Executive Summary

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

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

The Rebuild Illinois funding is planned to expedite overdue repair and replacement projects, reduce the backlog of deferred improvements, and move the system toward a state of good repair. It nearly doubles the previous five-year regional capital program of $4.3 billion. The new funds enable real progress on the state of good repair, by allowing improvements and in some cases replace aging system assets. Due to the current events, there is a level of uncertainty around the PAYGO and State Bond funding, which is dependent on revenues that may not reach the previously projected levels in the current economy. At this time the Service Boards are continuing with the implementation of their capital programs and working through the grant application process for the Rebuild Illinois funding.

The 44 projects detailed in this report together represent $5.1 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward compliance with federal requirements or enhancing customer experience, safety, and security.

All of the state funded projects are within budget. Three state funded projects were completed during this reporting period. There were five change orders executed during the current reporting period. All executed change orders were for ongoing projects, mostly to add value and address unforeseen conditions. Construction activities continued during the current COVID-19 crisis by following CDC recommendations at the jobs sites with no significant delays to the construction projects.

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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State-Funded Projects
### Systemwide

#### STATE-FUNDED PROJECTS

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<th>PROJECT TITLE</th>
<th>BUDGET</th>
</tr>
</thead>
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<td>CTA</td>
<td>Dearborn Subway Station Improvements</td>
<td>$11,028,240</td>
</tr>
<tr>
<td>CTA</td>
<td>Rail Shop Roofs and Washer Replacements Design</td>
<td>$3,073,202</td>
</tr>
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<td>98th Street Rail Shop Bridge Replacement</td>
<td>$5,222,791</td>
</tr>
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<td>Metra</td>
<td>Positive Train Control (PTC) – System Integrator</td>
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<td>$57,005,500</td>
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<tr>
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<td>$44,500,000</td>
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<td>Union Pacific North Line Bridges and Ravenswood Station</td>
<td>$12,668,903</td>
</tr>
<tr>
<td>Metra</td>
<td>Hazel Crest Station</td>
<td>$5,020,917</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 40’ Compressed Natural Gas Buses</td>
<td>$49,000,000</td>
</tr>
<tr>
<td>Pace</td>
<td>Pace South Campus Project – Markham</td>
<td>$27,100,000</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase of 15-Passenger Paratransit Buses</td>
<td>$7,290,500</td>
</tr>
<tr>
<td>Pace</td>
<td>Bus Stop Improvements – Joliet Gateway Center</td>
<td>$1,709,500</td>
</tr>
</tbody>
</table>

**Note:** Amounts shown represent only the IDOT/RTA-funded portions of overall project budgets.
Dearborn Subway Improvements (Final)

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

Status:
This project is in the closeout phase with punch list items being addressed. The contractor has applied for and was granted substantial completion in May 2020.

Budget:
The project is on budget.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$11,028,240</td>
<td>$11,028,240</td>
<td>$10,221,854</td>
<td>93%</td>
</tr>
<tr>
<td>Overall Project Total</td>
<td>$39,000,000</td>
<td>$33,710,246</td>
<td>$27,597,067</td>
<td>71%</td>
</tr>
</tbody>
</table>

Schedule:
The project is on schedule.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) / Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Design Completion</td>
<td>March 2019</td>
<td>March 2019 (A)</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td>March 2020</td>
<td>May 2020 (A)</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of April 2020.
Rail Shop Roofs and Washer Replacements Design (Final)

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

Status:
Construction work on rail shop roofs at both Harlem and Des Plaines Shops has been completed. The design for the Harlem Rail Car washer had the final milestone completed with the submittal of 100% design documents in May 2020. The permitting and procurement portion for the Harlem Rail Car Washer construction is on hold pending funding availability. The state bond funding was for the design portion of the project.

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

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$3,073,202</td>
<td>$3,074,350</td>
<td>$2,761,287</td>
<td>90%</td>
</tr>
<tr>
<td>Overall Project Total</td>
<td>$25,523,142</td>
<td>$7,695,111</td>
<td>$6,414,356</td>
<td>25%</td>
</tr>
</tbody>
</table>

Schedule:
The project has 2 phases for the two separate elements being replaced. The first phase is the replacement of the roofs of both shops and the second phase is replacing the rail car washer at the Harlem Shop. The roof phase is complete. The washer replacement design schedule was modified for added project scope.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) / Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof Replacement Start</td>
<td>June 2015</td>
<td>June 2015 (A)</td>
</tr>
<tr>
<td>Roof Replacement Complete</td>
<td>June 2016</td>
<td>June 2016 (A)</td>
</tr>
<tr>
<td>Rail Washer Design Complete</td>
<td>November 2018</td>
<td>May 2020 (A)</td>
</tr>
</tbody>
</table>

Highlights:
The existing roofs at the Harlem and Des Plaines Shops were approaching the end of their useful lives, both having been installed when the rail shops were first opened. Harlem Shop was constructed in 1965 and Des Plaines Shop was constructed in 1960.

