

# Project Management Oversight Report

June 2024



# Executive Summary

This semi-annual Report on Project Management Oversight details the Service Boards' efforts in implementing their capital programs. Included are details on all state-funded projects, regardless of budget, and all regionwide 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 Regional Transit Strategic Plan, *Transit is the Answer*, highlights the need for an annual investment of \$3.5 billion over the next 10 years to address chronic disinvestment, to achieve a state of good repair, to make improvements to the sustainability of transit, and to improve accessibility, reliability, and equity. The Rebuild Illinois and PAYGO funding has begun to expedite overdue repair and replacement projects, reduce the backlog of deferred improvements, and move the system toward a state of good repair, however it is not enough to address the long-term project backlog. With all the Rebuild Illinois and the first five years of PAYGO funds already programmed, the region has begun to see results on many previously established priority projects highlighted in this report.

This report includes 44 Rebuild Illinois projects, 36 PAYGO projects and 1 project funded with prior years' programs, representing over \$2.91 billion in state funding. Some of the projects that started recently have low expenditures due to payment milestones not yet achieved. There are also many other Rebuild Illinois projects that are in planning phases or under procurement and will be included in future reports.

All of the state funded projects and projects with budgets greater than \$10 million are detailed in this report. In total, these 109 projects represent almost \$8.2 billion worth of capital investment for the three Service Boards. Many of these projects address outstanding capital needs, while others are directed toward enhancing customer experience, accessibility improvements, safety, and security.

Eleven state funded projects were completed during this reporting period. Three of the completed projects were Rebuild Illinois funded projects and eight were PAYGO funded projects. There were 9 change orders executed during the current reporting period. The executed change orders were for ongoing projects to add value, unforeseen conditions, and extend the completion dates.

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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# Background

## PMO Program

The RTA implements the PMO program pursuant to Section 2.01(b) of the RTA Act. RTA is required to oversee the Service Boards capital programs and expenditures. PMO is a part of RTA's fulfillment of this requirement. The PMO program is designed to accomplish the goals established by the RTA Act and implemented through the standard grant agreement with the Service Boards. These goals specifically include:

- Demonstrating to stakeholders and funding agencies, including the Federal Transit Administration and the Illinois Department of Transportation, that the Service Boards' capital programs and individual projects are well managed;
- Increasing the transparency and accountability of Service Board capital expenditures;
- Minimizing schedule delays and cost overruns without reducing project scope through proactive advisory measures;
- Documenting Service Boards' efforts to maintain a state of good repair;
- Highlighting RTA and Service Board accomplishments as well as documenting a high level of project management ability through periodic reporting.

Through this program the PMO staff works with the RTA Capital Division and the Service Boards to ensure that capital funding is spent efficiently and effectively.

## PMO Process

The PMO program provides a more stringent level of oversight for projects funded by the State of Illinois. This funding is appropriated for Service Board projects through RTA grants. Projects with budgets of \$10 million or more, that do not have any state funding, are reported on semiannually.

The diagram below describes the PMO process for State Funded projects. First, the Service Boards complete and submit the grant applications for the Rebuild Illinois and PAYGO funding that are reviewed and approved by the RTA and IDOT. After the grant funds are awarded, the Service Boards finish up their project planning and complete the procurement process for the project. Once the procurement process is completed at the Service Board level, the RTA concurs on the procurements and a Notice to Proceed (NTP) is issued for the project. The RTA PMO process starts once there is an executed contract with the contractor and project scope activities have commenced. From this point the PMO considers the project to be active. The PMO team monitors the project scope, schedule and budget against the baseline approved in the executed contract documents. All active PMO projects are included in the PMO report. A project exits the PMO process once it reaches substantial completion. After substantial completion there are still closeout administrative activities and final invoices that are reviewed and approved by the RTA Capital Division, however the scope has been completed and the project is no longer included in the PMO report. RTA PMO projects are a subset of the capital program projects, and the PMO report provides a snapshot in time of the currently active PMO projects.







## Project Schedules

The Service Boards submit a proposed project schedule with the grant application. This project schedule includes the Planning and Procurement Phase of the Project (second arrow above) as well as the actual Project Implementation (third arrow above). The schedule submitted with the grant application gives the RTA and IDOT a general projection when the funding will be expended and when the project will be completed. It tracks the project all the way through close out. In this report we refer to this schedule as the **Preliminary Project Schedule**.

As part of the PMO process, the **Project Implementation Schedule** is monitored. This schedule is submitted by the contractor and is included as part of the contract documents where the contractor is held liable to deliver the scope on that schedule. This applies to the design or construction phases of a project as well as the purchasing contract or rehabilitation of vehicles for rolling stock projects. This schedule can be changed if there are unforeseen conditions, scope changes or other project related needs. The schedule revisions are approved by the Service Board. Once the revisions are approved, the project implementation is tracked against the revised schedule. The PMO team tracks the project under this schedule through substantial completion and it does not include project close out activities.

In the current PMO report, both preliminary project schedules and the project implementation schedules are shown for all Rebuild Illinois and PAYGO projects.

# Report Highlights

The Service Boards made considerable progress on the implementation of the transit priority projects that they committed to advancing. Some of the highlights from this reporting period are included below.

RTA PMO and Capital teams completed a final walkthrough of the CTA trackwork project on the Blue Line Forest Park branch. This reconstruction of track between LaSalle and Illinois Medical District (IMD) is part of Phase I of the Forest Park Branch improvements. It included replacing all rail ties, rails, ballast, reconstructing the track drainage system, as well as the traction power and signal components. The project was completed ahead of schedule in December 2023. Phase I also includes another project for a new accessible station at Racine. Work on the station is also advancing with steel erection, platform work, demolition and concrete repairs at Racine station and Morgan substation.



Photo taken during the final walkthrough of the track replacement on the Forest Park Branch.



Rendering of the new CTA Austin Station.

CTA is moving forward with a complete renovation and expansion of the station house at Austin Boulevard. The rehabilitated station will include an ADA compliant ramp, add an elevator, increased platform width for wheelchair passage, new sidewalks, curb ramps, and accessible parking. The design for this project has been completed and CTA awarded a contract for construction. The contractor is currently working on submittals and permitting. The construction on this station is expected to be completed in March 2025.

Metra is nearing completion of the design for the replacement of 11 bridges on the Union Pacific (UP) North Line from Cornelia Avenue southward to Fullerton Avenue, and the rehabilitation of the Addison Street bridge. The 90% design has been completed and approved by Metra. The design is currently advancing to the 100% design milestone. Metra is in the process of finalizing the design segmentation which involves splitting the project into three separate construction contracts. The construction packages will be advertised for bids later this year.



Rendering of a new bridge on the UP North Line.



Construction activities at the new Metra Auburn Park Station.

Construction activities are in full swing at the new Metra Auburn Park Station on the Rock Island Line. This new station will be ADA accessible and will include an island 8-car platform, lighting, elevator access, sheltered passenger warming facilities, a stair and elevator headhouse tower. The contractor completed the vendor building walls and Union Ave curb, sidewalk, and ADA ramps. In addition to that, the ongoing work includes the retaining wall and bridge deck waterproofing as well as demolition to prepare for the elevated station and the underground electrical installation.

In April, Pace re-started the design for the expansion and improvements to the River Division bus garage. The facility will be expanded onto an adjacent property that was acquired by Pace. The design includes an electrification component for the new facility to accommodate Pace's future electric fleet. Pace held a kickoff meeting on April 17<sup>th</sup> and design activities are in progress and advancing to the 30% design milestone. The design is expected to be completed in November 2025.



Existing River Division Garage.



Poured foundation and underground utilities for the new ADA Transfer Center.

Pace made progress on the construction of a new ADA transfer facility that will be part of the updated Northwest Transportation Center. This transfer facility will prioritize accessibility with public restrooms, an indoor waiting area, EV charging station and additional parking. The contractor completed the underground sewer and drainage structure installation. Site work is ongoing with the installation of a concrete block wall along the new bus driveway as well as grading for the parking lot and the new bus driveway.

Details on these and all active PMO projects can be found in the following sections of this report. Project progress information is also updated on a quarterly basis on the RTA's Regional Transportation Authority Mapping and Statistics (RTAMS) website at [www.rtams.org](http://www.rtams.org). The projects on the website can be searched using various criteria including political jurisdictions.



# State Funded Program Expenditures

## Rebuild Illinois Program

All of the \$2.6 billion in Rebuild Illinois State Bond funding has been awarded to CTA, Metra and Pace. As of May 2024, 28% of the total funding has been expended from the grants. The Service Boards combined expended almost \$137 million in the current period, from December 2023 to May 2024.

<b>Service Board</b>	<b>Total Awarded</b>	<b>Total Expended</b>	<b>Percent Expended</b>	<b>Expended This Reporting Period</b>
CTA	\$1,238,906,000	\$501,105,724	40%	\$106,125,704
Metra	\$1,080,331,500	\$172,288,724	16%	\$28,520,012
Pace	\$283,762,500	\$65,201,223	23%	\$1,860,250
<b>Total</b>	<b>\$2,603,000,000</b>	<b>\$738,595,671</b>	<b>28%</b>	<b>\$136,505,966</b>

## PAYGO Program

The table below shows the status of the \$1,135 million of PAYGO funds that were awarded to CTA, Metra and Pace. As of May 2024, 55% of the total funding has been expended from the grants. The Service Boards combined expended over \$74 million in the current period, from December 2023 to May 2024.

<b>Service Board</b>	<b>Total Awarded</b>	<b>Total Expended</b>	<b>Percent Expended</b>	<b>Expended This Reporting Period</b>
CTA	\$709,375,000	\$439,108,086	62%	\$54,611,940
Metra	\$368,875,000	\$161,003,769	44%	\$15,204,365
Pace	\$56,750,000	\$18,867,258	33%	\$4,657,978
<b>Total</b>	<b>\$1,135,000,000</b>	<b>\$618,979,113</b>	<b>55%</b>	<b>\$74,474,283</b>

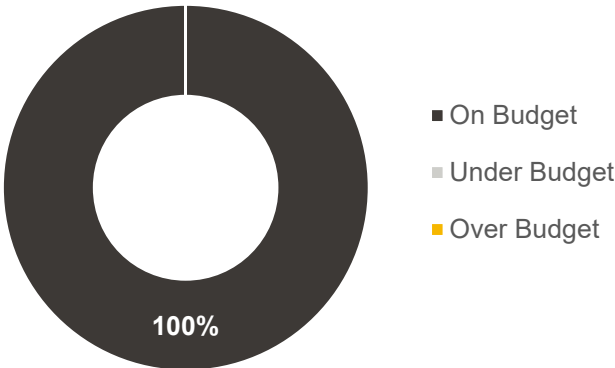


# Regionwide State Funded Projects – Budget Performance

## Budget Performance Status

Status	Quantity
On Budget	81
Under Budget	0
Over Budget	0
<b>Total</b>	<b>81</b>

## Percentage of Total Projects



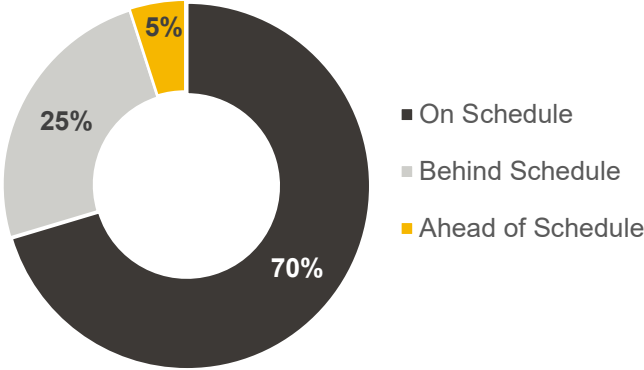
# Regionwide State Funded Projects – Schedule Performance

The table and pie chart below show how the state funded projects performed with respect to the implementation schedule tracked by PMO. As defined earlier in the report, the Project Implementation Schedule tracks how the contractor is performing against the schedule included in the executed contract documents. This could apply to the design or construction phases of a project as well as for the purchasing contract or rehabilitation of vehicles for rolling stock projects.

## Project Implementation Schedule Performance

Status	Quantity
On Schedule	57
Behind Schedule	20
Ahead of Schedule	4
<b>Total</b>	<b>81</b>

## Percentage of Total Projects



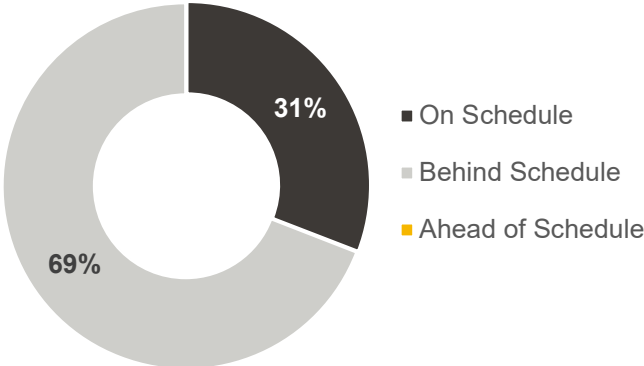


The table and pie chart below show how the state funded projects performed with respect to the Preliminary Project Schedules submitted by the Service Boards with the grant applications. These project schedules include any remaining planning activities with the Service Board project teams, the procurement process to obtain a contractor to perform project scope activities, and the actual project implementation.

### Preliminary Schedule Performance

Status	Quantity
On Schedule	25
Behind Schedule	56
Ahead of Schedule	0
<b>Total</b>	<b>81</b>

### Percentage of Total Projects



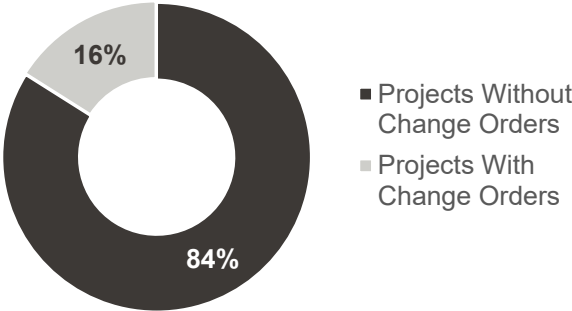
# Regionwide State Funded Projects – Change Orders

## Change Orders Status

Status	Quantity
Projects With Change Orders	13
Projects Without Change Orders	68
<b>Total</b>	<b>81</b>

Note: Some projects may have executed multiple change orders.

## Percentage of Total Projects



## Change Order Reasons

<b>Status</b>	<b>Quantity</b>	<b>Cost</b>
Added Value	25	\$100,313,248
Unforeseen Conditions	4	\$3,895,431
Errors and Omissions	1	\$49,616
No Cost Time Extensions/Revisions	7	\$0
<b>Total</b>	<b>37</b>	<b>\$104,258,295</b>

The change order quantities and cost amounts represent the cumulative total for the 81 currently ongoing state-funded projects. A change order may represent exercising an option on a rolling stock purchase contract. The total cost of change orders represents only 2% of the overall total budget of the state funded projects. All change orders were executed within the available project contingency funds.

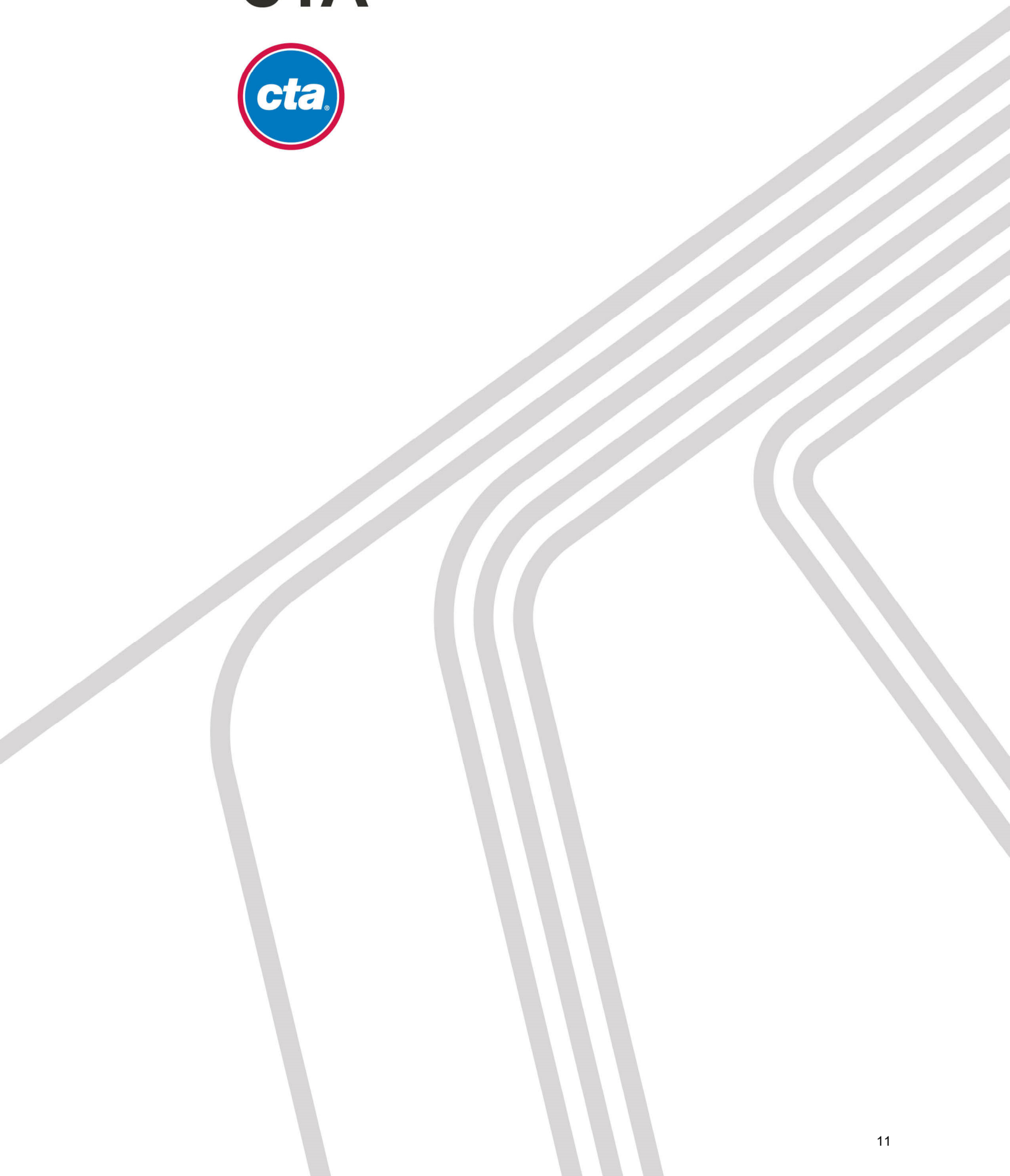
In this reporting period, CTA executed a change order on the Non-Revenue 61<sup>st</sup> Street Rail Shop project for a time extension on the contract.

Metra executed numerous changes orders to add value to projects and for unforeseen conditions. Change orders 1- 3 were executed on the 79<sup>th</sup> Street, 87<sup>th</sup> Street and 103<sup>rd</sup> Street Station projects for additional scope and unforeseen conditions. Change order #3 was executed on the Remanufactured Locomotive Purchase project to exercise Option 1 for an additional 9 locomotives. Change order #2 was executed for the Auburn Park station project as well as the Matteson Substation project for an additional scope.

Pace executed a change order on the River Division Expansion project to add the electrification component to the design scope. A change order was also executed on the Pace South Campus project for a time extension on the contract.

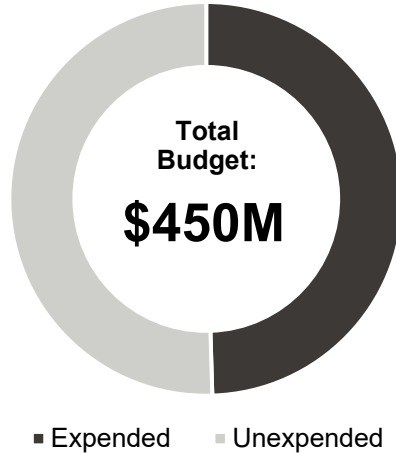


# CTA

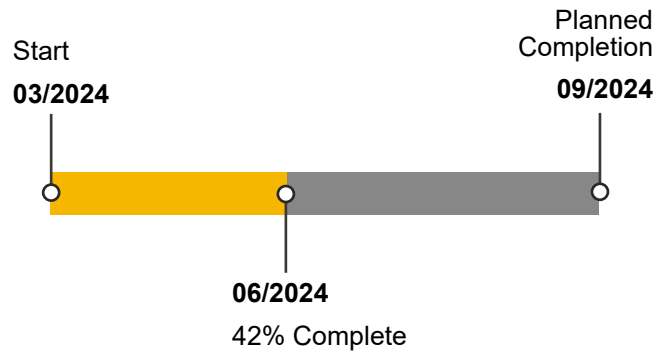


# Replace Buses

## Budget

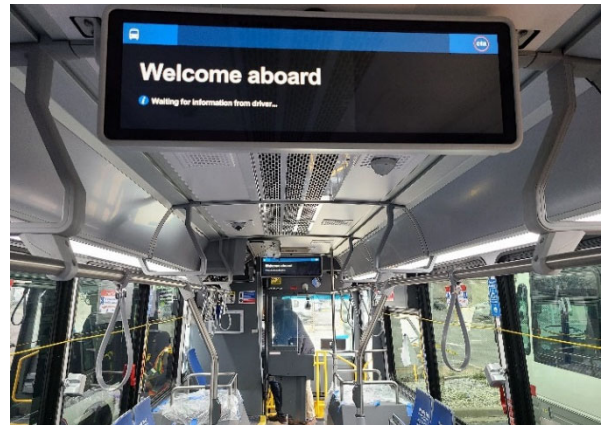


## Implementation Schedule (Option 3)



## Description

The total scope of this project will provide for the engineering, purchase, and inspection of fully accessible, air-conditioned Clean Diesel buses, including a spare parts inventory. Engineering includes development of specifications, pre-bid engineering meetings, onsite inspections of prospective bidders and/or their vendors' plants, inspection of buses during production and acceptance of vehicles after delivery. This project is for a base order of 100 buses with five options for up to an additional 500 busses.



