing completion. Project design report is at 50% completion.

PROJECT:	**Revenue Accounting System**
SCOPE:	Metra will implement a new and updated revenue accounting system and will also provide funding for Metra to scope and release an RFP to integrate its current financial system into an Enterprise Resource Planning (ERP) system that will be compliant with current best practices.
BUDGET:	$17,770,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Consultants are continuing implementation and support services for Oracle Point-of-Sale Projects and Phase 4 of ERP, which is the Revenue Accounting Module. Requisition is in process for ticket vending machines.

PROJECT:	**Car Rehabilitation – Nippon Sharyo - Phase 2 (Final)**
SCOPE:	The overall project involves the mid-life rehabilitation of 302 Bi-Level commuter cars delivered between 2002 and 2008. This portion of the project involves the mid-life rehabilitation of 11 cab cars and 19 trailer/coach cars built by Nippon Sharyo and delivered between 2002 and 2005. This is the first major rehabilitation of these cars, and is the second phase in a multi-year program to complete the rehabilitation of all 300 cars.
BUDGET:	$17,550,000; on budget.
SCHEDULE:	On schedule; completed November 2019.
HIGHLIGHTS:	All cab cars and trailer/coach cars completed rehab. Phase II work is considered complete and final bills remain. This will be the final report on this project.

PROJECT:	**IT Components and Services**
SCOPE:	This project will provide for purchase of various types of computer hardware and software for utilization at Metra Headquarters and outlying areas. Purchases will include, but are not limited to, mainframe terminal and printer replacement, mainframe tape system, replacement of obsolete network switches, computers, printers, copiers and new servers.
BUDGET:	$13,728,059; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Requisitions are being prepared for hardware and software.

PROJECT:	**Car and Locomotive Cameras**
SCOPE:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes but not limited to an inward facing camera which includes facial recognition, outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.
BUDGET:	$12,500,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	The new technology will allow recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. In addition, individual frames will not be grainy or distorted. Currently, the DVR system is in full scale installation by Metra Forces. A contractor has been selected for installation of passenger area cameras. Contractor selection still awaits Board approval.

PROJECT:	**Locomotive Rehabilitation – F40 (Option 2) (Final)**
SCOPE:	Ten locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the second batch of their fleet to undergo the rehabilitation process.
BUDGET:	$11,000,000; on budget.
SCHEDULE:	On schedule, project completion was reached in July 2019.
HIGHLIGHTS:	Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Project funds were awarded in August 2016. These funds are for Option 2 execution for rehabilitation of 10 locomotives. All activities in the project were completed. Final bills and reconciliations are complete.

PROJECT:	**Head-End Power Modification**
SCOPE:	This project will modify 12 locomotives by replacing the main engine-driven generator and inverter combination that provides power to the train. This consists with a separate engine/generator set on Metra's Model MP36 passenger locomotives currently assigned to service on the RID and MWD lines.
BUDGET:	$10,720,453; on budget.
SCHEDULE:	On schedule; estimated completion May 2020.
HIGHLIGHTS:	Seven of the twelve locomotives were completed. Two locomotives are in process. Improved fuel efficiency and reduced emissions are expected on locomotives upon completion of the project.

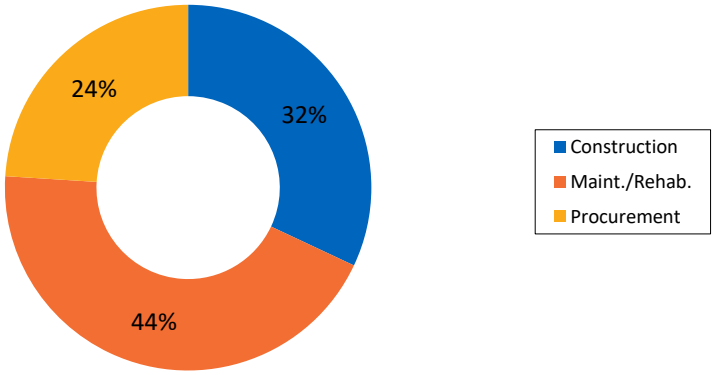
PROJECT:	**Van Buren St Station**
SCOPE:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but is not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
BUDGET:	$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra awarded the consultant contract for station concept design. Currently, concept design is at 99% completion and funded out of an Infrastructure Engineering Project. The City of Chicago reviewed the conceptual design and submitted comments, which Metra reviewed. Additional changes to specifications are being made and scope is being finalized.

PROJECT:	**Locomotive Rehabilitation – F59 (Final)**
SCOPE:	This project involves the purchase of used locomotives, as well as additional parts, for the life extension of the used locomotives. This project includes, but is not limited to, overhaul of the air compressor, main generator, traction motors, electrical control systems, replacement of couplers and gears, and body repairs/modifications.
BUDGET:	$9,250,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2020.
HIGHLIGHTS:	The vendor selected for the rehab was issued an NTP. The Buy America audit process for materials to be used in the project was completed during this reporting period. Two locomotives are currently being rehabbed and one locomotive is being shipped to the vendor. The reallocated funding for this project removed it from the monetary threshold and this will be the final report on this project.