Rail car washers at Harlem Shop are located outside of the rail shop and is in poor condition and coated in rust. The Harlem Shop is to be expanded for the addition of a new rail car washer. The yard will be reconfigured with track that leads into the new, interior rail car washer.

*Obligated and Expended amounts as of April 2020.
98th Street Rail Shop Bridge Replacement

Description:
This project will provide for the replacement and repair of CTA’s 98th Street Shop Bridge and canopy structure as well as restoration of deteriorated elements in the CTA 98th Street Rail Shop. The work within the shop is generally focused on restoration of deteriorated elements adjacent to the bridge area resulting from water infiltration.

Status:
This project kicked off this month. The contractor began mobilizing on site and initiated the process for obtaining traffic control permits. The procurement of materials is ongoing. The lunchroom and locker room will be relocated to a temporary facility for the construction period. Various submittals, process and testing plans are being finalized and submitted to CTA for approval.

Budget:
The project is on budget.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$5,222,791</td>
<td>$1,201,528</td>
<td>$15,413</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

Schedule:
The project is on schedule.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) / Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Kick Off</td>
<td>May 2020</td>
<td>May 2020 (A)</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td>November 2020</td>
<td>November 2020</td>
</tr>
</tbody>
</table>

Highlights:
The 98th Street bridge is approximately 60 feet long and connects the State Street expressway overpass to the upper level of the rail shop employee entrance. The connecting bridge has suffered extensive damage through the years and is in need of replacement. The bridge concrete deck is not adequately sloped which causes rain water to enter the shop building. This project will provide a new access bridge and canopy, new concrete deck, window replacement, plumbing and masonry work.

*Obligated and Expended amounts as of April 2020.
Positive Train Control (PTC) – System Integrator

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

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

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

<table>
<thead>
<tr>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$85,000,000</td>
<td>$73,550,618</td>
<td>87%</td>
</tr>
<tr>
<td>Overall Project Total</td>
<td>$415,879,609</td>
<td>$301,284,150</td>
<td>72%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) /Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Award</td>
<td>August 2015</td>
<td>August 2015 (A)</td>
</tr>
<tr>
<td>Begin Implementation</td>
<td>August 2015</td>
<td>August 2015 (A)</td>
</tr>
<tr>
<td>Subdivision Service Initiated</td>
<td>---</td>
<td>October 2018 (A)</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td>December 2020</td>
<td>November 2020</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of April 2020.
Positive Train Control (PTC) – System Integrator (continued)

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

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

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

*Some segments of the SouthWest Service line are owned by Metra and others by Norfolk Southern

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

<table>
<thead>
<tr>
<th>Line Name</th>
<th>Revenue Service Demonstration Date Actual (A) / Forecast:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milwaukee District North (MD-N)</td>
<td>July 2020</td>
</tr>
<tr>
<td>Milwaukee District West (MD-W)</td>
<td>August 2020</td>
</tr>
<tr>
<td>Metra Electric District (MED)</td>
<td>January 2020 (A)</td>
</tr>
<tr>
<td>Rock Island District (RID)</td>
<td>October 2018 (A)</td>
</tr>
<tr>
<td>SouthWest Service (SWS)</td>
<td>May 2019 (A)</td>
</tr>
</tbody>
</table>

**Highlights:**

There are 4 core elements of the PTC system:

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

*Obligated and Expended amounts as of April 2020.
Rehabilitation of Rolling Stock

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

**Status:**
Project locomotive and rail car units are being rebuilt as part of an ongoing rolling stock rehabilitation program. 37 of the 42 F40PH-2 locomotives are complete. 24 of the 27 MP36 locomotives are complete. 99 of the 302 Nippon Sharyo rail cars are complete. 20 of the 20 Budd rail cars are complete. 34 of the 57 BNSF Budd rail cars are complete.