Inside view of the new Nova Bus.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$48,164,004	\$48,164,004	100%
PAYGO	\$74,883,584	\$30,581,999	41%
FTA	\$318,771,462	\$143,636,641	45%
CTA Bonds	\$7,804,201	\$209,494	3%
Total	\$449,623,251	\$222,592,138	50%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Schedule (Base Order and Options 1 & 2)	April 2021	May 2022	May 2024	Behind schedule
Project Schedule (Option 3)	January 2024	September 2024	N/A	On schedule
Project Schedule (Option 4)	July 2024	November 2024	N/A	On schedule
Project Schedule (Option 5)	October 2024	April 2025	N/A	On schedule
Preliminary Project Schedule	August 2020	September 2025	N/A	On schedule

## Status

As of May 2024, all 300 buses from the base order, Option 1 and Option 2 have been delivered and placed in service. Under Option 3, 42 buses have been delivered. CTA has also exercised Option 4 and 5 for an additional 200 buses.

## Highlights

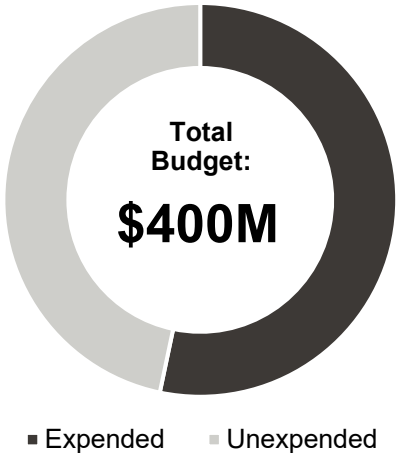
CTA buses manufactured by Nova (6400 Series) in 2000 reached the industry standard retirement age of 12 years in 2012 and will be replaced. The 1000 Series buses manufactured by New Flyer Industries placed into service between 2004-2007 are on average 15 plus years as of the winter of 2021 and are being partially replaced.

\*Budget amounts as of March 2024.

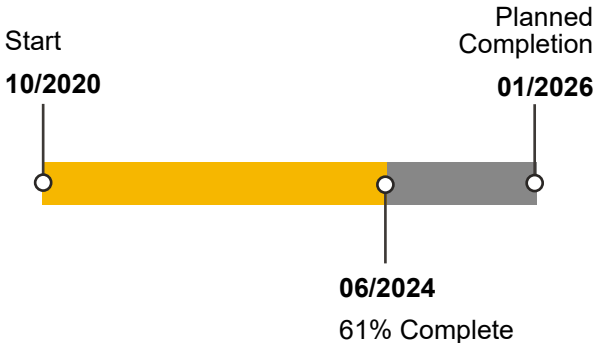


# 5000 Series Rail Car Quarter Life Overhaul

## Budget



## Implementation Schedule & Progress



## Description

This project will provide for the quarter-life overhaul of the 5000-series rail cars, which is an overhaul effort designed to be performed on each rail car at approximately six-to-seven-year intervals. Scheduled maintenance will include major component rebuilds and needed repairs to the car bodies. Additional work may include replacing control groups, air conditioning units, truck assemblies, including traction motors, cables, batteries, brake calipers, axle assemblies, interior seat modifications and other critical components based on condition assessment.



Refurbished truck assemblies waiting to be installed on cars.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$221,537,500	\$172,348,181	78%
PAYGO	\$30,000,000	\$48,902	0%
RTA Bonds	\$6,548,027	\$6,548,027	100%
FTA	\$81,286,097	\$27,275,547	34%
CTA Bonds	\$38,409,401	\$6,956,863	18%
Future Funding**	\$22,218,975	\$0	0%
<b>Total</b>	<b>\$400,000,000</b>	<b>\$213,177,520</b>	<b>53%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	October 2020	December 2025	January 2026	On schedule
Preliminary Project Schedule	August 2020	December 2025	January 2026	Behind schedule

## Status

As of the beginning of May, 434 out of 714 cars have completed the overhaul process. CTA continues to receive material kits and overhaul cars. On average, CTA forces are overhauling 14 rail cars per month.

## Highlights

This overhaul will improve the comfort, quality, and service reliability of the rail cars while reducing operating and maintenance costs. Unscheduled maintenance will be significantly reduced as more rail cars are cycled through the overhaul program.

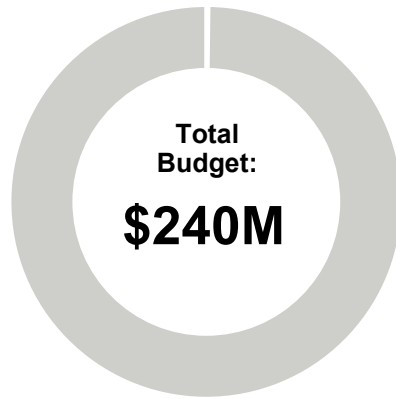
\*Budget amounts as of March 2024.

\*\*Future funding is funding that is included in the current 5-year capital program, however the funds are not yet included in an executed grant agreement.



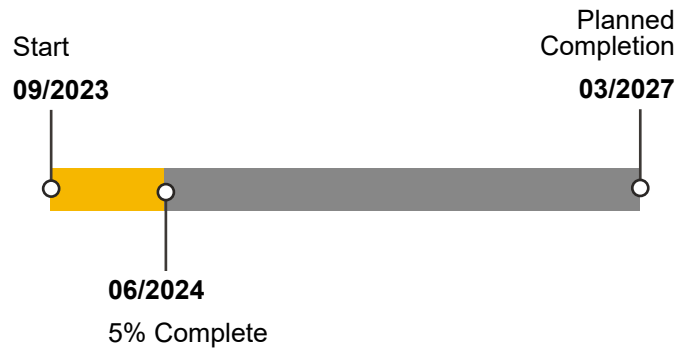
# New Training and Control Center Operations (TACCO)

## Budget



■ Expended ■ Unexpended

## Design & Construction Schedule & Progress



## Description

This project provides for the construction of a new joint use Training Center and Control Center on a property associated with the CTA West Shops. The facility will be equipped with modern state of the art technology, heightened security criteria and redundant power sources. The control center portion of the campus will include a theater, situation room, network operations center, and communication and training rooms. The new training facility portion of the campus will contain offices, classrooms, and conference rooms for CTA employee training. The training facility will contain both bus and railcar inspection pits including embedded rail track and testing track for rail operations.



New Training and Control Center Operations (TACCO) Center Rendering.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$207,270,670	\$192,575	0%
CTA	\$32,717,339	\$227,832	1%
Total	\$239,988,009	\$420,407	0%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design & Construction Schedule	September 2023	March 2027	N/A	On schedule
Preliminary Project Schedule	August 2023	June 2026	June 2027	Behind schedule

## Status

This is a design-build project and it is currently in the design phase. The 60% design submittal is expected at the end of May. Coordination efforts are ongoing with ComEd for the engineering of the power supply that will feed into the design development.

## Highlights

This project consolidates training functions across the agency within a centralized facility. It will also provide a state-of-the-art technology control and operations center. This project is developer led with CTA providing utilities and other components to the project site.

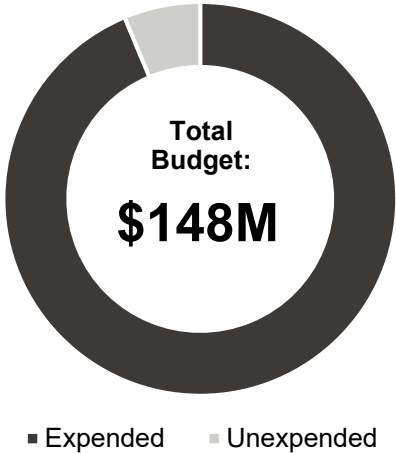
\*Budget amounts as of March 2024.





# Forest Park: Phase I - Trackwork Halsted to Illinois Medical District (Final)

## Budget



## Construction Schedule & Progress



## Description

Funding is programmed for the first of four phases of CTA’s Forest Park Blue Line Upgrades Project. Phase I will provide for replacement track work from LaSalle to Illinois Medical District (IMD), a rebuilt accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new track-work from Halsted to IMD as well as the Construction Management contract for all four projects.



CTA Blue Line train on the new track close to Racine Street.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$109,815,247	\$106,171,443	97%
City TIF	\$21,560,000	\$17,471,563	81%
CTA Bonds	\$16,389,759	\$14,844,098	91%
<b>Total</b>	<b>\$147,765,006</b>	<b>\$138,487,104</b>	<b>94%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	March 2023	March 2024	December 2023	Ahead of schedule
Preliminary Project Schedule	February 2020	April 2024	May 2024	On schedule

## Status

The major trackwork and signal work has been completed, with almost three miles of track, between the LaSalle and Illinois Medical District stations rebuild. The contractor is in the final stages of providing submittals and warranties. This project was completed early and is in the close out phase. This will be the final update for this project.

## Highlights

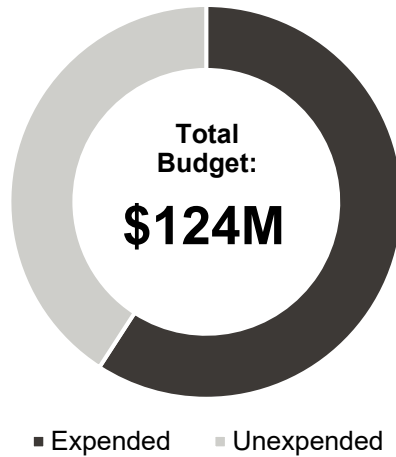
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and consideration that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating back to the opening of the branch.

\*Budget amounts as of March 2024.

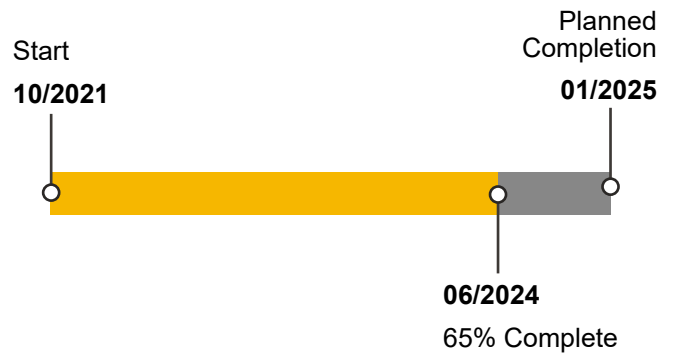


# Blue Line Traction Power – Barry, Damen and Canal

## Budget



## Construction Schedule & Progress



## Description

This project provides for the construction of a tie house (at the intersection of Milwaukee/Canal/Lake Street) and two new substations (at Barry/Kimball intersection and Damen/Milwaukee intersection) to support traction power needs on the Blue Line. These assets will support increasing service levels as well as the power needed to support 5000 and 7000 series rail cars. The location of the tie house and substations were determined by the Blue Line Load Flow study, which identified areas that were likely to experience traction power issues. The design for this project was already completed with other funding.



Damen Substation Interior Electrical Installation.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$113,681,000	\$65,835,965	58%
RTA Bonds	\$2,200,191	\$2,200,191	100%
CTA Bonds	\$8,086,171	\$5,266,842	65%
Total	\$123,967,362	\$73,302,998	59%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	October 2021	April 2024	January 2025	Behind schedule
Preliminary Project Schedule	October 2021	June 2024	April 2025	Behind schedule

## Status

Construction work is ongoing at Canal, Damen, Haymarket and the Canal Tie-House. At Damen, curtain wall, louver and interior fixture installation, work is in progress. At Haymarket, switch and cable installation work in ongoing. At Barry masonry installation is in progress along with waterproofing and plumbing. Cable pulling is also ongoing at the Canal Tie House. Close coordination with ComEd on this project continues.

## Highlights

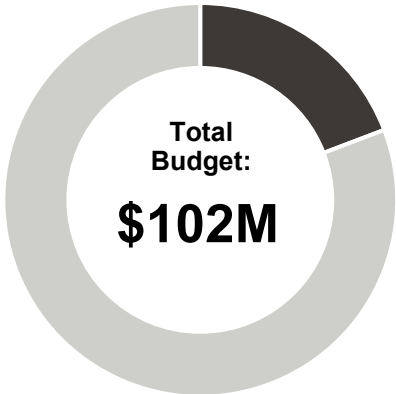
Adding two new substations and a tie house on the O'Hare Branch of the Blue Line will provide the necessary power capacity to accommodate increased frequency and meet the higher power requirements for the 7000 series new rail cars.

\*Budget amounts as of March 2024.



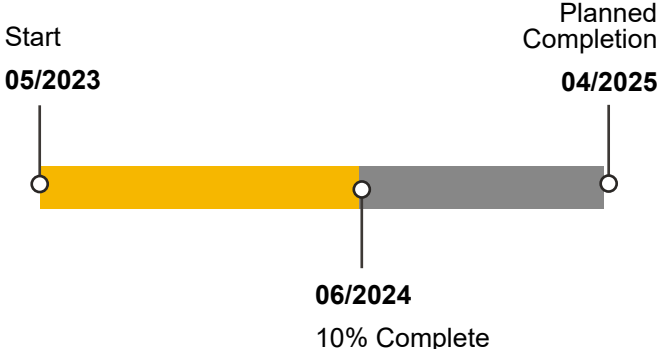
# Forest Park: Phase I - Racine Station, Morgan Substation & Hermitage Traction Power Improvements

## Budget



■ Expended   ■ Unexpended

## Construction Schedule & Progress



## Description

This project funds the rehabilitation of the Racine station, the new Morgan substation, and the Hermitage traction power improvements. The scope of work for the station includes adding an elevator to make the station accessible to people with mobility impairments as well as adding other customer-facing improvements.



Scaffold framing and bracing at Racine.





## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$97,080,000	\$19,518,387	20%
CTA Bonds	\$4,691,237	\$32,088	1%
<b>Total</b>	<b>\$101,771,237</b>	<b>\$19,550,475</b>	<b>19%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	May 2023	April 2025	N/A	On schedule
Preliminary Project Schedule	June 2021	September 2024	March 2026	Behind schedule

## Status

The contractor completed the heavy mobilization at the project site. The construction activities are ongoing. A weekend line shutdown took place in May that allowed the contractor to perform steel erection, platform work, demolition and concrete repairs at Racine station and Morgan substation.

## Highlights

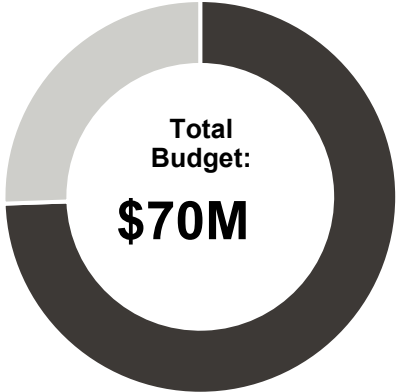
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating back to the opening of the branch. Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from LaSalle to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage.

\*Budget amounts as of March 2024.



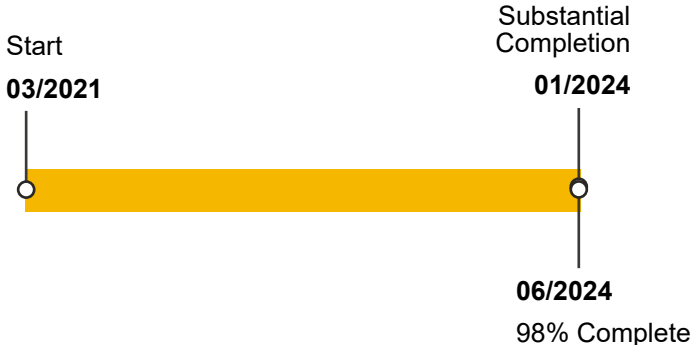
# Replace Non-Revenue 61<sup>st</sup> Street Rail Shop (Final)

## Budget



■ Expended ■ Unexpended

## Design/Construction Schedule & Progress



## Description

This project is for the construction of a new facility for maintenance and repair of non-revenue equipment. The facility will also include covered storage for track maintenance equipment. The purpose of the new Non-Revenue Rail Vehicles Maintenance Facility is to provide facilities for storage, maintenance, and repair of over 125 pieces of non-revenue equipment used for right-of-way maintenance and other rail-mounted non-revenue vehicles.



Exterior of the new rail facility.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$67,500,000	\$49,642,847	74%
CTA Bonds	\$2,517,063	\$2,488,421	99%
<b>Total</b>	<b>\$70,017,063</b>	<b>\$52,131,268</b>	<b>74%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design & Construction Schedule	March 2021	June 2023	January 2024	On schedule
Preliminary Project Schedule	February 2020	May 2023	September 2024	Behind schedule

## Status

The contractor made considerable progress in this reporting period and requested substantial completion in January 2024, which is under review by CTA. The contractor completed work on the parking lot including laying asphalt, installing, and welding new rail, and other landscape activities. The contractor continues to address punch list items for project closeout. This is the final update on this project.

## Highlights

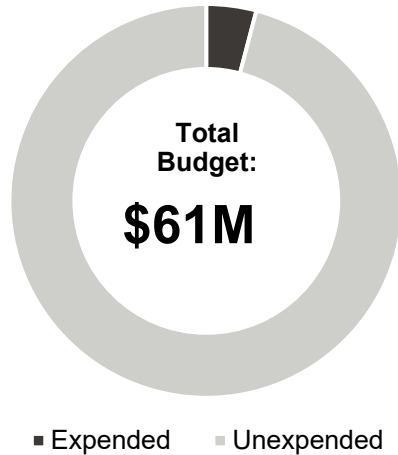
This new facility is required to replace the 1890s facility that was demolished in 2009. The rail vehicles operations formerly conducted in that facility have been temporarily relocated to the Skokie Shop, but a permanent facility is required to provide for long-term needs related to the maintenance and repair of power and way non-revenue rail vehicles. The new building will be approximately 70,000 sq. ft. and will address the unique and specific needs of non-revenue rail equipment maintenance.

\*Budget amounts as of March 2024.

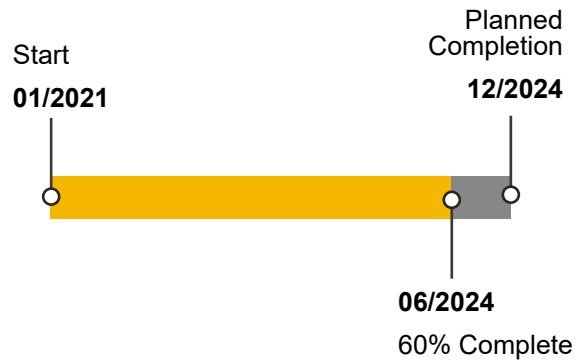


# Cottage Grove Station

## Budget



## Design Schedule & Progress



## Description

CTA has partnered with the Preservation of Affordable Housing (POAH) to revitalize the southeast corner of 63<sup>rd</sup> Street and Cottage Grove Avenue with a new multi-use office/retail space, which will contain a new Cottage Grove station house. The general design concept relocates the Cottage Grove station house to the southeast corner of 63<sup>rd</sup> Street and Cottage Grove Avenue, while the existing platforms and other related rail infrastructure will remain in their current locations. The design concept also adds a new pedestrian bridge and canopy to connect the existing platforms to POAH's Woodlawn Crossing building. The project features several station enhancements that will improve customer experience, including attractive new sculptural canopies, contemporary station finishes, a new elevator, and brighter lighting inside the station and on the platform.



Top: Current view of Cottage Grove Station  
Bottom: Rendering of the new Cottage Grove Station

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$60,000,000	\$1,385,933	2%
CTA Bonds	\$1,469,049	\$1,469,049	100%
Total	\$61,469,049	\$2,854,982	5%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	January 2022	December 2024	Behind schedule
Preliminary Project Schedule	December 2018	September 2024	April 2027	Behind schedule

## Status

A design contract has been awarded in January 2021 and CTA has issued a Notice to Proceed. The 60% design has been completed. Negotiations with POAH and City of Chicago Department of Planning and Development (CDPD) on final design for building where station entrance will be located are ongoing. POAH procured their own designer to support this project. Design is currently on hold until an agreement is reached with POAH and CDPD. CTA internal forces are working on the structural and track component of the project. Activities related to track and structure improvements as well as the relocation of the track crossover and signal house are ongoing. The fabrication of components for the structural and track work is in progress.

## Highlights

This project will increase operational safety at the station by bringing station infrastructure to a state of good repair. Building on a recent trend in reinvestment in Chicago's South Side, the Cottage Grove at Woodlawn Crossing project will stimulate economic development opportunities in an area of Chicago that has traditionally been slow to attract new investment.

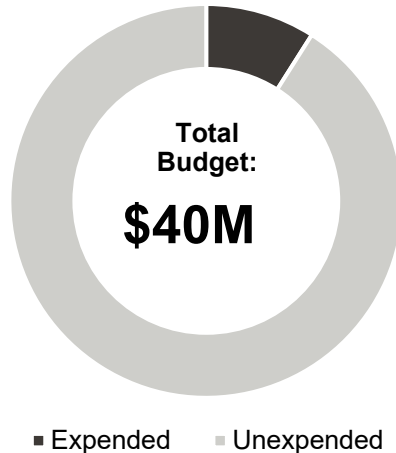
\*Budget amounts as of March 2024.