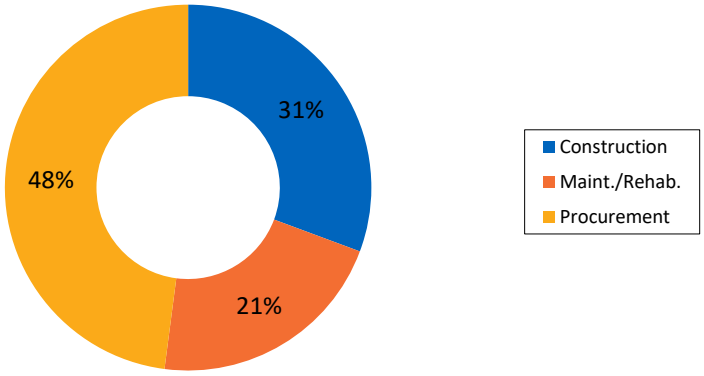
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	8	$412,566,317
Maintenance / Rehabilitation	11	$287,517,342
Procurement	6	$644,763,693

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace

PROJECTS OVER $10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	Purchase 40' Compressed Natural Gas Buses	$119,913,100
Pace	Purchase 30' Low-Floor Diesel Buses	$80,261,908
Pace	Purchase 15-Passenger Paratransit Buses	$67,677,050
Pace	Purchase 40' Low-Floor Diesel Buses	$36,878,581
Pace	Pace South Campus Project – Markham	$27,100,000
Pace	Purchase Vanpool Vehicles	$20,011,499
Pace	Purchase 7-Passenger Vanpool Vehicles	$13,899,800
Pace	Purchase Vanpool Minivans	$11,076,439

PROJECT:	**Purchase 40' Compressed Natural Gas Buses**
SCOPE:	This project involves a five-year indefinite delivery/indefinite quantity contract for 40' compressed natural gas buses. The minimum quantity to be purchased under this contract is 91 buses and the total number of buses procured will not exceed the maximum amount of 250.
BUDGET:	$119,913,100; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to July 2020.
HIGHLIGHTS:	Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace executed a change order to procure an additional 6 CNG buses using federal funds, those buses are expected to be delivered by July 2020. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure six 40' diesel buses as part of another contract; which covers a one-time purchase of (75) 40' diesel New Flyer buses, 6 of those diesel buses would be procured with the state funds.

PROJECT:	**Purchase 30' Low-Floor Diesel Buses**
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 30' low floor diesel buses. The minimum quantity to be purchased under this contract is 67 buses and the total number of buses procured will not exceed the maximum amount of 164.
BUDGET:	$80,261,908; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 23 buses have been ordered to date. Pace is currently working with the vendor to determine a delivery schedule for the first order. The buses are expected to service the areas currently serviced by Fox Valley and MV Batavia.

PROJECT:	**Purchase 15-Passenger Paratransit Buses**
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. The minimum quantity to be purchased under this contract is 104 buses and the total number of buses procured will not exceed the maximum amount of 753.
BUDGET:	$67,677,050; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 159 paratransit buses have been ordered to date. Pace is currently working with the vendor to determine a delivery schedule for the first order. The buses are expected to service the counties of DuPage, Kane, Lake, Will and Cook.

PROJECT:	**Purchase 40’ Low-Floor Diesel Buses**
SCOPE:	This project is a new contract in June 2019 for the one-time purchase of (75) 40’ low-floor diesel transit buses.
BUDGET:	$36,878,581; on budget.
SCHEDULE:	On schedule; estimated completion June 2020.
HIGHLIGHTS:	Pace expects deliveries of the (75) buses to begin by June 2020. The buses are expected to service the routes currently serviced by West Division.

PROJECT:	**Pace South Campus Project - Markham**
SCOPE:	This project is for the design and engineering, construction, project management, and any associated equipment and services for three facilities for the Pace South Campus in Markham. The three facilities are the Active Transit management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.
BUDGET:	$27,100,000; on budget.
SCHEDULE:	On schedule; estimated completion February 2022.
HIGHLIGHTS:	Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The project team continues to advance the plans of the Acceptance Facility incorporating the review comments, advance the programming of the new office building per Pace's input and continues the work on the Civil Site plans incorporating the review comments as well as the bus driving facility. The design is 32% complete.

PROJECT:	**Purchase Vanpool Vehicles**
SCOPE:	The vanpool procurement for conversion vehicles allowed for multiple awards based on van types. Therefore, this procurement was awarded to two vendors, each with a five-year indefinite delivery/indefinite quantity contract. They have a combined minimum of 70 and maximum of 525 conversion vans. The contracts are for purchasing of 7, 10, and 14 passenger conversion vans.
BUDGET:	$20,011,499; on budget.
SCHEDULE:	On schedule; estimated completion June 2020.
HIGHLIGHTS:	To date, 218 conversion vans have been ordered, including three additional new orders totaling 93 conversion vans. All conversion vans have been delivered and in service as of July 2019.