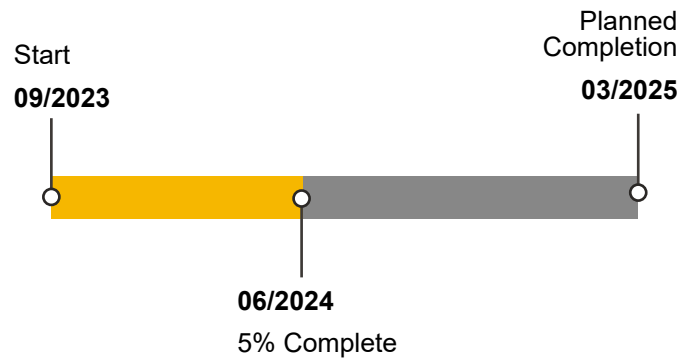


# Harlem Station Bus Bridge

## Budget



## Construction Schedule & Progress



## Description

This project will replace the Harlem Bus Bridge at the Blue Line - O'Hare Branch Harlem Station. The bridge removal and reconstruction limits are from the north end of the bridge expansion joint to the south limits of the bridge expansion joint. The work includes removal and reconstruction of the existing bridge structure with a new superstructure galvanized steel and bearing assemblies, concrete bridge deck, concrete sidewalks, approach slabs, curb and gutters, drainage, expansion joint assemblies, guard rails, trash enclosures, pedestrian shelters, electrical LED lighting, signage, pavement stripping, and curb lane painting.



Canopy demolition at the Harlem Station Bus Bridge project.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$35,861,507	\$1,020,190	3%
FTA	\$4,120,917	\$2,584,050	63%
<b>Total</b>	<b>\$39,982,424</b>	<b>\$3,604,240</b>	<b>9%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	September 2023	March 2025	May 2025	Behind schedule
Preliminary Project Schedule	December 2018	January 2024	July 2025	Behind schedule

## Status

The Notice to Proceed for construction has been issued in September 2023. Currently the contractor is working on submittals and the permitting process. The contractor has also started some of the demolition activities.

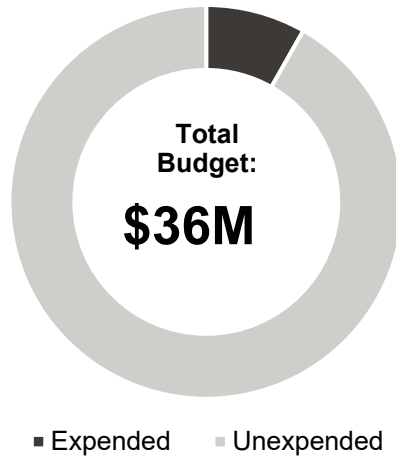
## Highlights

The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. Since then, the CTA has monitored bridge defects over time. CTA has explored various engineering solutions to work with both the physical constraints of the site and funding limitations.

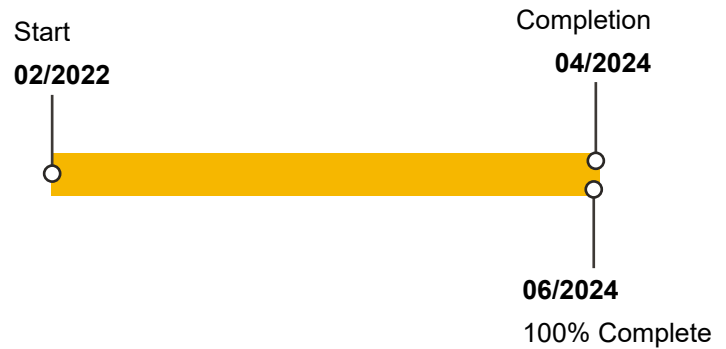
\*Budget amounts as of March 2024.

# All Station Accessibility Program – California Station

## Budget



## Design Schedule & Progress



## Description

This project will provide for the renovation and expansion of California Station. It will include a new platform, new emergency exit stairs and two new elevators. The station will be 100% ADA accessible. In addition, state of good repair work will be performed as part of the station renovation.



California Station Rendering.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$30,330,000	\$1,652,338	5%
Prior Year's Program	\$60,000	\$60,000	100%
City TIF	\$5,670,000	\$1,982,919	35%
<b>Total</b>	<b>\$36,060,000</b>	<b>\$3,695,257</b>	<b>10%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	February 2022	October 2023	April 2024	On schedule
Preliminary Project Schedule	September 2020	February 2024	April 2026	Behind schedule

## Status

The project is currently in the design phase. The 100% design has been submitted and is currently under review by CTA. The State Historic Preservation Office (SHPO) approved the design. CTA is working on acquisition of three properties required for the construction of this project.

## Highlights

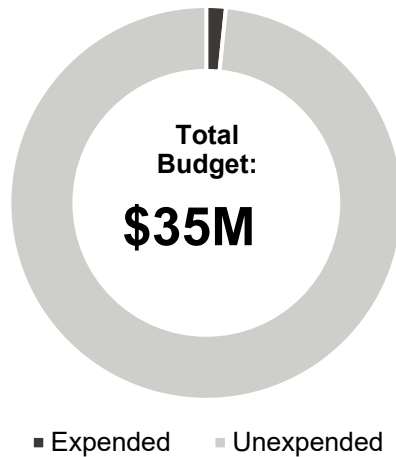
The California Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. If fully funded, the program is anticipated to be completed over a 20-year period.

\*Budget amounts as of March 2024.



# All Station Accessibility Program – Elevator Replacement

## Budget



## Design Schedule & Progress



## Description

This project will provide for the rehabilitation and/or replacement of elevators. The individual scope of work for each elevator will vary depending on its condition and elevator type. Inspections of all components of the following systems will determine whether rehabilitation or replacement is warranted: mechanical, electrical, control, communication, security, material finishes, structural members, ADA code compliance and municipality building code compliance.



Photo of an elevator taken during the inspections.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$25,370,000	\$559,446	2%
FTA	\$9,485,000	\$0	0%
<b>Total</b>	<b>\$34,855,000</b>	<b>\$559,446</b>	<b>2%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	June 2022	August 2023	July 2024	On schedule
Preliminary Project Schedule	October 2020	November 2022	April 2026	Behind schedule

## Status

The designer completed site assessments and elevator inspections. An assessment report to prioritize the elevator replacement and rehabilitation locations has been developed. The report also provides the scope of work needed for each individual elevator. CTA is working with the designer to put together construction packages based on the priority recommendations from the assessment report to start the Task Order procurement process.

## Highlights

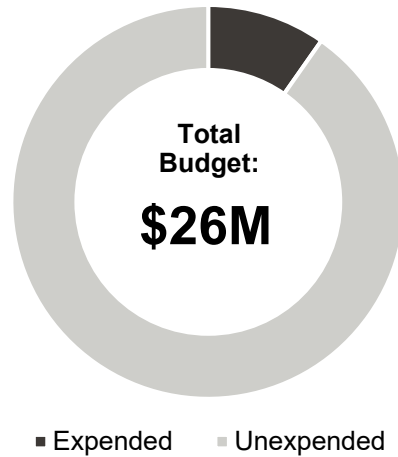
The Elevator Replacement project is part of CTA's All Station Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. When fully funded, the program is anticipated to be completed over a 20-year period.

\*Budget amounts as of March 2024.

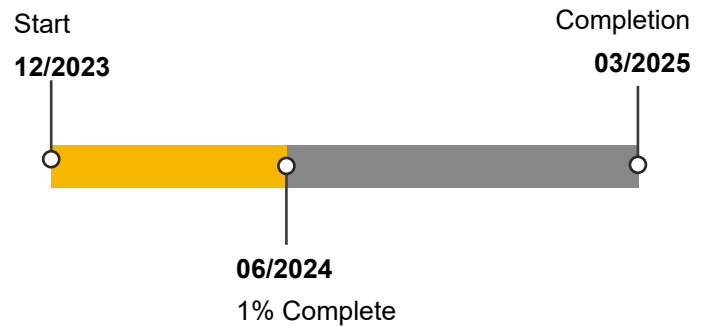


# All Stations Accessibility Program – Austin Station

## Budget



## Construction Schedule & Progress



## Description

This project will provide for the complete renovation and expansion of the stationhouse at Austin Boulevard. It will include an ADA compliant ramp between street level and the stationhouse, add an elevator connecting the stationhouse to the platform, remove existing escalator to accommodate increased platform width for wheelchair passage, install new sidewalks, curb ramps, accessible parking, and crosswalk striping. It will also reopen the auxiliary Mason Avenue stationhouse exit and stairs to platform, renovate and expand the Mason Avenue stationhouse, add new signage, security cameras and lighting upgrades, and the renovation of platforms to improve clearances and remove obstructions.



Austin Station Rendering.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$5,300,000	\$533,537	10%
FTA	\$20,264,000	\$2,165,711	11%
<b>Total</b>	<b>\$25,564,000</b>	<b>\$2,699,248</b>	<b>11%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	December 2023	March 2025	N/A	On schedule
Preliminary Project Schedule	January 2020	November 2023	June 2025	Behind schedule

## Status

The design for this project has been completed. CTA executed a contract for construction. The contractor is currently working on submittals and permitting.

## Highlights

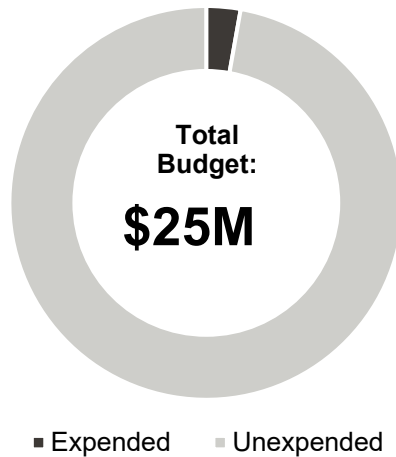
The Green Line Austin Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The goal of ASAP is to create a vertically accessible rail system within 20 years.

\*Budget amounts as of March 2024.

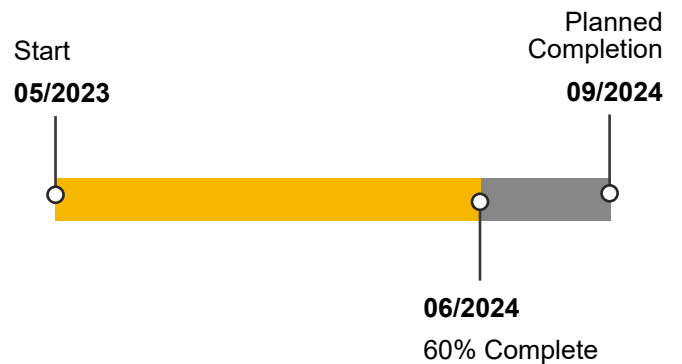


# All Station Accessibility Program & Canopies at Montrose Station

## Budget

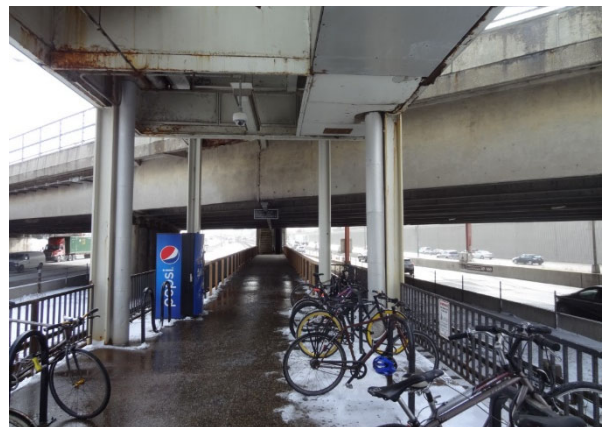


## Design Schedule & Progress



## Description

This project is for the rehabilitation of the Montrose Station on the Blue Line. It will improve the station's vertical accessibility, including improved sidewalks, crosswalks and curb ramps, installation of two new elevators, ramps, power assisted doors, lighting, signage and communication upgrades. The scope also includes the replacement of worn and damaged platform canopies at the station.



Montrose Station platform – potential placement of elevator.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$24,703,822	\$698,291	3%
CTA Bonds	\$214,402	\$0	0%
<b>Total</b>	<b>\$24,918,224</b>	<b>\$698,291</b>	<b>3%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2023	May 2024	September 2024	On schedule
Preliminary Project Schedule	July 2020	July 2024	December 2026	Behind schedule

## Status

This project is in the design phase. The 60% design has been submitted to CTA. Design documents have been submitted to the State Historic Preservation Office (SHPO) for review and approval.

## Highlights

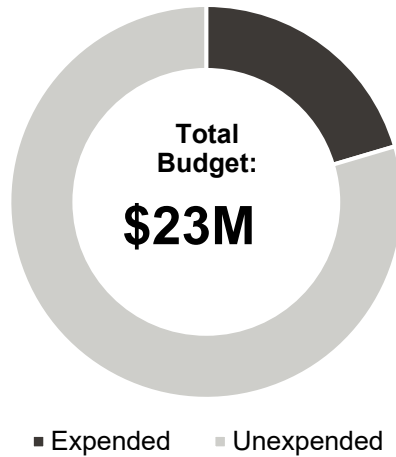
The Montrose Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. When fully funded, the program is anticipated to be completed over a 20-year period.

\*Budget amounts as of March 2024.

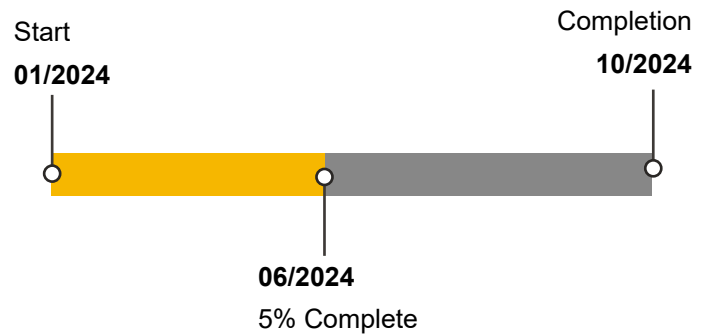


# Rail Facilities – Des Plaines Yard

## Budget



## Construction Schedule & Progress



## Description

The Rail Facilities State of Good Repair Program focuses on critical improvements at CTA rail yards, which include improvements to the yard infrastructure itself (ties, rail, fasteners, ballast, contact rail etc.) as well as the yard fire suppression system and lighting. The Des Plaines Yard project includes the reconstruction and reconfiguration of the inner and outer lead tracks and associated special trackwork. Replacement and reconfiguration of the special trackwork in the east yard storage, including the road crossings to the yard shops will also be completed.



Existing Track at Des Plaines Yard.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$10,900,000	\$6,437	0%
RTA Bonds	\$10,000,000	\$4,634,575	46%
FTA	\$1,958,137	\$30,618	2%
<b>Total</b>	<b>\$22,858,137</b>	<b>\$4,671,630</b>	<b>20%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2024	October 2024	N/A	On schedule
Preliminary Project Schedule	January 2021	August 2023	December 2024	Behind schedule

## Status

The Notice to Proceed for construction services has been issued in January 2024. The contractor has been working on submittals and permitting. Coordination with Nicor Gas for the new gas line is ongoing. Advanced purchased material is being delivered. CTA and the contractor are preparing for a 16-day yard shutdown to perform some of the critical work.

## Highlights

The purpose of the Rail Facilities Program is to address State of Good Repair (SGR) conditions and extend the period of infrastructure stability to minimize the likelihood of future disruptions due to track deficiencies. Depending on the yard conditions, the following strategies may be proposed to restore, preserve, and enhance the integrity of CTA's existing rail yards and assure the future reliability of yard operations: partial or total replacement of various yard infrastructure elements; reconfiguration of substandard conditions; or selective mid-life improvements.

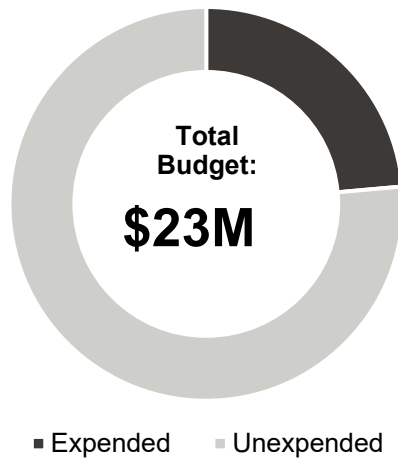
\*Budget amounts as of March 2024.



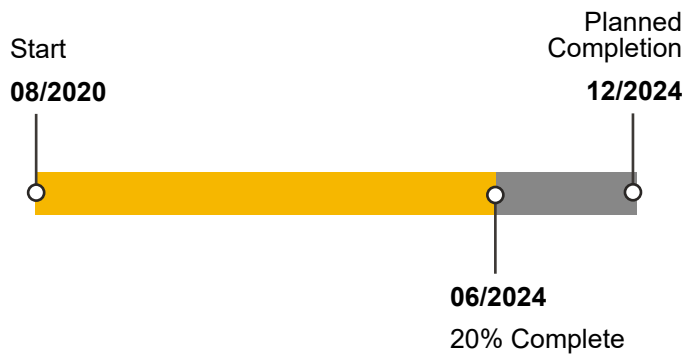


# Non-Revenue Vehicles – Diesel Locomotives

## Budget



## Design/Construction Schedule & Progress



## Description

This project will provide for the replacement of CTA's diesel locomotive snow fighters. The self-propelled locomotives with special attachments to remove snow and ice during severe winter weather conditions are able to operate and clear system track, so that CTA can safely power up the system to restore/provide service. When traction power is down, this equipment will also be used to move rolling stock to secure locations.



Fully assembled, the first new diesel locomotive at the CTA Skokie shop.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$473,165	\$473,165	100%
RTA Bonds	\$7,924,753	\$4,867,497	61%
FTA	\$11,000,000	\$22,953	0%
CTA Bonds	\$3,333,095	\$0	0%
<b>Total</b>	<b>\$22,731,013</b>	<b>\$5,363,615</b>	<b>24%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design & Construction Schedule	August 2020	January 2023	December 2024	Behind schedule
Preliminary Project Schedule	August 2020	January 2023	December 2024	Behind schedule

## Status

The project is in full production mode and the contractor delivered the first locomotive to CTA during this reporting period. On site testing continues and CTA continues to work with the vendor to address final configuration and modifications on the first vehicle before final acceptance. All changes will be pushed to locomotives two through four. Delivery of the second vehicle will take place after acceptance of vehicle #1 and will continue commissioning and delivering of the vehicles.

## Highlights

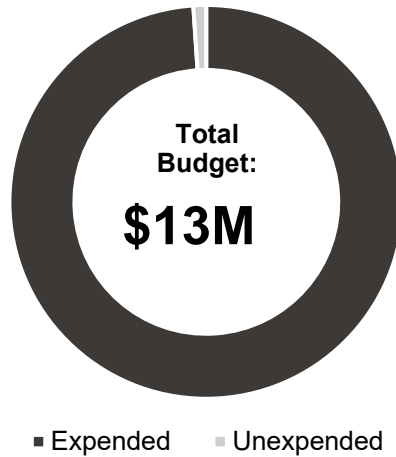
The locomotives have been in service from 1981 and 1986 and have exceeded their life expectancies. CTA's Operation Management identified the condition of this equipment as poor and of the highest priority for replacement.

\*Budget amounts as of March 2024.

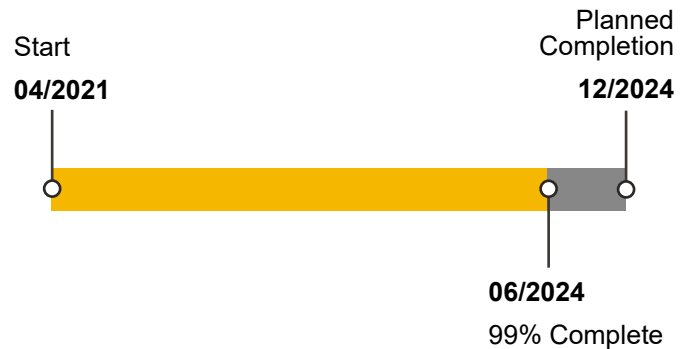


# Green Line – Jackson Park Branch Trackwork

## Budget



## Construction Schedule & Progress



## Description

The Green Line Improvements project will largely focus on track replacement and structural repairs. This funding supports critical repair work on the Jackson Park branch. Repair is focused on critical track, power, and structural issues identified by CTA staff. The project replaces key structural elements that have been identified through structural inspections as being deficient due to age and deterioration. These elements include top and bottom stringer flange angles, top and bottom cross girder flange angles, expansion pockets, and column bases. It also includes tie replacement on the right-of-way.



Work performed by CTA forces at Jackson Park.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$12,855,446	\$12,721,059	99%
Total	\$12,855,446	\$12,721,059	99%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	April 2021	December 2024	N/A	On schedule
Preliminary Project Schedule	October 2020	December 2024	N/A	On schedule

## Status

The work is being performed by CTA in-house work forces. Activities related to tie replacement, cross grinder and flange replacements are ongoing. Material purchases are also ongoing.

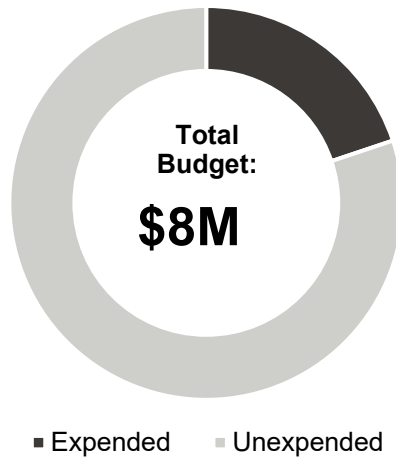
## Highlights

The track and structure elements being replaced as part of this project must be kept in a state of good repair in order to maintain safe and reliable service and minimize slow zones on CTA's Jackson Park and Englewood Lines.

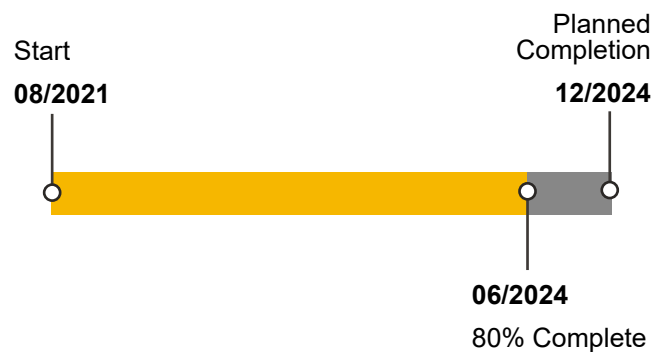
\*Budget amounts as of March 2024.

# Rehabilitate Blue Line - Kimball Subway Waterproofing

## Budget



## Construction Schedule & Progress



## Description

This project will address severe water management issues in the Kimball Subway. The scope includes concrete crack grout injection, subway drainage improvements, vent shaft drainage improvements, pump room equipment replacement, replacement of water damaged track, replacement of contact rail and chairs and removal of the pre-cast walkway. The purpose of this project is to manage the water infiltration, restore the track, and define a maintenance plan to extend the useful life of CTA assets. Funding will provide for grouting actively leaking structural joints and cracks in the subways. It will also contain and route the water toward the existing drainage system and repair the track that has been damaged due to water infiltration.



Existing water damaged area in the Kimball Subway.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$5,359,704	\$82,053	2%
RTA Bonds	\$1,465,006	\$1,465,006	100%
CTA Bonds	\$961,000	\$0	0%
<b>Total</b>	<b>\$7,785,710</b>	<b>\$1,547,059</b>	<b>20%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	August 2021	December 2024	N/A	On schedule
Preliminary Project Schedule	April 2021	February 2023	December 2024	Behind schedule

## Status

Work activities under this project are ongoing. The waterproofing and grout injection work is performed by CTA forces whenever single-track access is available.

## Highlights

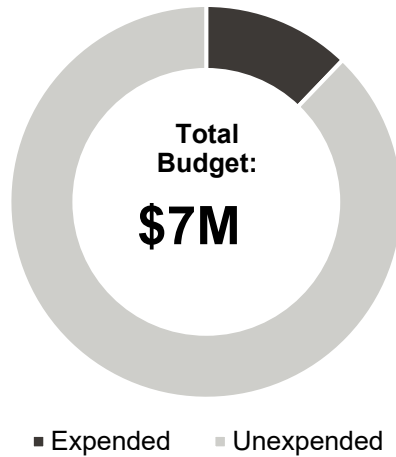
Water infiltration has created a damp, corrosive environment in the Dearborn and Kimball Subways and has compromised the condition of the track and tunnel infrastructure.

\*Budget amounts as of March 2024.

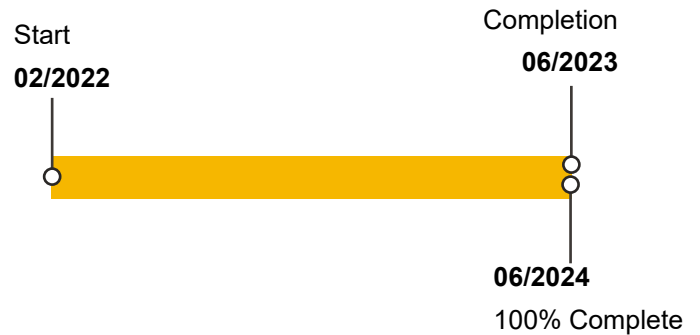


# Green Line – Lake Street Bridge

## Budget

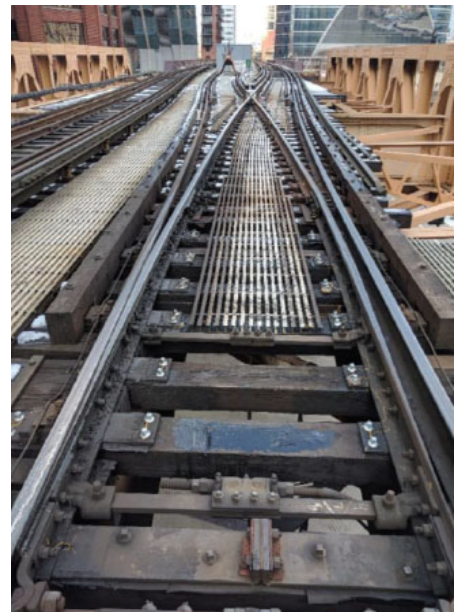


## Design Schedule & Progress



## Description

The Green Line Improvements project will largely focus on track replacement and structural repairs. This funding will support track improvements on both sides of the Lake Street Bridge, which is scheduled to be completely replaced by the Chicago Department of Transportation (CDOT). The scope of the project will include improving the curve geometry on the east side of the bridge, replacing the timber ties and rail fasteners, installing new gauge planking, replacing equipment at both the east and west turnouts, and replacing structural steel framing for the three side platforms adjacent to the track.



Existing track by the Lake Street Bridge.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$7,025,296	\$856,520	12%
<b>Total</b>	<b>\$7,025,296</b>	<b>\$856,520</b>	<b>12%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	February 2022	June 2023	N/A	On schedule
Preliminary Project Schedule	November 2020	July 2024	March 2026	Behind schedule

## Status

The design has been completed. Coordination efforts with CDOT are ongoing. Once CDOT finishes their portion of the design, CTA will align the timeline for procurement and construction activities with CDOT's.

## Highlights

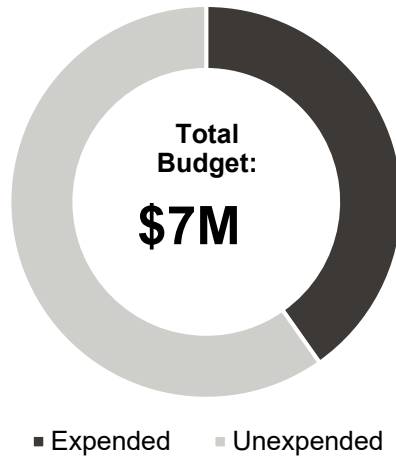
The project will address critical track and structural issues on either side of the Lake Street Bridge in conjunction with CDOT replacement of the bridge in order to minimize impacts to customers.

\*Budget amounts as of March 2024.

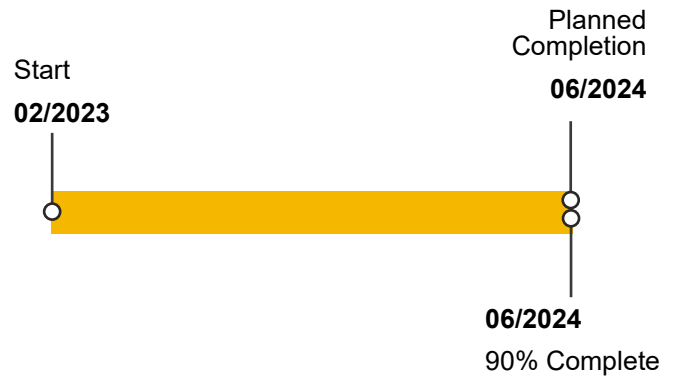


# Facilities Critical Needs - Kedzie Bus Garage Façade

## Budget

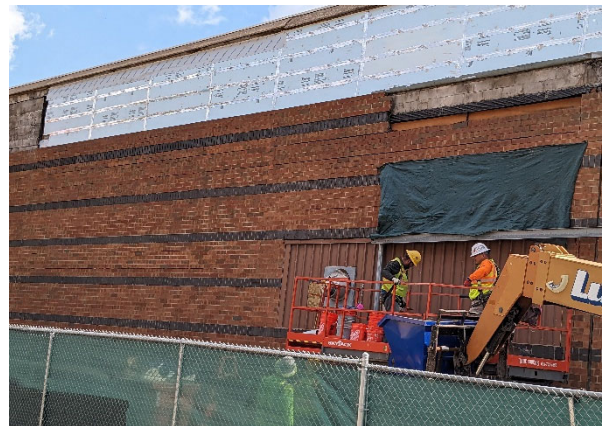


## Construction Schedule & Progress



## Description

This project will include retaining a contractor to complete a comprehensive assessment of the structure's exterior envelope to develop remediation and/or replacement plans for concerns regarding the exterior brick veneer delaminating from the backing block. The work will include detailing for caulking, flashing, or other treatments to prevent future similar issues from occurring due to water infiltration. Construction will repair portions of the brick that have fallen from the structure and other repairs to prevent recurrence of the failure.



Work performed on the Kedzie Bus Garage façade.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$6,596,514	\$2,653,526	40%
<b>Total</b>	<b>\$6,596,514</b>	<b>\$2,653,526</b>	<b>40%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	February 2023	October 2023	June 2024	On schedule
Preliminary Project Schedule	October 2020	March 2023	July 2024	Behind schedule

## Status

The project was on a brief hold in the winter due to weather conditions. The contractor has re-mobilized and work on concrete repairs, expansion joints, joint sealers and thermal insulation is ongoing. The tuckpointing and roofing work is also in progress.

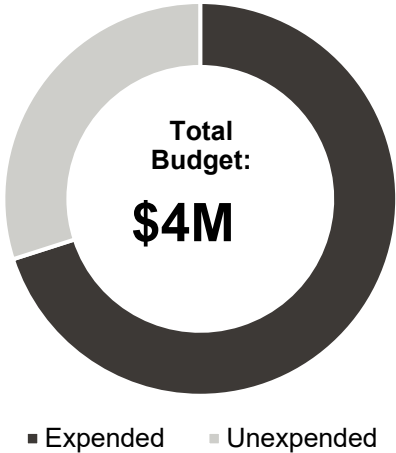
## Highlights

A facilities assessment conducted by CTA staff conclude repairs to the masonry and envelope of the Kedzie Bus Garage façade are critical and time sensitive. The overall condition of the existing masonry wall is poor and water infiltration is accelerating the overall deterioration of the exterior wall system.

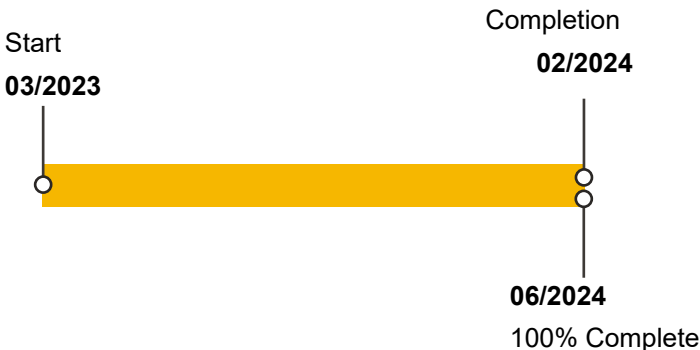
\*Budget amounts as of March 2024.

# Facilities Critical Needs – Substation Roof Repairs – Phase II (Final)

## Budget



## Construction Schedule & Progress



## Description

This project will complete roof replacements at seven CTA substations: Calvary, Lotus, Des Plaines, Ashland, O’Hare, 63<sup>rd</sup> Street and Noyes. The project will also complete exterior façade repair at the O’Hare substation, including wall panel and louver replacement, masonry wall and expansion joint repairs, painting, doors, and new surface mounted exterior light fixtures.



Contractors working on the substation roof replacement.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$3,628,767	\$3,074,037	85%
CTA Bonds	\$760,568	\$0	0%
<b>Total</b>	<b>\$4,389,335</b>	<b>\$3,074,037</b>	<b>70%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	March 2023	February 2024	N/A	On schedule
Preliminary Project Schedule	February 2021	October 2023	March 2024	Behind schedule

## Status

Construction has been completed. The roof replacements at seven substations have been completed as well as repairs to the building envelope at O'Hare substation. This project is currently in the close out phase. This is the last report on this project.

## Highlights

A facilities assessment conducted by CTA staff prioritized needed roof repairs and replacements to CTA substations. In 2020, CTA completed Phase I of the repairs using local bond funds. This project will complete repairs to the second group of priority location substations.

\*Budget amounts as of March 2024.



# CTA PAYGO Funded Projects

<b>Project:</b>	<b>CTA – Elevated Track and Structure Maintenance – 2022 (Final)</b>			
<b>Scope:</b>	The project scope is to repair and rehabilitate track and structure elements in the system. The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.			
<b>Status:</b>	Track and structure improvements for this project were completed in this reporting period. Major elements include, but are not limited to, ironworkers; track, signal and utilities work. This will be the final update for this project.			
<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>	
	\$38,000,000	\$38,000,000	100%	
	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	October 2022	March 2024
	Preliminary Schedule	On Schedule	October 2022	December 2024

<b>Project:</b>	<b>CTA – Elevated Track and Structure Maintenance – 2023</b>			
<b>Scope:</b>	The project scope is to repair and rehabilitate track and structure elements in the system. The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.			
<b>Status:</b>	Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.			
<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>	
	\$38,000,000	\$17,444,507	46%	
	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	September 2023	March 2026
	Preliminary Schedule	On Schedule	September 2023	March 2026



**Project: CTA – Bus Maintenance – 2022 (Final)**

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**Scope:** This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.

**Status:** Bus maintenance activities were completed during this reporting period. Major rehabilitation elements will include, but not limited to, body work, vehicle wiring, and brakes. This will be the final update on this project.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$36,000,000	\$36,000,000	100%

	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	Ahead of Schedule	April 2022	December 2023
	Preliminary Schedule	On Schedule	April 2022	March 2024

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**Project: CTA – Bus Maintenance – 2023**

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**Scope:** This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.

**Status:** Bus maintenance activities began during this reporting period. Major rehabilitation elements will include, but not limited to, body work, vehicle wiring, and brakes.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$36,000,000	\$9,513,630	26%

	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	January 2024	March 2025
	Preliminary Schedule	On Schedule	January 2024	March 2025

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**Project: CTA – Fare Payment System Equipment Lease – Ventra – 2023 (Final)**

**Scope:** The capital share of the annual Ventra Base component cost is \$15 million which provides for design, testing, purchase, and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and all software applications, and back-end hardware.

**Status:** Lease payments were completed for this open fare equipment. This will be the final update on this project.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$15,000,000	\$15,000,000	100%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	July 2023	December 2023
	Preliminary Schedule	On Schedule	July 2023	December 2023

**Project: CTA – 2023 – Facilities Maintenance – Systemwide**

**Scope:** This project will target preventive maintenance projects systemwide. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance. Station will receive cleaning at regular intervals.

**Status:** Preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures. Facilities improvements were ongoing during this reporting period and maintenance work continues.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$12,000,000	\$6,281,801	52%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	August 2023	June 2025
	Preliminary Schedule	On Schedule	August 2023	June 2025



**Project: CTA – Rail Car Maintenance – 2021 (Final)**

**Scope:** This project is part of an ongoing capital maintenance program to keep rail cars in service through routine inspection, detection, and prevention of failure. Major systems to be maintained on CTA’s rail cars include, but not limited to, the following: propulsion, safety, HVAC, signage, doors, windows, lighting, communication, suspension, and car body/structure.

**Status:** Rail car maintenance activities were completed during this reporting period. Major elements include, but not limited to, rail car inspection and engineering; vehicle wiring; and body work. The project budget has been decreased via a grant amendment for a bus maintenance project. This will be the final update on this project.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$10,000,000	\$10,000,000	100%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>
<b>Schedule:</b>	Project Schedule	Ahead of Schedule	October 2022
	Preliminary Schedule	On Schedule	October 2022
			March 2024
			December 2024

**Project: CTA – Mid-Life Bus Overhaul 4300 Series**

**Scope:** The project provides for the overhaul kits and overhaul services for 100 of CTA’s 4300-Series New Flyer Low-Floor articulated 60FT buses. The overhaul will include, but not limited to, critical items such as engines, transmissions, HVAC systems, wheelchair ramps & doors, collision warning systems & warning alarms, cable assemblies, and oil & fuel filters.

**Status:** Two pilot buses went into revenue service testing where the testing period was extended to ensure proper operations of all upgrades. The buses were accepted, and minor issues were documented and corrected. Two buses were removed from the overhaul program due to being deteriorated further than expected. The contractor also begun overhauling production buses with 22 buses completed and 21 back in service as of this reporting period.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$9,615,472	\$115,457	1%

<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	Behind Schedule	December 2021
	Preliminary Schedule	Behind Schedule	December 2021
			December 2024
			December 2023



**Project: CTA – Life Extending Bus Overhaul (1000-Series)**

**Scope:** This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.

**Status:** The CTA Team drafted technical specs and the project scope is under review as of this reporting period. The team completed testing the pilot Haldex air dryers on two buses and the buses were put back in service. The Team continues to complete the project independent cost estimate and release the updated specifications to the Purchasing Department to start the bid review/release process.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,893,610	\$0	0%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	May 2022	June 2026
	Preliminary Schedule	Behind Schedule	May 2022	October 2025

**Project: CTA – Rail Car Maintenance – 2022 (Final)**

**Scope:** This project is part of an ongoing capital maintenance program to keep rail cars in service through routine inspection, detection, and prevention of failure. Major systems to be maintained on CTA’s rail cars include, but not limited to, the following: propulsion, safety, HVAC, signage, doors, windows, lighting, communication, suspension, and car body/structure.

**Status:** Rail car maintenance activities for this project were completed during this reporting period. Major elements included, but are not limited to, rail car inspection and engineering, vehicle wiring, and body work. This will be the final update on this project.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$310,000	\$310,000	100%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	December 2022	June 2027
	Preliminary Schedule	On Schedule	December 2022	June 2027



# CTA Projects over \$10 M

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**Project:** CTA – Red Purple Modernization (RPM) – Phase 1

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**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.

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**Budget:** \$2,203,408,226; on budget.

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**Schedule** On schedule; estimated completion January 2025.

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**Highlights** The Corridor Signal Improvements (CSI) project monitored the track circuit in the LBMM Stage B area and resumed installing brackets and messenger cables along embankment walls north of Thorndale. Additionally, innerduct installation for the communications network backbone continued. The Red Purple Modernization (RPM) project removed the old Clark Relay House, addressed signal testing discrepancies, and prepared for factory tests of new signal equipment. The Jarvis Relay Room began mechanical, electrical, and fire suppression improvements. The Lawrence to Bryn Mawr Modernization (LBMM) completed significant structural work, including embankment excavation, retaining wall removal, and concrete deck pours for the Ardmore transition bridge. Drilling caissons and constructing concrete piers for the elevated structure progressed, and foundational work for the Bryn Mawr station began, alongside steel erection for the platform and escalator/elevator trusses. The Red-Purple Bypass (RPB) continued with structure rehabilitation and new steel installations, completed demolition work on tracks, and progressed with superstructure construction and civil improvements.

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**Project:** CTA – Purchase Rail Cars – 7000-Series

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**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 has programmed funding for option #1. A design consultant will assist with quality control.

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**Budget:** \$713,703,634; on budget.

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**Schedule** On schedule; estimated completion extended to May 2026.

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**Highlights** Status conferences continued with CRRC to address/track various items. Production deliveries continued during this reporting period. CTA inspection personnel continue working in China and continue to conduct welded subassembly checks and production car body shell inspections for production cars. There are approximately 90 car body shells in various states of assembly or being delivered to Chicago. Final assembly continues on 36 cars in the US and final inspections on 12 cars were underway at the Skokie Shops. CTA has accepted 88 of the cars thus far for revenue service.

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**Project:** **CTA – Purchase Up to 70 Electric Buses and Up to 9 Charging Stations**

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**Scope:** This project involves the base order of forty-five 40FT battery-powered, zero emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. The contract also includes options for a total of up to 70 of these buses. Also, included are necessary spare components and manpower costs associated with this procurement.

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**Budget:** \$71,991,905; on budget.

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**Schedule** On schedule; estimated completion extended to March 2026.

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**Highlights** The charging stations were received and installed and reached substantial completion in January 2021. In Q4-2021, seventeen (17) production buses were completed and delivered to CTA. The installation of revenue fare collection systems, communication equipment, network systems were completed in Q2-2022. A total of twenty-three (23) buses were delivered. Nineteen (19) are in service and four are being used at the 74<sup>th</sup> Garage for operator training. CTA previously exercised an option for an additional twenty-two (22) buses. CTA's Infrastructure department continued working with Bus Engineering to finalize the budget breakdown and scope for the 103<sup>rd</sup> Garage. Pre-production activities continued where production is expected to start in June 2025 and delivery of the first vehicle is expected by the end of 2025.

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**Project:** **CTA – Western Station – Brown Line**

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**Scope:** This project will provide for the rehabilitation of the Western Station on the Brown Line. Scope includes new lighting, painting, materials replacement, signage, mechanical & drainage work, replacement of two elevators, improvements to the bus turnaround area, walkway entrances, stationhouse exterior and plaza, mezzanine, and platforms.

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**Budget:** \$30,026,352; on budget.

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**Schedule** On schedule; estimated completion September 2025.

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**Highlights** CTA has reviewed the Design-Build Contractors pricing and technical proposals for the 60% design and 100% design for the Advance Work packages. The contractor will be expected to receive all permits necessary for the advance work by end of Q2-2024 and begin construction elements for the advance work when all permits are received.

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<b>Project:</b>	<b>CTA – Replace Video System – Series 5000 &amp; 3200 Rail Cars</b>
<b>Scope:</b>	This project will provide for the specification development, procurement, and installation of video of video replacement for the 5000-Series and 3200-Series rail cars. Funds will also provide for rail technology upgrades which will include scope finalization, development of specifications, procurement, performance of work, and training.
<b>Budget:</b>	\$25,100,000; on budget.
<b>Schedule</b>	On schedule; estimated completion December 2026.
<b>Highlights</b>	CTA finalized the procurement process and the contract was awarded to Railhead Corporation. CTA is working with the contractor to begin specification development.

<b>Project:</b>	<b>CTA – Skokie Shops – Electronic &amp; Hydraulic Repair Room Expansions</b>
<b>Scope:</b>	This project will provide for the expansion of four (4) areas that are currently situated in the West Building of Skokie Shops to support the 5000 and 7000-series railcars maintenance cycles. All areas will be upgraded to new “clean” rooms that require the space to be enclosed, well lit, properly grounded, and air conditioned.
<b>Budget:</b>	\$10,293,685; on budget.
<b>Schedule</b>	On schedule; estimated completion extended to June 2024.
<b>Highlights</b>	The General Contractor continued construction activities during this reporting period. The hydraulic break room had the CMU wall completed where the new concrete slab was poured, demolition and relocation of existing equipment, and installation of new windows, doors, and frame. Similarly, the concrete pour for the new mezzanine was completed. The contractor will continue construction activities and then move to the diagnostic center.