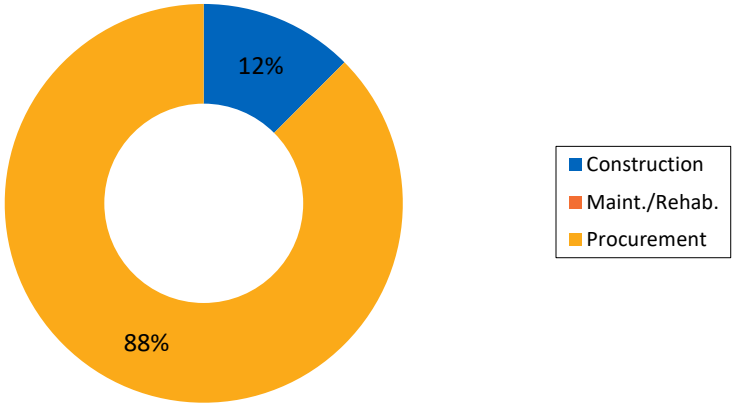
PROJECT:	**Purchase 7-Passenger Vanpool Vehicles**
SCOPE:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured will not exceed the maximum amount of 400.
BUDGET:	$13,899,800; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of (25) vans have been ordered to date. The contract was able to be awarded due to bids received met the Buy America requirement. Pace is currently working with the vendor to determine the delivery schedule for the first order. The vans are will be utilized in the six county Pace service area.

PROJECT:	**Purchase Vanpool Minivans (Final)**
SCOPE:	A 5-year contract with a third vendor was awarded on October 9, 2016 for the vanpool procurement of minivans with a minimum quantity of 124 and maximum of 421. On October 26, 2016, FTA granted Pace a Buy America Waiver for domestic content and final assembly requirement for up to 188 Dodge Caravans.
BUDGET:	$11,076,439; on budget.
SCHEDULE:	On schedule; estimated completion October 2020.
HIGHLIGHTS:	To date, 208 minivans were ordered and delivered under this contract. As previously stated, the new change order for an additional 122 vanpool vans was cancelled. Pace bid out a new vanpool procurement to ensure and confirm that no vendors can perform the final assembly of these vehicles in the United States. A bid came back and was awarded due as it met the Buy America requirements. The contract for this project is still active. However, Pace has no plans to procure additional vehicles under this contract in the foreseeable future.

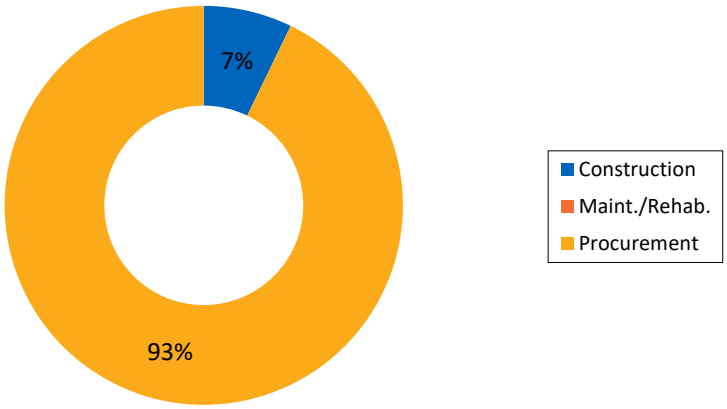
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	1	$27,100,000
Maintenance / Rehabilitation	0	$0
Procurement	7	$349,718,377

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Conclusion

RTA implements the Project Management Oversight (PMO) program as part of the requirements under the RTA Act to oversee the Service Boards' capital programs and expenditures. This report provides details on progress, schedule and budget for capital projects with various funding sources in the RTA region. The Service Boards' project management and capital improvements efforts in this reporting period have seen considerable progress. Many of the current projects underway will improve the region's state of good repair, while others are directed to improvements in customer convenience, safety and security, or compliance with federal requirements. It continues to show the results of great efforts made by collaboration between the RTA, the Service Boards, various governmental entities and local municipalities.

Regional Transportation Authority

175 West Jackson Boulevard, Suite 1650
Chicago, Illinois 60604

Phone: 312-913-3200

RTAChicago.org

Follow us on

Chicago Transit Authority
567 W. Lake St.
Chicago, IL 60661
888-968-7282
www.transitchicago.com

Metra
547 W. Jackson Blvd.
Chicago, IL 60661
312-322-6777
www.metrarail.com

Pace
550 W. Algonquin Rd.
Arlington Heights, IL 60005
847-364-7223
www.pacebus.com