# Metra

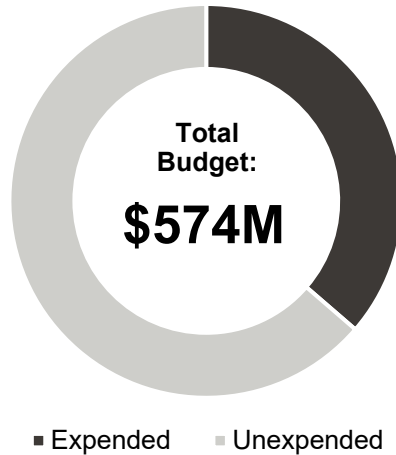
*Metra*



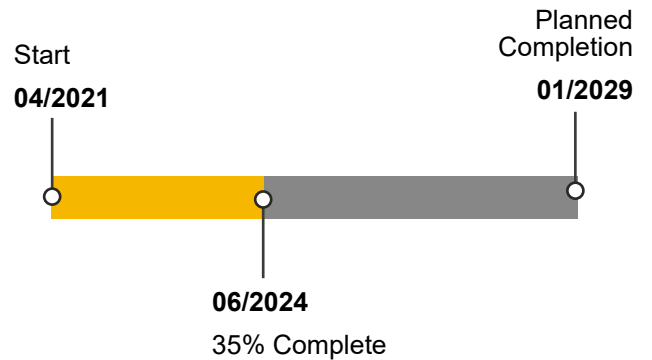


# New Bi-Level Rail Cars

## Budget



## Implementation Schedule & Progress



## Description

This project involves the purchase of up to 500 new bi-level commuter cars. The base order is 200 cars with options to purchase up to an additional 300 cars. These cars will be wheelchair accessible pursuant to the requirements of the Americans with Disabilities Act (ADA). It also includes spare parts and activities related to manufacturing, delivery, testing, and placing vehicles into service.



Photo of preliminary rendering of the interior of a car (subject to change).

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$376,339,200	\$76,322,351	20%
PAYGO	\$80,375,000	\$71,400,232	89%
RTA Bonds	\$47,800,166	\$44,048,221	92%
FTA	\$69,211,083	\$16,625,095	24%
Total	\$573,725,449	\$208,395,899	36%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2021	March 2027	January 2029	Behind schedule
Preliminary Project Schedule	March 2021	December 2026	January 2029	Behind schedule

## Status

The final design document packages are being completed and submitted to Metra. The Final Design Review is scheduled to be completed by September 2024. The contractor has built a new facility to produce the rail car shells. The first rail car is expected to be delivered to Metra in March 2026.

## Highlights

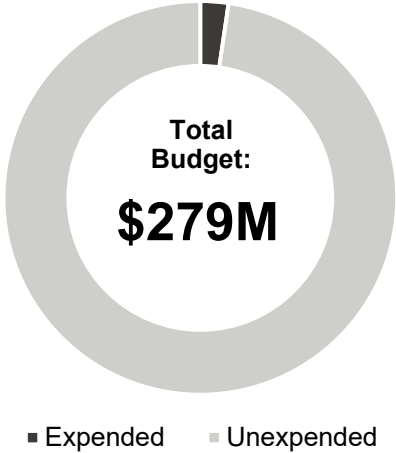
The purchase of these cars will allow Metra to retire commuter cars which have reached the end of their useful life and can no longer be rehabilitated. The new car design will be more comfortable, accessible, reliable, and safer.

\*Budget amounts as of March 2024.

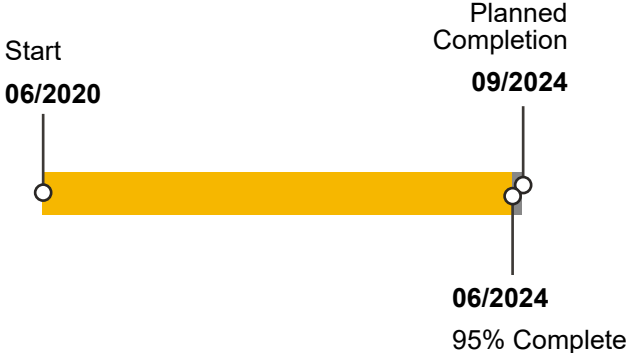


# Union Pacific North Line – South 11 Bridges

## Budget



## Design Schedule & Progress



## Description

This project involves the replacement of 11 bridges on the Union Pacific (UP) North Line from Cornelia Avenue southward to Fullerton Avenue, and the rehabilitation of the Addison Street bridge. The structural scope of work will include the replacement of steel spans, new ballasted bridge decks, and retaining wall construction and embankment landscaping. Also, some track work will be accomplished between the bridges, including the replacement of wood ties with concrete ties to ensure reliable train operations.



Rendering of a new bridge on the UP North Line.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$156,100,000	\$6,297,962	4%
FTA	\$123,000,000	\$142,922	0%
Total	\$279,100,000	\$6,440,884	2%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	June 2020	November 2021	September 2024	Behind schedule
Preliminary Project Schedule	May 2020	December 2025	December 2029	Behind schedule

## Status

This project is in the design phase. The 90% design has been completed and approved by Metra. The design is currently advancing to the 100% design milestone. The 100% design submittal is expected by the end of June 2024. The construction will be separated into 3 segments. The procurement activities for the first construction segment have been initiated. The procurement for the advance tree removal construction package is in progress.

## Highlights

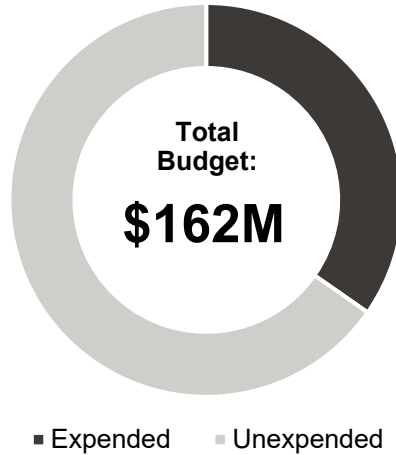
These bridges are over 100 years old. They are showing signs of deterioration and have exceeded their useful life. These bridges cannot be repaired economically and must be replaced to provide uninterrupted commuter service.

\*Budget amounts as of March 2024.



# Remanufactured Locomotive Purchase

## Budget



## Implementation Schedule (Option 1)



## Description

This project involves purchase of up to forty-two (42) remanufactured diesel locomotives which will allow for increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average. The base order is for 15 locomotives and three separate options each consisting of nine locomotives.



Remanufactured locomotive 505 delivered to Metra.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$85,416,300	\$13,649,853	16%
FTA	\$46,445,636	\$42,458,099	91%
Metra	\$29,871,956	\$0	0%
<b>Total</b>	<b>\$161,733,892</b>	<b>\$56,107,952</b>	<b>35%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Schedule (Base Order)	April 2020	October 2023	April 2024	Behind schedule
Project Schedule (Option 1)	April 2024	June 2025	N/A	On schedule
Preliminary Project Schedule	March 2020	December 2025	December 2026	Behind schedule

## Status

All 15 locomotives from the base order have been delivered to Metra. One of the completed locomotives experienced a failure of the blower fan. Metra made the decision to replace the blower fans on all the completed locomotives under warranty. Work on the blower fan replacement is in progress. Metra also exercised Option 1 under the contract for an additional nine locomotives. Work on Option 1 locomotives is in progress.

## Highlights

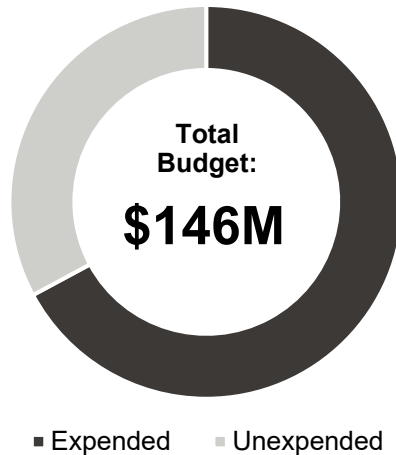
The current Metra locomotive fleet is reaching the end of its useful life, or has exceeded its useful life, and needs replacement. Purchase of additional locomotives will increase Metra's spare ratio, which will improve service reliability. Newer locomotives may reduce maintenance costs.

\*Budget amounts as of March 2024.

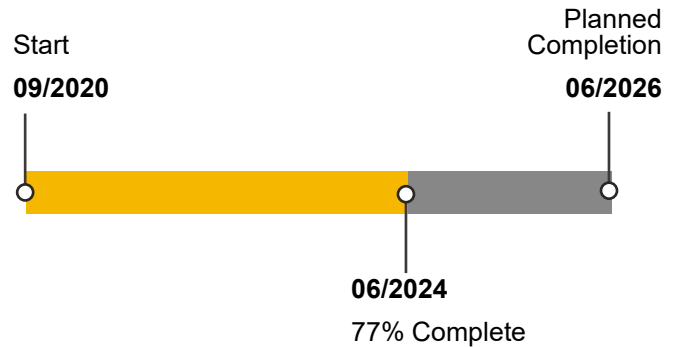


# Rail Car Rehabilitation (Nippon Sharyo)

## Budget

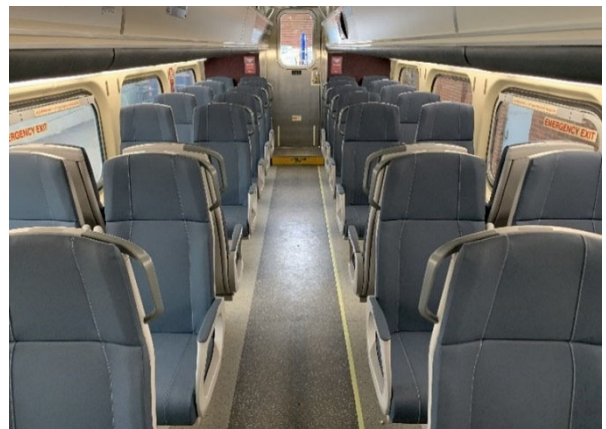


## Implementation Schedule & Progress



## Description

This project provides for the mid-life rehabilitation of bi-level trailer and cab rail cars. The rehabilitation includes, but is not limited to, the overhaul or replacement of couplers, yokes, and draft gears; renewal of buffer assemblies; replacement of all weather stripping; repair of heating, lighting systems as well as the floors and floor coverings. It also includes reconstruction of trucks, overhaul and modification of air conditioning units and replacement of all windows.



Rehabilitated rail car – passenger area.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$26,400,000	\$15,230,196	58%
PAYGO	\$14,800,000	\$14,799,455	100%
RTA Bonds	\$54,142	\$54,142	100%
FTA	\$104,304,051	\$67,641,101	65%
Metra	\$38,200	\$38,200	100%
<b>Total</b>	<b>\$145,596,393</b>	<b>\$97,763,094</b>	<b>67%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	September 2020	December 2022	June 2026	On schedule
Preliminary Project Schedule	September 2020	December 2022	December 2023	Behind schedule

## Status

The project is currently in phase 8 of 10 of the rehabilitation process. As of the end of May, 233 cars were completed. Work continues to rehabilitate cars at an average rate of 3 cars per month.

## Highlights

This project is part of a larger Metra Rail Car Rehabilitation Program. Nippon Sharyo Corporation built and delivered these rail cars between 2002 and 2008. This is the first major rehabilitation of these commuter cars, and it is performed in multiple phases.

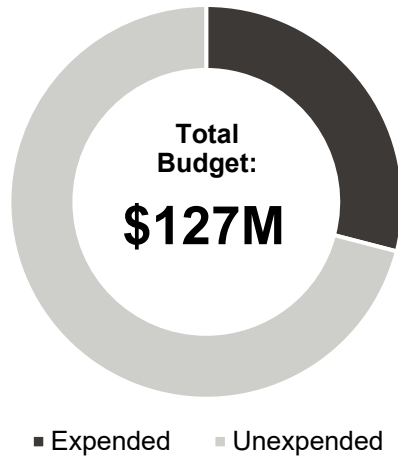
\*Budget amounts as of March 2024.



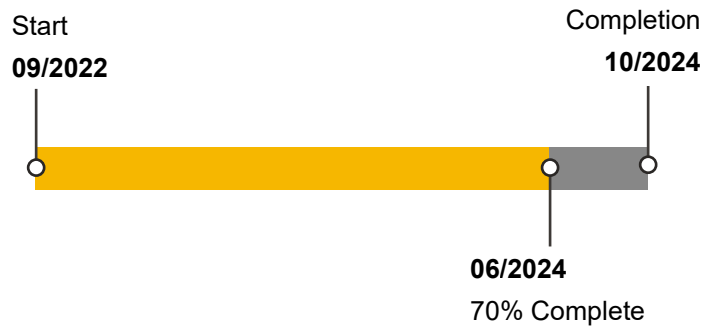


# Union Pacific West Line Expansion

## Budget



## Construction Schedule & Progress (Western Section)



## Description

This project is part of a public-private partnership between Metra and the Union Pacific Railroad (UPRR) 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).



## Budget\*

	Budget	Expended	Expended %
<b>Prior Year State Funds</b>	\$44,500,000	\$34,622,091	78%
<b>FTA</b>	\$2,409,175	\$2,409,175	100%
<b>Metra Total</b>	\$46,909,175	\$37,031,266	79%
<b>Union Pacific Railroad</b>	\$80,568,105	N/A	N/A
<b>Total</b>	\$127,477,280	N/A	N/A

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Western Section)	September 2022	September 2024	October 2024	On schedule
Preliminary Project Schedule (Western Section)	May 2021	December 2025	N/A	On schedule

## Status

Construction activities on the western section of this project are in progress. The general contractor is working on installation of steel structure girders on Fox fiver Bridge as well as precast deck panels at the same location. The contractor also worked on roadway and sewer removals on Route 31. In addition, construction activities included ComEd power line relocations, electrical installations, and warming shelter construction on Geneva Station parking lot. The contractor also worked on adjusting the roadway profile of First Ave to increase the clearance between the roadway and railway bridge.

## Highlights

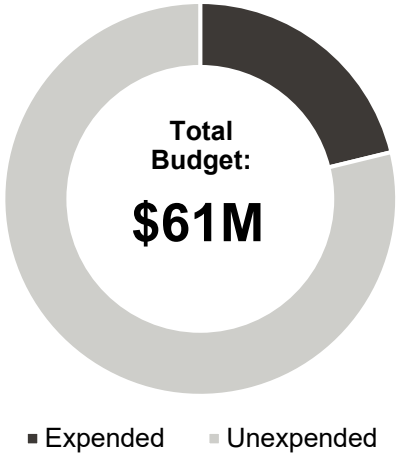
The addition of a third main line track will eliminate key bottlenecks and allow Metra to add more service, including more express trains, on the line. The potential for freight interference will also be mitigated. The state funding provides for portions of the project design, environmental study, land acquisition, and construction. The rest of the cost will be covered by Union Pacific Railroad. The contractor is also working on the Geneva station including platform removal, construction of the warming shelter, and electrical installation.

\*Budget amounts as of March 2024.

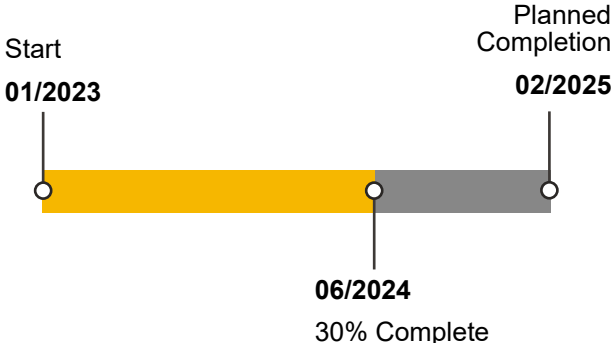


# 79<sup>th</sup> Street, 87<sup>th</sup> Street, 103<sup>rd</sup> Street Stations - Metra Electric

## Budget

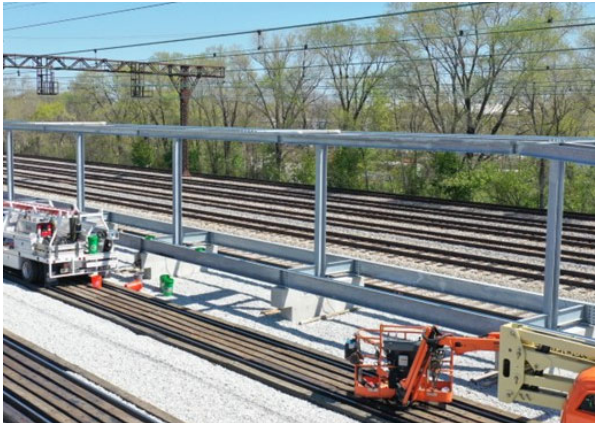


## Construction Schedule & Progress



## Description

This project is for the design and construction of 3 stations on the Metra Electric Line. The project includes the following stations: 79<sup>th</sup> Street, 87<sup>th</sup> Street and 103<sup>rd</sup> Street. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, headhouse rehabilitation, replacement of leaking roofs, installation of new warming shelters, new platform amenities, and other related work. The project also includes wayfinding signage or other station identifiers.



Structural steel installation at 103<sup>rd</sup> Street Station.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$50,150,000	\$10,408,353	21%
PAYGO	\$11,000,000	\$2,540,110	23%
<b>Total</b>	<b>\$61,150,000</b>	<b>\$12,948,463</b>	<b>21%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2023	October 2024	February 2025	Behind schedule
Preliminary Project Schedule	May 2020	December 2021	December 2025	Behind schedule

## Status

To reduce the impact on customers, the work is done in stages so that no more than two of the stations are closed at one time. The 79th street station is the first one to undergo construction followed by 103<sup>rd</sup> Street station and 87<sup>th</sup> Street station at the end. Construction activities are progressing at 79<sup>th</sup> Street station with roof framing, installation of conduits, and masonry work for the headhouse at street level. At the 103<sup>rd</sup> street station construction activities are also in progress. The contractor is installing structural steel at the platform level and working on rebar and forming for the elevator.

## Highlights

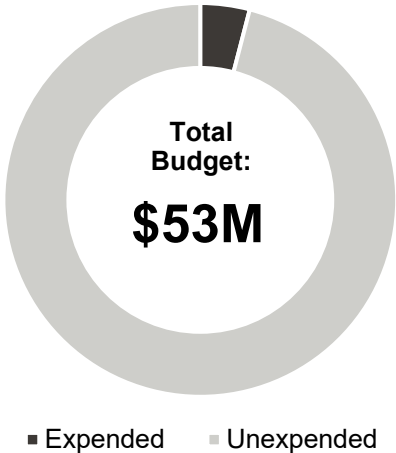
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

\*Budget amounts as of March 2024.



# 95<sup>th</sup> Street Station – Chicago State University (CSU)

## Budget



## Design Schedule & Progress



## Description

This project is for the design and construction of the 95<sup>th</sup> Street Chicago State University Station on the Metra Electric Line. At the completion of the project the station will be fully ADA accessible. The project elements include the replacement of station platforms, installation of elevators, adding a pedestrian tunnel, a retail space, and a new parking facility. The project also includes new lighting, station amenities and wayfinding signage or other station identifiers.



Rendering of the 95<sup>th</sup> Street Station.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$19,000,000	\$2,148,829	11%
FTA	\$29,000,000	\$0	0%
Cook County	\$5,000,000	\$0	0%
<b>Total</b>	<b>\$53,000,000</b>	<b>\$2,148,829</b>	<b>4%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2020	September 2022	December 2023	On schedule
Preliminary Project Schedule	May 2020	December 2024	December 2026	Behind schedule

## Status

The design for this station has been completed. Metra is currently in the procurement process to award a contract for the construction portion of the project.

## Highlights

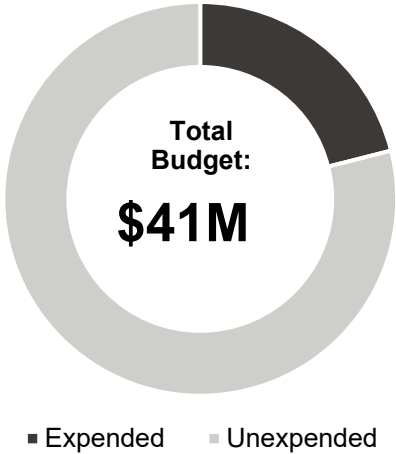
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

\*Budget amounts as of March 2024.

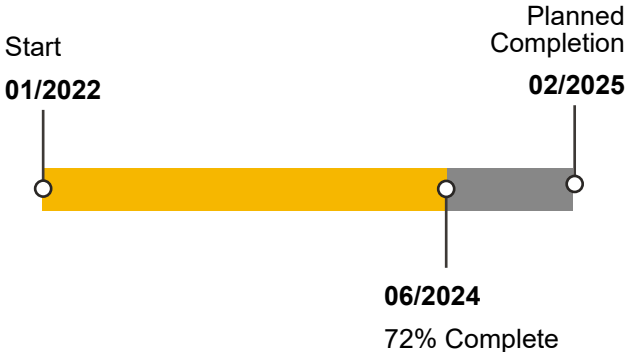


# Substation Improvements

## Budget



## Matteson Substation Construction Schedule & Progress



## Description

This project is for the replacement of the rectifiers at substations along the Metra Electric Line. The rectifiers are 35 years old and they have long exceeded their useful life. Replacement parts are not available. The Matteson Substation has been identified as a high priority location. Planned work at Matteson includes construction services to replace and add traction power equipment including a 15kv AC switchgear lineup and two-dry type copper-winding traction power transformers. Other locations identified under this project include Jackson Substation and Homewood Substation.



Construction activities at the Matteson Substation project site.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$33,591,657	\$8,501,927	25%
PAYGO	\$6,190,000	\$0	0%
FTA	\$1,192,751	\$125,834	11%
<b>Total</b>	<b>\$40,974,408</b>	<b>\$8,627,761</b>	<b>21%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Matteson Substation)	January 2022	August 2023	February 2025	On schedule
Preliminary Project Schedule	October 2021	December 2026	N/A	On schedule

## Status

The construction activities for Matteson Substation are in progress. The contractor poured concrete equipment pads and completed site backfill. The Factory Acceptance Testing is scheduled for mid-June. Procurement of long lead time items such as transfer switches and switch gears is ongoing. The design for Jackson Substation has been completed. The procurement activities for the construction of the Jackson Substation are in progress. The designer procurement for Homewood Substation is in progress.

## Highlights

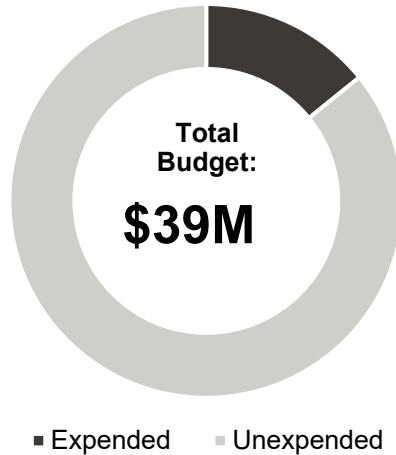
By replacing rectifiers, Metra will improve reliability on the Metra Electric Line. The improvements will increase service reliability and reduce the operating costs of maintaining outdated equipment.

\*Budget amounts as of March 2024.

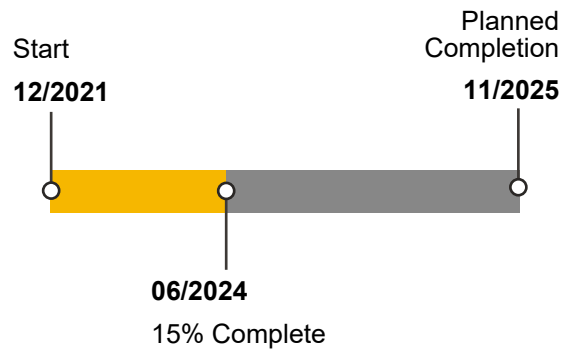


# Auburn Park New Station

## Budget



## Construction Schedule & Progress



## Description

This project is for the construction of a new station in the Auburn Park area on the Rock Island District in Chicago. The station will adhere to ADA standards and Metra's station design guidelines. This new station will include an island 8-car platform, lighting, elevator access, sheltered passenger warming facilities, a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.



Construction activities at the Auburn Park Station project site.

## Budget\*

	Budget	Expended	Expended %
Prior Years State Funds	\$20,000,000	\$4,842,349	24%
Rebuild Illinois	\$15,000,000	\$681,925	5%
PAYGO	\$4,300,000	\$52,165	1%
Total	\$39,300,000	\$5,576,439	14%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	December 2021	December 2023	November 2025	On schedule
Preliminary Project Schedule	October 2021	September 2023	December 2025	Behind schedule

## Status

The construction activities are in progress. The contractor completed the vendor building walls and Union Ave curb, sidewalk, and ADA ramps. In addition to that, the ongoing work includes the retaining wall and bridge deck waterproofing as well as demolition to prepare for the elevated station and the underground electrical installation.

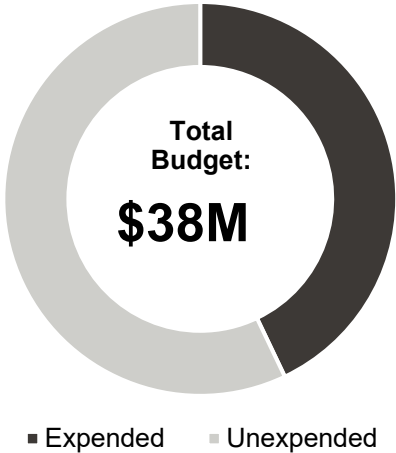
## Highlights

A new station in the Auburn Park community will increase transit accessibility for the surrounding neighborhood. Benefits of this new station will also include a reduction in congestion on the Dan Ryan Expressway.

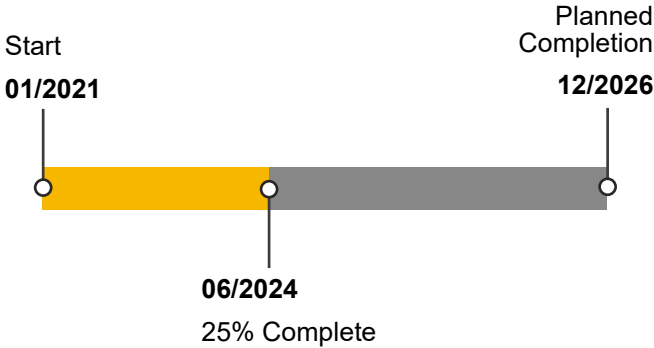
\*Budget amounts as of March 2024.

# Central Warehousing

## Budget



## Design & Construction Schedule & Progress



## Description

This project includes an acquisition of an existing warehouse facility located in the city of Harvey that is sufficient to develop a centralized warehouse for parts, equipment, and signal materials which support the operation and maintenance activities of the commuter railroad system.



Current photo of the warehouse building.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$10,000,000	\$9,466,574	95%
FTA	\$9,700,000	\$6,719,921	69%
Metra	\$18,000,000	\$0	0%
<b>Total</b>	<b>\$37,700,000</b>	<b>\$16,186,495</b>	<b>43%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2021	December 2024	December 2026	On schedule
Preliminary Project Schedule	June 2020	December 2024	December 2026	Behind schedule

## Status

The property acquisition, environmental site assessment, interior demolition, parking lot paving, fencing and roof rehabilitation were previously completed. Metra is currently in the procurement process for a designer for the interior build out of the building.

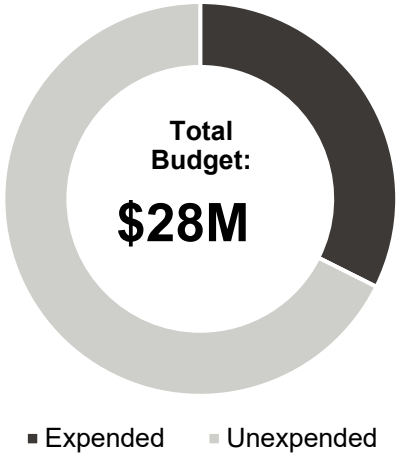
## Highlights

This project will consolidate all warehouse operations to provide a singular, central location for materials. This consolidation will allow Metra to better manage our inventory of materials through better tracking and reduction of ordering redundancies.

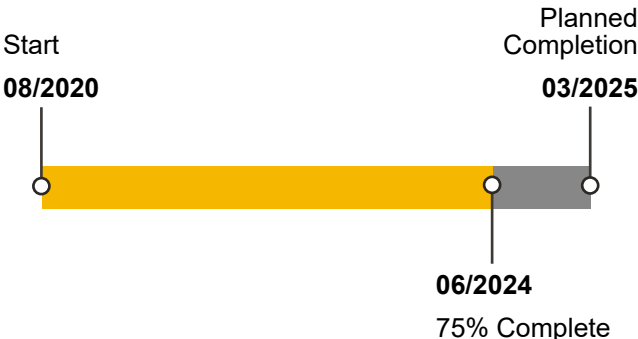
\*Budget amounts as of March 2024.

# CREATE - 75<sup>th</sup> Street Corridor Improvement Project (CIP)

## Budget



## Design Schedule & Progress



## Description

This project provides funds for engineering and construction of various elements for the 75<sup>th</sup> Street Corridor Improvement Project (CIP) that will relieve rail congestion by separating freight and passenger rail lines. Bottlenecks will be eliminated, and train idling will be reduced. This project specifically is for the flyover connection from the existing tracks in the 75<sup>th</sup> Street corridor to the existing Rock Island tracks. Multiple PAYGO and Rebuild Illinois grants are funding this work. This project is only funding the design portion of the project as well as utility relocations.



Rendering of the flyover connection.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$4,700,000	\$1,312,195	28%
PAYGO	\$16,300,000	\$7,748,642	48%
Metra	\$2,000,000	\$0	0%
Amtrak	\$5,000,000	\$0	0%
<b>Total</b>	<b>\$28,000,000</b>	<b>\$9,060,837</b>	<b>32%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2020	September 2023	March 2025	On schedule
Preliminary Project Schedule	June 2020	September 2023	December 2025	Behind schedule

## Status

The design development is advancing to 90%. Coordination with a Norfolk Southern project is ongoing. Work is progressing on Right-of-Way assessment and property acquisition assessment.

## Highlights

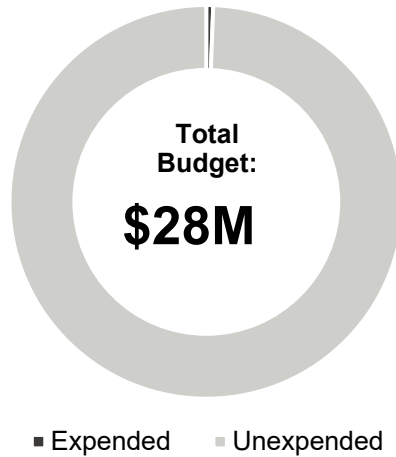
This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a regional and multi-agency coordinated effort to improve the efficiency of the rail network in the Chicago area.

\*Budget amounts as of March 2024.

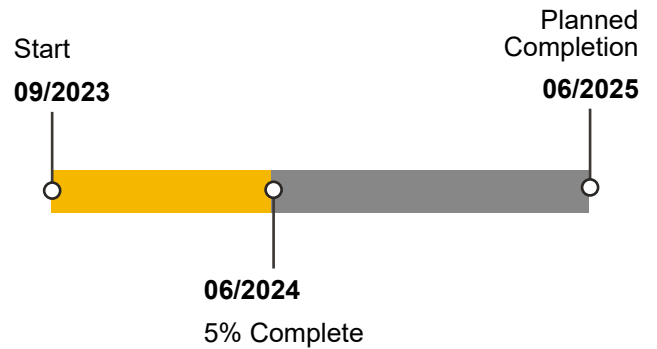


# Morgan Street Bridge Replacement

## Budget



## Construction Schedule & Progress



## Description

This project is for the removal and replacement of the bridge over Morgan Street. It is a timber structure on the Beverly Branch of the Rock Island District. The state funding is for construction only as the design has been completed with other funding sources.



Current photo of Morgan Street Bridge.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$15,000,000	\$157,214	1%
FTA	\$12,843,507	\$0	0%
Total	\$27,843,507	\$157,214	1%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	September 2023	May 2025	June 2025	Behind schedule
Preliminary Project Schedule	June 2020	December 2026	N/A	On schedule

## Status

The Notice to Proceed for construction has been issued in September 2023. Currently the contractor is working on submittals and the permitting process. There are some delays associated with permitting process.

## Highlights

Rehabilitation and replacement of deteriorating structures are necessary for continued use of the bridge. The replacement of the Morgan Street Bridge will reduce maintenance costs at that location.

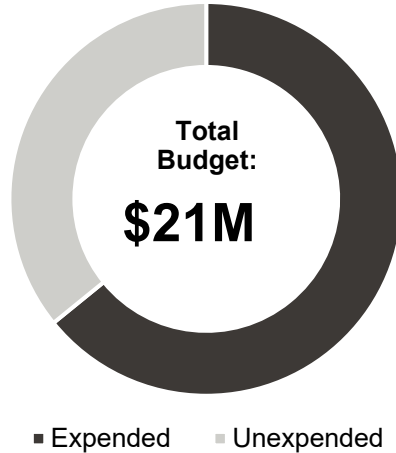
\*Budget amounts as of March 2024.



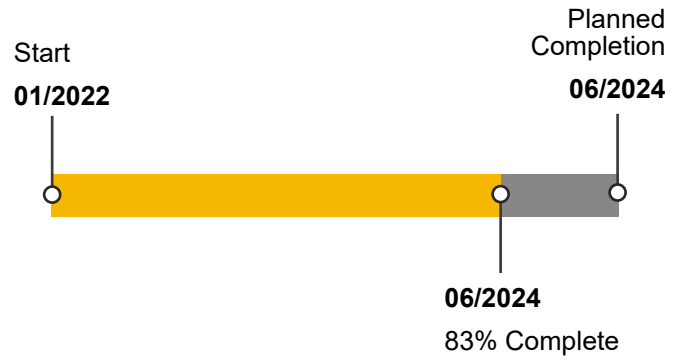


# 147<sup>th</sup> Street - Sibley Station

## Budget



## Construction Schedule & Progress



## Description

This project is for the rehabilitation of various elements of the 147<sup>th</sup> Street, Sibley Station on the Metra Electric District Line. As part of this rehabilitation the station will be made 100% ADA accessible. The scope of work includes a new station entrance and accessible path, construction of a new elevator, platform reconstruction with a new canopy, platform lighting, headhouse replacement, kiss and ride area and parking shed rehabilitation.



Construction activities ongoing at the 147<sup>th</sup> Street Sibley Station.

## Budget\*

	Budget	Expended	Expended %
<b>Rebuild Illinois</b>	\$10,000,000	\$8,130,732	81%
<b>PAYGO</b>	\$9,400,000	\$3,947,029	42%
<b>FTA</b>	\$610,803	\$456,987	75%
<b>Cook County</b>	\$900,000	\$880,416	98%
<b>Total</b>	\$20,910,803	\$13,415,164	64%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2022	March 2023	August 2024	Behind schedule
Preliminary Project Schedule	September 2021	December 2022	December 2024	Behind schedule

## Status

Construction activities are ongoing at the station. The contractor is working on installation of platform metal ceiling panels, platform panels, bases for warming shelters and platform column wraps. Work is ongoing on the storefront window system as well as installation of HVAC at headhouse level. Elevator electrical conduit installation is also in progress.

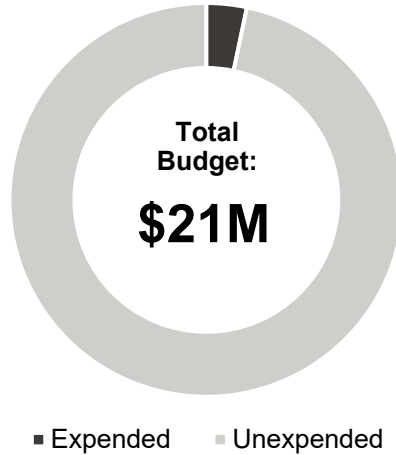
## Highlights

The 147<sup>th</sup> Street Sibley Station will be fully accessible after the station construction is completed. The design for this project was funded in part by a grant from the Cook County Department of Transportation and Highways. State funding is used for construction.

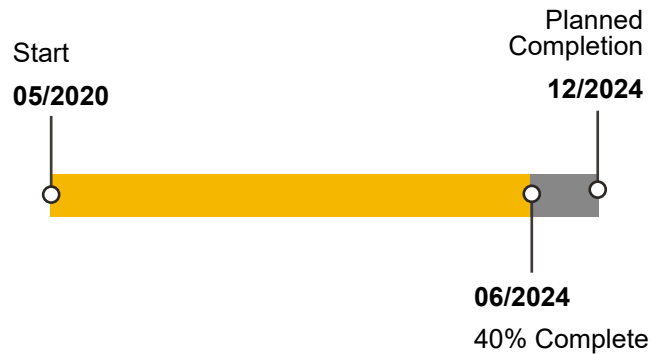
\*Budget amounts as of March 2024.

# 111<sup>th</sup> Street Station - Pullman

## Budget



## Design Schedule & Progress



## Description

This project is for the design and construction of the 111<sup>th</sup> Street Station on the Metra Electric Line. The project elements include the replacement and/or rehabilitation of station platforms, new lighting, headhouse rehabilitation, replacement of leaking roofs, installation of new warming shelters, new platform amenities, and other related work. The project also includes wayfinding signage or other station identifiers.



Rendering of the 111<sup>th</sup> Street Station.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$20,750,000	\$689,136	3%
<b>Total</b>	<b>\$20,750,000</b>	<b>\$689,136</b>	<b>3%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2020	December 2022	December 2024	Behind schedule
Preliminary Project Schedule	May 2020	December 2024	December 2026	Behind schedule

## Status

The design for this station is 40% complete. The design is currently on hold until the National Environmental Policy Act (NEPA) review process is complete. Coordination with the State Historic Preservation Office (SHPO) is required as part of the NEPA process since the station is located in a historic district.

## Highlights

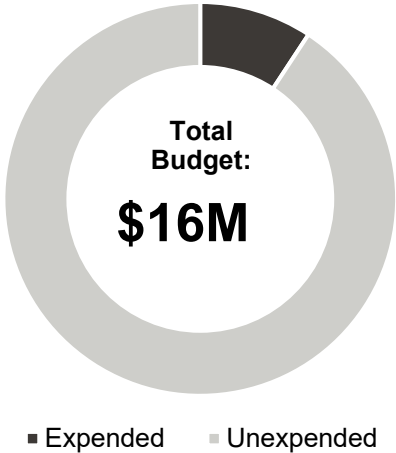
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

\*Budget amounts as of March 2024.

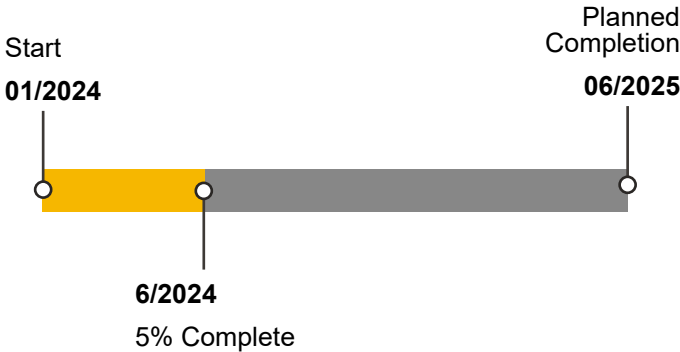


# Crew Facilities

## Budget



## Fox Lake Construction Schedule & Progress



## Description

This project includes, but is not limited to, renovation of existing crew facilities or construction of new crew facilities at existing yard locations across the Metra system. Work may include design of and renovations to interior spaces such as office spaces, locker rooms, and training facilities. Four site locations were selected for this project: Fox Lake, Elgin, Western Ave and University Park.



Existing Fox Lake crew facility.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$16,000,000	\$1,484,053	9%
<b>Total</b>	<b>\$16,000,000</b>	<b>\$1,484,053</b>	<b>9%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Fox Lake)	January 2024	June 2025	N/A	On schedule
Preliminary Project Schedule	June 2020	December 2024	December 2026	Behind schedule

## Status

Metra is working on projects at four facilities. Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The Notice to Proceed for construction has been issued. The contractor is currently working on submittals and permitting. The procurement activities for the Western Ave facility design are ongoing. The National Environmental Policy Act (NEPA) activities for the University Park and Elgin design are in progress.

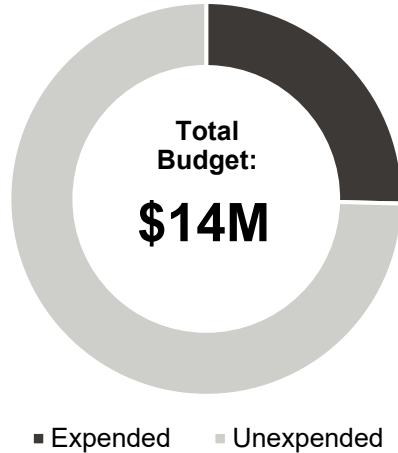
## Highlights

The existing facilities are small, outdated, and cannot handle all of the crews that must be accommodated. The new facilities will better accommodate the needs of the crews.

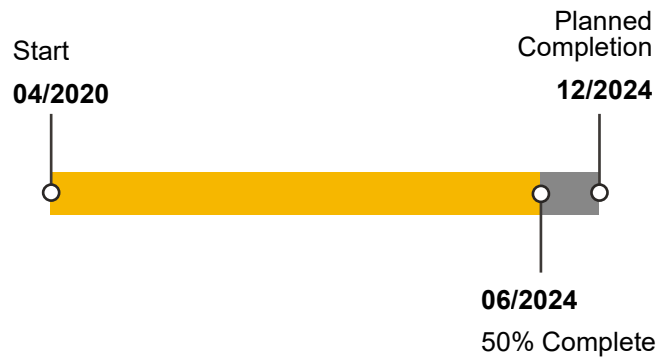
\*Budget amounts as of March 2024.

# Smart Gates

## Budget



## Implementation Schedule & Progress



## Description

This project involves upgrades to protected grade crossings to improve their safety and reliability. This project will fund upgrades of circuitry at these grade crossings to the latest technology. Metra will install monitors to remotely check the condition of the grade crossing protection system. When a monitor detects an anomaly, the system will send notice to the back office and dispatch a signal maintainer to perform repairs. At this time the project includes 14 locations along the Metra Electric South Chicago Branch.



Existing Metra grade crossing.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$1,500,000	\$396,936	26%
PAYGO	\$4,500,000	\$263,128	6%
FTA	\$7,719,036	\$2,821,135	37%
<b>Total</b>	<b>\$13,719,036</b>	<b>\$3,481,199</b>	<b>25%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2020	December 2024	N/A	On schedule
Preliminary Project Schedule	April 2020	December 2024	N/A	On schedule

## Status

Metra has executed a contract with a software vendor. Currently, there are 14 locations being updated with remote monitoring. The software vendor is also working on the user interface. The software was developed and is working in a lab environment. The construction and hardware installation at grade crossings is ongoing.

## Highlights

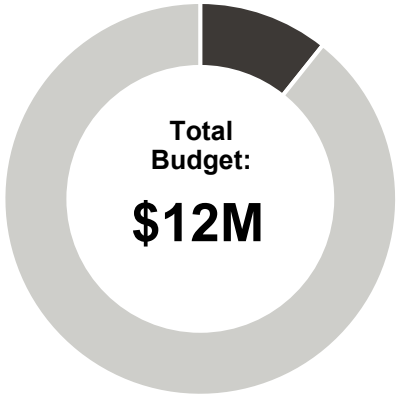
The Illinois Commerce Commission is requiring remote monitoring of protected grade crossings on all new projects in their 2019-2023 safety plan. Smart Gates will increase reliability of crossing gates by dispatching signal maintainers to fix malfunctions earlier than they would otherwise be detected by physical inspection.

\*Budget amounts as of March 2024.



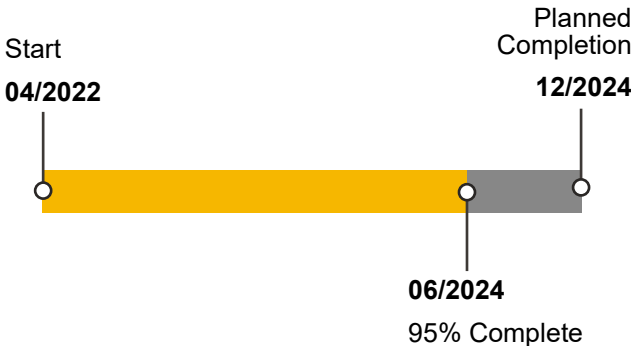
# Stoney Creek Bridge

## Budget



■ Expended   ■ Unexpended

## Design Schedule & Progress



## Description

This project funds the engineering, design services and construction for the replacement of the Stoney Creek Bridge on Metra’s SouthWest Service Line. The bridge spans Stoney Creek in Oak Lawn. The scope also includes a site survey as well as an environmental site assessment.



Current condition of the Stoney Creek Bridge.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$12,400,000	\$1,327,933	11%
Total	\$12,400,000	\$1,327,933	11%

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2022	April 2023	December 2024	On schedule
Preliminary Project Schedule	November 2021	March 2024	September 2027	Behind schedule

## Status

The 90% design has been completed and approved by Metra. The design is advancing to the 100% design submittal. The permit process activities are in progress.

## Highlights

The Stoney Creek Bridge was constructed in 1917 and has reached the end of its expected useful life. This project will result in the reduction of maintenance costs for this bridge.

\*Budget amounts as of March 2024.



# METRA PAYGO Funded Projects

**Project: Metra – Bridge 86 – 78<sup>th</sup> St. Entrance**

**Scope:** This project is for design services for the Rock Island District Bridge 86 over 78<sup>th</sup> Street and the 78<sup>th</sup> Street entrance for Auburn Park station.

**Status:** The design for the bridge and entrance continued to 90% completion. The Task Order amendment for 90% design is in progress.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$14,980,365	\$1,144,698	8%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	August 2021	December 2027
	Preliminary Schedule	Behind Schedule	August 2021	December 2026

**Project: Metra – Platform Improvements**

**Scope:** This project aims to bring Metra’s stations into ADA compliance focusing on platform and platform access routes, as necessary. Items addressed include construction of new platforms, ADA access improvements, ADA building improvements, and related work at sites as necessary and determined.

**Status:** Platform work at Chicago-Ridge, Willow Springs, Mundelein, Jefferson Park, Barrington Station, Franklin Park, New Lenox, and West Hinsdale were completed. Work continued at 103<sup>rd</sup> Street station platform and is at 40% complete and on hold. Work continued at the Oak Lawn station and is at 50% complete. Wood dale station is also 50% complete.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$12,000,000	\$7,292,915	61%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	September 2020	December 2026
	Preliminary Schedule	Behind Schedule	September 2020	December 2022



**Project: Metra – Yard Improvements – Western Ave.**

**Scope:** This project upgrades electric heating elements for switches and steel grating boardwalks at the Western Ave. Yard, HVAC systems replacement, and power distribution and wayside power upgrades in the Elgin Yard.

**Status:** The diesel shop roof replacement and HVAC rehab has the final design development initiated. The Fox Lake cable reel and electrical components replacement started construction activities in this reporting period. The Western Avenue yard water separator had the construction contract awarded.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$10,500,000	\$2,298,130	22%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	February 2020	December 2026
	Preliminary Schedule	Behind Schedule	February 2020	December 2022

**Project: Metra – Station Displays (TROJ Net)**

**Scope:** This project involves the design and rollout of Metra’s next generation of Visual Information System (VIS) signs. They will be installed at multiple locations systemwide to meet accessibility requirements by providing the same visual information at Metra’s current audio/visual station announcements.

**Status:** Displays have begun being delivered in this reporting period but delivery of brackets are still waiting for delivery. Installation has begun and 32 stations have been completed with 64 monitors installed.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$9,600,000	\$59,257	1%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>
	Project Schedule	On Schedule	May 2023
	Preliminary Schedule	On Schedule	May 2023



**Project: Metra – Elevator Replacement**

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**Scope:** The project replaces and renovates selected elevators throughout the Metra system. This will reduce maintenance costs and improve ADA access to platforms and stations. This project funds the design portion of the project.

**Status:** The elevator modernization for Millennium Station and Grand & Cicero are in the design development phase with 60% design under review and incorporating comments. Metra is also working on task order amendments. A systemwide elevator inspection and assessment is in progress as well as having proposals being evaluated.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$9,400,000	\$220,793	2%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	Behind Schedule	January 2021	December 2024
	Preliminary Schedule	Behind Schedule	January 2021	December 2021

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**Project: Metra – Vehicles and Equipment – MET**

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**Scope:** This project will provide for the procurement of various vehicles and equipment. The vehicles and equipment have reached the end of their useful life. When procured, they will be used to perform various activities to upkeep equipment, facilities, and infrastructure systemwide.

**Status:** Procurement activities are in progress. Metra is waiting on delivery of vehicles, including 23 highway vehicles, 48V service carts, three electric vans, seven police vehicles, and ten service vehicles. As of this reporting period, 30 vehicles have been received.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$9,000,000	\$2,019,254	22%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	April 2023	December 2026
	Preliminary Schedule	On Schedule	April 2023	December 2026

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**Project: Metra – Yard Improvements – 47<sup>th</sup> St.**

**Scope:** This project will replace ties, crosswalks, and platforms with steel grated platforms, purchase & installation of a truing machine. Similarly, this project will include the upgrade of the 47<sup>th</sup> St. Yard 12KV distribution system.

**Status:** The work for the diesel shop construction, the 12KV distribution system, and sprinkler system reached substantial completion. Metra issued the notice to proceed for force account activities for Blue Island Yard canopy construction. The 12KV and sprinkler system were completed.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$6,500,000	\$6,113,651	94%

	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	January 2021	December 2024
	Preliminary Schedule	Behind Schedule	January 2021	December 2022

**Project: Metra – Shelters**

**Scope:** This project involves replacing of existing shelters that are deteriorated at stations across the system. Shelters will be prefabricated and may include on-demand heating elements.

**Status:** Aluminum shelters continue to be installed throughout the system. Currently, shelter installation is on hold at Morton Grove, Western Ave., 67<sup>th</sup> St., 83<sup>rd</sup> St., Western Avenue and Woodstock had the NEPA review completed and are at 30% design and continuing. Procurement packages for the next package of stations is in process.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$6,025,000	\$1,591,155	26%

	<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	October 2020	December 2024
	Preliminary Schedule	Behind Schedule	October 2020	June 2023



**Project: Systemwide Yard Improvements**

**Scope:** This project will improve the state of good repair by renovating, expanding, and building new facilities in Metra’s rail yards. It will provide design and construction funds for largescale rail yard improvement projects across Metra.

**Status:** The construction management and construction activities for the CCF project are near completion. Procurements for construction services were rebid out for the 47<sup>th</sup> St. Coach & Diesel Shop project. The Fox Lake cable reel replacement project started construction as well as for the HVAC replacement system for OTC, Van Buren, and Kensington Yards.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$6,000,000	\$495,099	8%

	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	February 2021	December 2025
	Preliminary Schedule	On Schedule	February 2021	December 2025

**Project: Metra – Milwaukee North Line Signals**

**Scope:** This project is for the design and material purchases for the Lake Forest West Crossovers for signal and grade crossing upgrades from Rondout to Deerfield West Control Point on the Milwaukee North Line.

**Status:** Designs were completed for both Phase II and Phase III. Metra continued shipping of field materials which is still in progress as well as Metra Force Account construction activities continued with signal installation.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$4,500,000	\$3,052,514	68%

	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	January 2021	December 2024
	Preliminary Schedule	Behind Schedule	January 2021	June 2023



**Project: Metra – Ties and Ballast – MDW (Final)**

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**Scope:** This project will rehabilitate and improve the right-of-way successfully and efficiently on the Milwaukee District West Line and will replace 33,000 ties in between designated spots along Main Line Tracks 1 and 2.

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**Status:** Track and structure improvements were completed during this reporting period. Major elements include ironworkers; track, signal and utilities work. This will be the final update on this project

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<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$4,331,634	\$4,331,634	100%

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<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b> Project Schedule	On Schedule	May 2022	June 2024
Preliminary Schedule	Behind Schedule	May 2022	December 2022

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**Project: Metra – Millennium Station – MEP Upgrades – MED**

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**Scope:** This project will rehabilitate and improve the right-of-way successfully and efficiently on the Metra Electric District.

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**Status:** Construction work for the Millenium Station boiler replacement was completed during this reporting period. Metra Force Account started work in this reporting period for the LED light conversion project. Air handler units work are expected to in the next reporting period.

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<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$3,400,000	\$0	0%

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<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b> Project Schedule	On Schedule	February 2022	December 2026
Preliminary Schedule	Behind Schedule	February 2022	December 2023

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**Project: Metra – Elmhurst Station Improvements**

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<b>Scope:</b>	This project is for overhauling the station in Elmhurst. The station will include warming shelters, pedestrian tunnel, platform reconstruction, and surface parking improvements.			
<b>Status:</b>	Preliminary engineering and NEPA process were completed. The Village of Elmhurst is leading the design with their consultant. The designer reached 90% design and is under Metra review. The development to 100% design has been initiated.			
<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>	
	\$3,000,000	\$0	0%	
	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	June 2022	March 2025
	Preliminary Schedule	Behind Schedule	June 2022	August 2023

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**Project: Metra – Cybersecurity Systems**

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<b>Scope:</b>	This project enhances Metra’s cybersecurity and implements Metra’s cybersecurity strategy. Equipment and software for scanning, prioritization, and remediation of vulnerabilities will be purchased and installed across multiple networks for Metra.			
<b>Status:</b>	Contracts for cybersecurity and vulnerability software were awarded and software installation completed for 7 contracts. Contracts were awarded for vulnerability assessment and shared cloud software, as well as reaching award for remote desktop management. Work continues on software implementation with these programs.			
<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>	
	\$3,000,000	\$1,283,838	41%	
	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	February 2021	December 2024
	Preliminary Schedule	Behind Schedule	February 2021	December 2023

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**Project: Metra – Fiber Optic (Final)**

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**Scope:** This project will provide for the fiber optic backbone engineering design for Metra’s Electric District Main Line. Work includes equipment design specifications, materials, and fiber spans including all drawings and burial installation along the right-of-way of the MED from Millennium Station to University Park.

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**Status:** The designer reached 100% design completion. Metra is working on preparing the IFB documents for the construction of this project. Final invoices remain. This will be the final update on this project.

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<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$2,000,000	\$1,520,958	76%

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<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b> Project Schedule	On Schedule	January 2022	December 2023
Preliminary Schedule	On Schedule	January 2022	December 2023

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**Project: Metra – Ties and Ballast – RID (Final)**

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**Scope:** This project will rehabilitate and improve the right-of-way successfully and efficiently on the Rock Island District.

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**Status:** Major elements for this project includes ironworkers; track, signal and utilities work. Track and structure improvements completed during this reporting period. This will be the final update on this project.

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<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,920,000	\$1,920,000	100%

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<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b> Project Schedule	Ahead of Schedule	September 2023	June 2024
Preliminary Schedule	On Schedule	September 2023	December 2024

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**Project: Metra – Consolidated Control Facility (CCF) Generation**

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**Scope:** This project will replace the generator and uninterruptable power supply system at Metra’s Consolidated Control Facility.

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**Status:** Metra continued to make headway on the project. The generator is 96% complete and expected to be completed by the end of 2024.

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<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,263,000	\$792,481	63%

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<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b> Project Schedule	On Schedule	February 2021	December 2024
Preliminary Schedule	Behind Schedule	February 2021	October 2022

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**Project: Metra – Bicycle Parking**

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**Scope:** This project will provide for the design of bicycle parking on Metra’s system.

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**Status:** Metra reached the 100% design submittal which is currently under review. Once the review is completed, any final comments will be addressed and Metra will proceed to develop the Invitation for Bid documents.

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<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$85,000	\$0	0%

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<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
<b>Schedule:</b> Project Schedule	On Schedule	July 2022	June 2025
Preliminary Schedule	On Schedule	July 2022	June 2025

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# Metra Projects over \$10 M

<b>Project:</b>	<b>Metra – Zero Emission Trainsets</b>
<b>Scope:</b>	This project is for the procurement of up to 16 two-car battery trainsets along with spare parts, accessories, equipment, training, and services.
<b>Budget:</b>	\$154,893,855; on budget.
<b>Schedule</b>	On schedule; estimated completion December 2028.
<b>Highlights</b>	Metra put the bid on the street in May 2022 and was awarded to Stadler US, Inc. during this reporting period. The contract consists of eight trainsets for the base order. If Metra chooses to purchase additional trainsets, it can purchase up to eight (8) additional two-car battery powered self-propelled trainsets. In addition, Metra can also order up to 16 trailer cars with toilets and up to 16 trailer cars without toilets.

<b>Project:</b>	<b>Metra – Program Management</b>
<b>Scope:</b>	This project includes professional services to hire a consultant team to provide additional program management capacity. The initial program management contract will be for five-years. The consultant’s efforts will focus on implementing existing projects in their Capital Program.
<b>Budget:</b>	\$122,934,062; on budget.
<b>Schedule</b>	On schedule; estimated completion extended to December 2030.
<b>Highlights</b>	The project management oversight contract was awarded to WSP. WSP and Metra staff are working through the process to support delivery of Metra’s Capital Program. Purchase Order Releases have been approved and work is in progress on various capital projects. The project budget increased from newly Pre-Awarded 2024 FTA funds.



**Project:** **Metra – 16<sup>th</sup> Street Interlocker**

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**Scope:** This project will replace the 16<sup>th</sup> Street interlocking with a modern solid state automated electronic system. The 16<sup>th</sup> Street interlocking plant consists of an obsolete manual interlocker with two outdated hand lever machines built in 1901 and 1929. There are no manufacturers of spare or replacement equipment for these machines.

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**Budget:** \$74,052,955; on budget.

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**Schedule** On schedule; estimated completion December 2025.

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**Highlights** The preliminary design was completed, and CN is waiting on drawings. Bid package documents were developed and design proposals were submitted. The award for the interlocking track and signal upgrades were awarded in October 2022 and activities for signal upgrades design continue. New grants were awarded for this project to address the capital needs for this project.

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**Project:** **Metra – Car Rehabilitation – Nippon Sharyo Highliners**

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**Scope:** This project involves the mid-life rehabilitation of up to 26 multiple-unit bi-level electric cars. The units numbers for these cars are 1201 to 1226. They were built by the Nippon-Sharyo Corporation and delivered between 2005 and 2007. This is the first major rehabilitation of these commuter cars.

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**Budget:** \$55,378,657; on budget.

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**Schedule** On schedule; estimated completion December 2025.

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**Highlights** This project is progressing with procurements for materials and parts ongoing. Six cars have completed the rehab activities, and two cars are almost completed waiting on seats. Two more have just started work under this program. Additional cars will continue with the rehabilitation process.

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**Project:** **Metra – Van Buren St. Station**

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**Scope:** This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.

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**Budget:** \$48,126,300; on budget.

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**Schedule** On schedule; estimated completion extended to December 2026.

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**Highlights** Metra awarded the consultant contract for station concept design. The concept design is at 15% completion and on hold pending completion of lakefront ordinance protection, NEPA, and environmental processes. Documents are being prepared to be submitted for lakefront ordinance for approval. Environmental and NEPA work is ongoing. The Memorandum of Understanding was completed during this reporting period. There was a solicitation for a new LIQ blanket for design services to get the design from 10% to 30% and then a separate solicitation from 30% to 100%. The design is expected to be completed in the beginning of 2027.

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**Project:** **Metra – Financial System Replacement**

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**Scope:** This project will provide funding for Metra to implement an 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.

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**Budget:** \$41,754,607; on budget.

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**Schedule** On schedule; estimated completion December 2025.

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**Highlights** Metra was able to complete the conversion to Dynamics 365. The vendor continues to work on additional scope for post-software implementation. Metra submitted a revised procurement package for the Payroll System replacement. There were scope additions that occurred during this reporting period for the UP employees onboarding, the vendor portal, and integration with other systems. Interviews and demonstrations for vendors will be held in the next reporting period for the RFP for the revised procurement package for the Payroll System replacement.

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**Project:** **Metra – Bridge A-32 Reconstruction**

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**Scope:** This project involves reconstruction of Bridge A-32 located on Metra’s Milwaukee District North Line over Milwaukee Avenue. The project will consist of the bridge reconstruction and the rehabilitation of the Grayland Station; including but not limited to platforms, stairs, ramps, and shelters.

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**Budget:** \$38,041,561; on budget.

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**Schedule** On schedule; estimated completion December 2024.

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**Highlights** The construction contract was awarded in October 2020 and the construction management contract was awarded in February 2021. The contractor continues to make headway with construction activities during this reporting period. The bridge steel girders were delivered and installed, and waterproofing of the bridge deck were completed. The project is 74% complete.

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**Project:** **Metra – GPS Train Tracking**

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**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.

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**Budget:** \$36,239,830; on budget.

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**Schedule** On schedule; estimated completion December 2024.

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**Highlights** The project design is 100% complete. The First Article of Inspection and training were completed. All installation work on the MED and RID yards were completed. Station control unit for station announcements installations were completed. All software will be installed by end of June. The GPS Train Tracker backbone is projected to be completed by the end of the year.

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**Project:** **Metra – Car Rehabilitation – Budd**

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**Scope:** This project involves the life-extending rehabilitation of up to 85 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.

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**Budget:** \$31,950,728; on budget.

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**Schedule** On schedule; estimated completion December 2024.

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**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. Seventy-six cars completed the rehabilitation continues with the remaining cars as they cycle through the rehabilitation program. 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.

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**Project:** **Metra – Peterson-Ridge New Station (Final)**

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**Scope:** This project will construct a new commuter station at Peterson and Ridge Avenue in Chicago. Construction will include a new platform, warming structures, stairs, ADA ramps, signage, a kiss-and-ride, and parking.

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**Budget:** \$28,829,765; on budget.

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**Schedule** On schedule; substantial completion reached May 2024.

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**Highlights** Design for the new station was completed. The contracts for construction management and construction contractor were procured and awarded in June and July 2021, respectively. Notice to Proceeds were issued in June 2021 for the Construction Manager and August 2021 for the Construction Contractor. The project had a stop work order in place but it was rescinded. The contractor completed landscaping activities, and final elements and reached substantial completion during this reporting period. A station opening was held in May of this year. Punchlist activities continue. This will be the final update on this project.

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**Project:** **Metra – Homewood Station**

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**Scope:** This project involves the rehabilitation of the Homewood Station and associated intermodal facilities. The scope of work includes, but not limited to, general tunnel rehabilitation, tunnel drainage solutions, elevator and stair improvements, additional of a pedestrian ramp into the tunnel on the west end of the station, platform improvements, warming shelter, headhouse improvements, and improvements to the Pace and Amtrak facilities.

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**Budget:** \$20,461,735; on budget.

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**Schedule** On schedule; estimated completion November 2024.

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**Highlights** The parking lot with 53 parking spaces was completed. The 100% station design review was completed in this reporting period by Metra and their PMO. The General Contractor was given NTP in March, and crews have mobilized on site and continued construction on the station. Currently, construction is 70% complete.

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**Project:** **Metra – Car and Locomotive Cameras**

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**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.

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**Budget:** \$19,944,178; on budget.

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**Schedule** On schedule; estimated completion December 2024.

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**Highlights** The new technology allows 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. Currently, the DVR system is being installed by Metra Forces and passenger cameras are being installed by a vendor. All prototype installations were completed with them running with no issues. The full-scale installation began, and kits started delivery in October 2022. In total, 92 cars were completed, and the project is on-going and continuing installation activities.

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**Project:** **Metra – A-20 Techny Interlocker**

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**Scope:** This project provides engineering and construction to modernize the A-20 Interlocker near Techny Road in Northbrook on the Milwaukee District North Line. The scope of work includes improving two grade crossings (Shermer and Techny Road), modernizing signals, and improving track between the Morton Grove Station and Deerfield Station. Under this project, work may include adding rails, switches, signals, crossovers, and renewal of track and signal circuits and cables. This project will implement a signal control system that is PTC ready.

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**Budget:** \$19,258,610; on budget.

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**Schedule** On schedule; estimated completion December 2026.

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**Highlights** Preliminary engineering work is near completion and a construction Invitation for Bid (IFB) package is ongoing. Once completed, it will be submitted and advertised after the railroad cost sharing agreement is executed and potential grants are awarded.

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**Project:** **Metra – Chicago Union Station Interlockers**

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**Scope:** This project involves the modernization and upgrading of outmoded interlockers at the north and south ends of Chicago Union Station (CUS). Metra and Amtrak will share the cost of the project.

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**Budget:** \$13,096,850; on budget.

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**Schedule** On schedule; estimated completion December 2026.

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**Highlights** Amtrak identified scope of work for 2024 and has executed with Metra a Fixed Facility Agreement to complete the project. The project has started where Amtrak began the replacement and upgrades of switches, signal and rail at Harrison St and Taylor St of the North and South end of CUS. Construction activities continue.

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**Project:** **Metra – Ties and Ballast – UPR**

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**Scope:** Metra’s Union Pacific North (UP-N) Line will undergo significant rehabilitation. Union Pacific Railroad’s crews will replace ties, clean, or replace ballast, and replace switch components on the northern extents of the UP-N Line.

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**Budget:** \$12,593,011; on budget.

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**Schedule** On schedule; estimated completion extended to December 2024.

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**Highlights** Metra coordinated efforts with UP Forces for work on the Kenosha Sub track 1 & 2 related to replacing and cleaning ties, replacement of ballast, as well as switch components from Mile Post (MP) 8.5 to MP 52.1. This work is 40% complete. Work continues and additional locations were added to the project. Kenosha ties work to follow Harvard MP .75 to MP 62. Union Pacific forces continue working and are 50% complete.

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**Project:** **Metra – IT Components and Services**

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**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.

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**Budget:** \$12,059,193; on budget.

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**Schedule** On schedule; estimated completion December 2024.

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**Highlights** This is a multiple year and multiple project type of capital project. Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Purchase Order Releases for computer hardware and software continue in process and deliveries will continue over the next several years.

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**Project:** **Metra – Morgan Interlocker**

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**Scope:** This project will provide design funds for the replacement of the Morgan Street interlocking on Metra’s Milwaukee C&M subdivision and the signal system infrastructure between Canal Street and A2 interlocking.

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**Budget:** \$11,320,000; on budget.

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**Schedule** On schedule; estimated completion December 2026.

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**Highlights** The Morgan interlocker overall site design reached the 60% design milestone. The Morgan interlocker critical component design work reached 100% design during this reporting period. An IGA with CDOT was executed and CDOT is reviewing the civil drawings. Once approved and comments addressed, the civil drawings before the designer can proceed to the 90% design submittal.

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**Project:** **Metra – RI Connection and 3rd Track**

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**Scope:** This project develops a technical study for the establishment of a new third main rail on the Rock Island Line. The project study limits are from MP 0.0 (LaSalle Station) to MP 10.5 (Gresham Junction.). The new third main is anticipated to extend from the new 16th Street Interlocking at MP 1.0 presently in design to the new CREATE P2 Interlocking at CP 74th. It is also anticipated that a new crossover will be required at Gresham to facilitate train movement into and out of the new third main rail.

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**Budget:** \$11,300,000; on budget.

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**Schedule** On schedule; estimated completion December 2027.

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**Highlights** The preliminary engineering for this project has started. The NEPA Scope-of-Work (SOW) was advertised in October 2022. Survey work started first week of October 2022. NEPA activities are progressing.

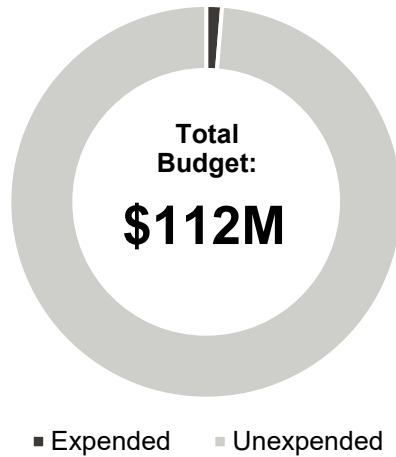
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# Pace

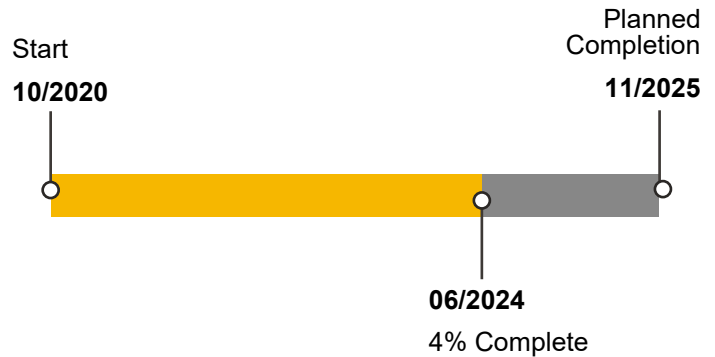


# River Division Electrification/Expansion

## Budget



## Design Schedule & Progress



## Description

Pace intends to expand and improve its existing River Division bus garage onto newly acquired property south of the existing garage. It will be designed to accommodate storage, servicing, maintenance, and associated program areas for an additional 75 buses, 26 paratransit vehicles and 6 non-revenue vehicles in addition to other improvements to modernize the existing facility. The project also includes electrification of the facility to make it compatible with an electric bus fleet.



Existing River Division bus garage.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$112,109,933	\$1,453,278	1%
<b>Total</b>	<b>\$112,109,933</b>	<b>\$1,453,278</b>	<b>1%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	October 2020	December 2022	November 2025	Behind schedule
Preliminary Project Schedule	July 2020	December 2024	October 2028	Behind schedule

## Status

Pace has entered into a contract for Architectural and Engineering services for pre-design and design services. The contractor completed the pre-design activities, and final pre-design report was submitted to Pace. The adjacent property acquisition has been completed. Pace has completed a Change Order to the design contract to include additional scope for the electrification component. The design activities with the additional scope for electrification have restarted in April.

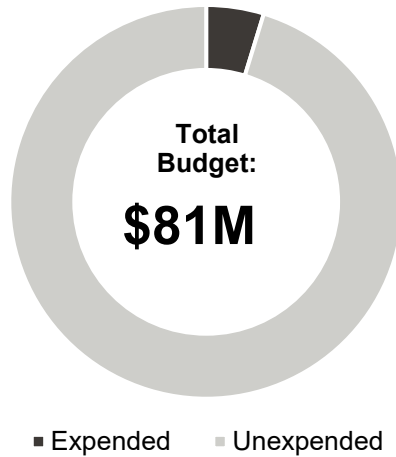
## Highlights

This garage was built in 1989 and is in need of improvements. Expanding and renovating the 63,000 sq.ft. garage would support the agency's new I-90 Express service and consolidate buses currently housed in the facility in East Dundee, saving over half a million dollars in annual lease costs. In addition, the East Dundee facility does not have onsite fueling and can only support light maintenance activities.

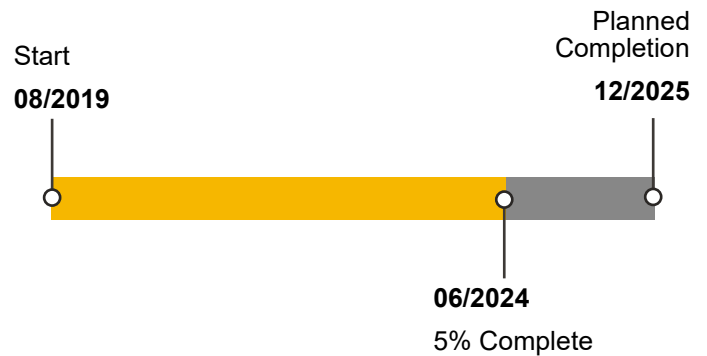
\*Budget amounts as of March 2024.

# New Northwest Division Garage - Wheeling

## Budget



## Design Schedule & Progress



## Description

This project is for the design and construction of a new Northwest Garage to replace the existing Northwest Division. In 2018, Pace purchased a 23-acre site with existing 430,000 square feet building to replace its existing Northwest Division. The new facility will be a full service, fully furnished and equipped, heavy duty bus repair, maintenance, and storage garage. The scope includes the design and construction of Old Willow Road Improvements. Occupancies will include Pace Vanpool Services and Graphics Department including Pace's Print Shop.



Improvements to Old Willow Road.



## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$79,010,000	\$1,719,398	2%
RTA Bonds	\$1,950,315	\$1,950,315	100%
Pace	\$170,380	\$170,380	100%
<b>Total</b>	<b>\$81,130,695</b>	<b>\$3,840,093</b>	<b>5%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2019	December 2020	December 2025	Behind schedule
Preliminary Project Schedule	January 2019	June 2023	November 2028	Behind schedule

## Status

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The improvements to Old Willow Road have been completed. The initial design has been finalized. The project is in the process of being re-scoped to add the electrification component. Pace is also working on identifying other potential funding sources to complete this project.

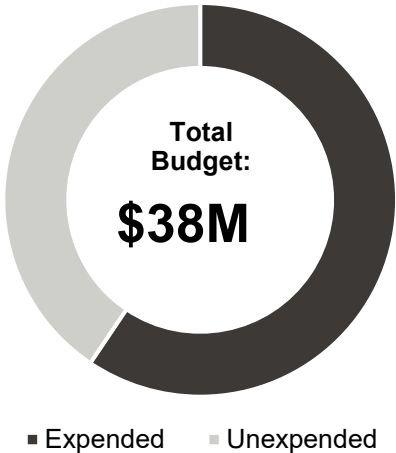
## Highlights

The original Northwest garage building in Des Plaines was built in 1962, and had some renovation work done in 1994, at this time it is overcrowded, and beyond its useful life. The new garage will support the implementation of Bus Rapid Transit service on the Pulse Milwaukee and Dempster Lines, increase bus storage capacity as well as future growth.

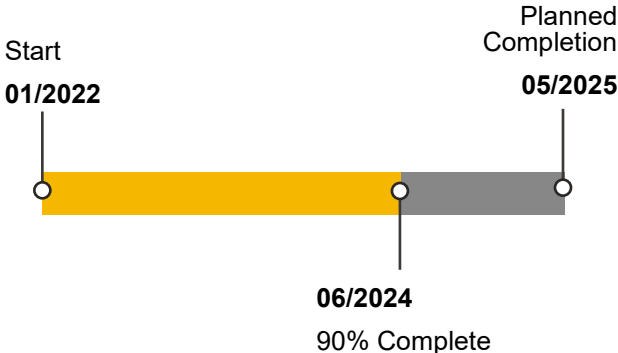
\*Budget amounts as of March 2024.

# South Campus Project - Markham

## Budget



## Construction Schedule & Progress



## 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.



Acceptance Facility framing installation.

## Budget\*

	Budget	Expended	Expended %
Prior Years State Funds	\$27,100,000	\$21,634,676	80%
PAYGO	\$7,100,000	\$5,073,774	71%
RTA Bonds	\$1,862,258	\$1,376,428	74%
FTA	\$1,299,000	\$712,130	55%
Pace	\$895,148	\$562,962	63%
<b>Total</b>	<b>\$38,256,406</b>	<b>\$29,359,970</b>	<b>77%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2022	August 2023	May 2025	Behind schedule
Preliminary Project Schedule	July 2019	January 2023	July 2025	Behind schedule

## Status

The exterior construction of the buildings has been completed. The contractor continues to work on final elements on the interior of the buildings including framing, drywall, patching and painting. Final adjustments are being performed to the office building for the gas and HVAC systems. The Acceptance Facility is currently waiting on long lead time items that have been purchased.

## Highlights

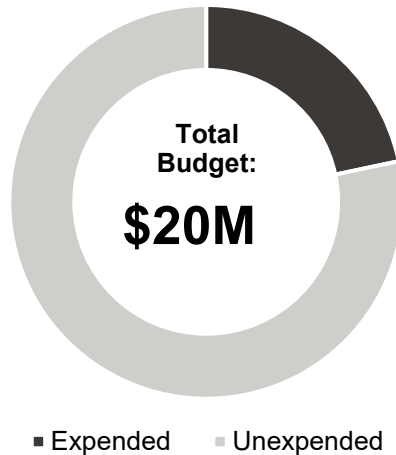
Pace made a decision to move the Acceptance Facility originally planned for South Holland to Markham as part of the South Campus development. The original design for the South Holland Acceptance Facility was modified to include additional facilities planned for the Pace South Campus project.

\*Budget amounts as of March 2024.

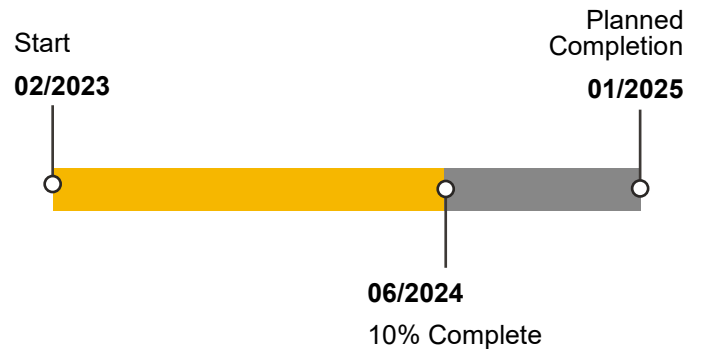


# ADA Technology Upgrades and Transfer Centers

## Budget



## Construction Schedule & Progress



## Description

Pace plans to improve ADA-related technology that will include various software, mobile applications and internet platforms to provide immediate access to customers for general information. In addition, this project also includes a transfer location project in Schaumburg. Pace plans to construct an ADA transfer location on this property, which is adjacent to the Northwest Transportation Center, and would provide connections to fixed-route services in addition to ADA paratransit services. Another ADA transfer facility is planned for Calumet City.



Poured foundation and underground utilities for the new ADA Transfer Center located in Schaumburg.

## Budget\*

	Budget	Expended	Expended %
Rebuild Illinois	\$20,000,000	\$4,338,098	22%
<b>Total</b>	<b>\$20,000,000</b>	<b>\$4,338,098</b>	<b>22%</b>

## Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule – Northwest Transportation Center	February 2023	April 2024	January 2025	Behind schedule
Preliminary Project Schedule	July 2020	December 2026	N/A	On schedule

## Status

Construction at the Northwest Transportation Center ADA Transfer Facility is ongoing. The contractor completed the underground sewer and drainage structure installation. Site work is ongoing with installation of a concrete block wall along the new bus driveway as well as grading for the parking lot and the new bus driveway. Progress continues on the implementation of various technology enhancement projects. The first two phases of the Taxi Access Program have been completed and the vendor is currently working on the third phase. Activity continues on two phases of Trapeze technology enhancements to Pace's Trapeze paratransit scheduling system.

## Highlights

These upgrades of new software and hardware will provide a better customer experience and improve service reliability, safety, and travel time information to our riders. In addition, Pace has committed to providing accessible transportation for the ADA community and has located a facility in Schaumburg and Calumet City for an ADA transfer center.

\*Budget amounts as of March 2024.



# Pace PAYGO Funded Projects

**Project:** Pace – Intelligent Bus System (IBS) Upgrades – 2022

**Scope:** This project will provide for IBS system enhancement features to help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.

**Status:** Pace continued activities on this project during this reporting period. This project is for the automatic passenger counters on fixed route buses. Pace is working on a change order for finalized installation quantities.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$2,250,000	\$1,582,867	70%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	Behind Schedule	July 2022	December 2024
	Preliminary Schedule	Behind Schedule	July 2022	December 2023

**Project:** Pace – 2020 – Bus Stop Shelters, Benches, Pads & Signs

**Scope:** This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities and other related equipment. In also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.

**Status:** Activities continued working with the vendor for a new large delivery of new and replacement shelters expected in fall 2024. Solicitation for the new concrete pads is going back out to procurement due to issue with bids. Additional site assignments are pending are pending for new concrete pads.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,550,000	\$568,889	37%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	Behind Schedule	October 2020	April 2025
	Preliminary Schedule	Behind Schedule	October 2020	April 2024



**Project: Pace – 2021 – Bus Stop Shelters, Benches, Pads & Signs**

**Scope:** This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities, and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.

**Status:** Activities continued working with the vendor for a new large delivery of new and replacement shelters expected in fall 2024. Solicitation for the new concrete pads is going back out to procurement due to issue with bids. Additional site assignments are pending are pending for new concrete pads.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,330,000	\$235,314	18%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>
<b>Schedule:</b>	Project Schedule	Behind Schedule	February 2022 April 2025
	Preliminary Schedule	Behind Schedule	February 2022 April 2024

**Project: Pace – 2022 – Bus Stop Shelters, Benches, Pads & Signs**

**Scope:** This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities, and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.

**Status:** Activities continued working with the vendor for a new large delivery of new and replacement shelters expected in fall 2024. Solicitation for the new concrete pads is going back out to procurement due to issue with bids. Additional site assignments are pending are pending for new concrete pads.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,125,000	\$72,805	6%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>	<b>Schedule:</b>
<b>Schedule:</b>	Project Schedule	On Schedule	October 2022 September 2025
	Preliminary Schedule	On Schedule	October 2022 September 2025



**Project: Pace – Computer Systems, Hardware/Software**

**Scope:** This project is for the purchase of software, hardware, licenses, consulting, installation, hosting, training, and project implementation services needed to upgrade or replace old technology as well as update the Pace website.

**Status:** This project is underway, and Pace executed a contract for redesigning Pace's website. Activity continued with a rebid for the procurement of onboard digital screens for the interior of the buses where contract execution is expected in the next reporting period. Additional tasks will be added throughout the duration of this project.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$1,100,000	\$0	0%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	Behind Schedule	July 2022	October 2024
	Preliminary Schedule	Behind Schedule	July 2022	December 2023

**Project: Pace – Intelligent Bus System (IBS) Upgrades – 2020**

**Scope:** This project will provide for IBS system enhancement features to help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.

**Status:** Pace completed the scope of work for IBS services and transit master software upgrades related to IBS servicers and new servers were installed with software upgrades ongoing. The activities on this project were delayed though due to a software issue, however it will be expected to begin in the next reporting period. They will also procure amplifiers with remaining funds as well.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$625,000	\$359,253	57%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	Behind Schedule	December 2021	December 2024
	Preliminary Schedule	Behind Schedule	December 2021	June 2023





**Project: Pace – 2021 – Bus Tracker Signs**

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**Scope:** This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve the customer experience.

**Status:** Activities continued related to the real time signs installed at various transit centers along the Pulse Milwaukee Line with various details on the specifics of screen size. Activity for the real time bus information signage and electrical connections was completed during this reporting period.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$600,000	\$530,000	88%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	February 2022	December 2024
	Preliminary Schedule	Behind Schedule	February 2022	December 2022

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**Project: Pace – 2022 – Bus Tracker Signs**

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**Scope:** This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve the customer experience.

**Status:** Activities continued related to the real time signs installed at various transit centers along the Pulse Milwaukee Line with various details on the specifics of screen size. Concurrently, real time bus information signage and electrical connections continued for various project elements. Permitting was approved in this reporting period. Installation and invoicing continue as well.

<b>Budget:</b>	<b>Project Budget:</b>	<b>Amount Expended:</b>	<b>Percent Expended:</b>
	\$425,000	\$323,268	76%

<b>Schedule:</b>	<b>Schedule:</b>	<b>Status:</b>	<b>Start Date:</b>	<b>Completion Date:</b>
	Project Schedule	On Schedule	October 2022	June 2024
	Preliminary Schedule	On Schedule	October 2022	June 2024

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# Pace Projects over \$10 M

<b>Project:</b>	<b>Pace – Purchase 40’ Low-Floor Compressed Natural Gas (CNG) Buses</b>
<b>Scope:</b>	This project is a new contract awarded in March 2022 for a new five-year indefinite delivery/indefinite quantity contract for 40’ low-floor CNG buses. The minimum quantity to be purchased under this contract is 94 buses and the total number of buses procured will not exceed the maximum amount of 135.
<b>Budget:</b>	\$75,896,625; on budget.
<b>Schedule</b>	On schedule; estimated completion March 2027.
<b>Highlights</b>	Pace awarded a new contract for the purchase of additional vehicles in March 2022. The first order was a quantity of 47 CNG buses. The production of these vehicles has been put on hold during this reporting period. A portion of these vehicles will be utilized at the Northwest Wheeling Garage, which is an ongoing project. As Pace establishes a construction schedule for the Wheeling Garage, a production schedule will be developed for the order of 47 buses. Pace may reevaluate purchasing CNG buses vs electric buses as well.

<b>Project:</b>	<b>Pace – Purchase 15-Passenger Paratransit Buses</b>
<b>Scope:</b>	This project involves an indefinite delivery/indefinite quantity 5-year contract for the purchase of 15-passenger paratransit buses for the ADA Paratransit Service Program was awarded in November 2020. The minimum quantity to be purchased under this contract is 170 buses and up to a not to exceed maximum of 753 total buses.
<b>Budget:</b>	\$69,991,388; on budget.
<b>Schedule</b>	On schedule; estimated completion November 2025.
<b>Highlights</b>	These buses will service DuPage, Kane, Lake, Will and Cook counties. Pace awarded a new contract in November 2020. The first order was for a quantity of 210 paratransit buses. The final vehicle of the base order was delivered in this reporting period in March 2024. Pace is working with the vendor for the second order of vehicles. These vehicles will combine additional paratransit vehicles & vehicles to be used for the community vehicle program. Final change order terms and pricing discussions are ongoing.



<b>Project:</b>	<b>Pace – Purchase Electric Buses</b>
<b>Scope:</b>	This project is for a contract to purchase battery-electric 40' buses and charging stations. This contract was executed by means of tagging on with State of Georgia's cooperative agreement with Proterra Operating Company, Inc.
<b>Budget:</b>	\$28,749,859; on budget.
<b>Schedule</b>	On schedule; estimated completion May 2025.
<b>Highlights</b>	The contract was executed, and the vendor originally provided Pace with an updated production schedule due to previous supply chain issues and long lead time items. However, the vendor was bought out by a new company, Phoenix Cars, LLC. Since the change, Phoenix has provided Pace with an updated delivery schedule and Pace will start to receive vehicles in early 2025.

<b>Project:</b>	<b>Pace – Transit Signal Priority (TSP)</b>
<b>Scope:</b>	This project has a 3-year contract for the purchase of regional TSP equipment and installation services for the implementation phase of the TSP project covering nine corridors was executed in December 2019.
<b>Budget:</b>	\$14,031,402; on budget.
<b>Schedule</b>	On schedule; estimated completion extended to December 2025.
<b>Highlights</b>	The vendor received the permit to implement TSP system along 58 signalized intersections of Dempster Street from IDOT. TSP data and operations monitoring continued on Dempster Avenue, testing and TST data analysis continued on Grand Ave. as well as Roosevelt Road. TSP deployment was completed at 147 <sup>th</sup> Street and 95 <sup>th</sup> Street where the vendor continues testing. Cicero Ave. has TSP installation ongoing. The contractor is working on permit acquisitions for Cermak, Rand Road, and 159 <sup>th</sup> .

# 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 active capital projects in the RTA region. It shows the results of great efforts made by collaboration between the RTA, the Service Boards, various governmental entities, and local municipalities. The Service Boards' project management and capital improvements efforts in this reporting period have seen considerable progress. Many of Rebuild Illinois and PAYGO projects are moving forward and are included in this report. The current projects are part of the progress made to bring our region's transit system one step closer to being in a state of good repair, financially stable, safe, accessible, reliable, and useful for riders as well as for our region to be connected, thriving, and winning the fight against climate change.





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