**Budget:**
The project is on budget. Metra has reprogrammed some unused funds from other state grants and they were added to this project.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locomotives</td>
<td>$29,891,446</td>
<td>$29,891,446</td>
<td>$29,675,232</td>
<td>99%</td>
</tr>
<tr>
<td>Rail Cars</td>
<td>$27,114,054</td>
<td>$27,114,054</td>
<td>$25,695,999</td>
<td>95%</td>
</tr>
<tr>
<td>Overall Project Total</td>
<td>$57,005,500</td>
<td>$57,005,500</td>
<td>$55,371,231</td>
<td>97%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Baseline Production</th>
<th>Actual Production</th>
</tr>
</thead>
<tbody>
<tr>
<td>F40PH-2 Locomotive</td>
<td>30 Weeks</td>
<td>30-31 Weeks</td>
</tr>
<tr>
<td>MP36 Locomotive</td>
<td>103 Days</td>
<td>100 - 114 Days</td>
</tr>
<tr>
<td>Nippon Sharyo Rail</td>
<td>28 Days</td>
<td>28 Days</td>
</tr>
<tr>
<td>Budd Rail Car</td>
<td>100 Days</td>
<td>Program Complete</td>
</tr>
<tr>
<td>BNSF Budd Car</td>
<td>15 Days</td>
<td>15 Days</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of May 2020.
Union Pacific West Line Expansion

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

Status:
Construction continues for the eastern section. Work was completed along the east abutment of the Des Plaines river bridge. The electrical work is almost complete at the Maywood Station and recently began at the Melrose Park station. The platform for the south side of the Melrose Park station will begin construction shortly. The construction portion of the western section of the project will go out for bid in Q3 of 2020 once Metra and UP finalize the agreement.

Budget:
The project is on budget. RTA/IDOT funding below provides for portions of the project design, environmental study, land acquisition, and construction. Metra and the Union Pacific Railroad are sharing these costs. The overall project total cost referenced below includes Union Pacific railroads expected cost for the project.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$44,500,000</td>
<td>$15,102,256</td>
<td>$15,101,060</td>
<td>34%</td>
</tr>
<tr>
<td>Metra Portion</td>
<td>$47,261,212</td>
<td>$19,863,468</td>
<td>$17,784,730</td>
<td>38%</td>
</tr>
<tr>
<td>Overall Project Total</td>
<td>$124,939,627</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Schedule:
The project is on schedule. Milestones for the Western Section will be established once the project goes out for bid.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) /Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Completion</td>
<td>March 2016</td>
<td>March 2016 (A)</td>
</tr>
<tr>
<td>Eastern Section Construction</td>
<td>Notice to Proceed</td>
<td>November 2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td>November 2017 (A)</td>
</tr>
<tr>
<td>Eastern Section Construction</td>
<td>Substantial Completion</td>
<td>September 2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 2020</td>
</tr>
</tbody>
</table>

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.

*Obligated and Expended amounts as of April 2020.
** Obligations and Expenditures are tracked for the Metra portion of the project cost
Union Pacific North Line Bridges and Ravenswood Station

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

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

**Status:**
Construction continues with the bridge project. The General Contractor completed the erection of the remaining superstructures, installed drilled shafts, and demolished abutments. Simultaneously, the track excavation continued to be performed with subballast installed and compacted wherever possible.

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

**Budget:**
The project is on budget.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State-Funded Budget</strong></td>
<td>$12,668,903</td>
<td>$12,668,903</td>
<td>$12,552,403</td>
<td>99%</td>
</tr>
<tr>
<td><strong>Overall Project Total</strong></td>
<td>$47,699,764</td>
<td>$46,312,896</td>
<td>$23,201,628</td>
<td>49%</td>
</tr>
</tbody>
</table>

*Obligated and Expended amounts as of April 2020.
Union Pacific North Line Bridges and Ravenswood Station (continued)

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

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

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

*Obligated and Expended amounts as of April 2020.
Hazel Crest Station (Final)

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

Status:
The contractor reached substantial completion in May for this project. The contractor is currently working to finish the remaining punch list items.

Budget:
The project is on budget.

<table>
<thead>
<tr>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$5,020,917</td>
<td>$5,020,917</td>
<td>$3,535,768</td>
</tr>
<tr>
<td>Overall Project Total</td>
<td>$5,819,473</td>
<td>$5,819,473</td>
<td>$4,116,509</td>
</tr>
</tbody>
</table>

Schedule:
This project reached substantial completion behind schedule due to delays of initial kick-off, initial existing conditions that differed from drawings, utility related, procurement issues, and contractor related delays.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) / Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Completion</td>
<td>February 2013</td>
<td>December 2013 (A)</td>
</tr>
<tr>
<td>Notice to Proceed</td>
<td>April 2015</td>
<td>August 2017 (A)</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td>March 2020</td>
<td>May 2020 (A)</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of April 2020.
Purchase 40’ Compressed Natural Gas Buses

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

Status:
Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace executed a change order to procure an additional 6 CNG buses using federal funds, those buses are expected to be delivered by July 2020. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure seven 40’ diesel buses as part of another contract; which covers a one-time purchase of (85) 40’ diesel New Flyer buses.

Budget:
The project is on budget.

<table>
<thead>
<tr>
<th>State-Funded Budget</th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$49,000,000</td>
<td>$48,383,601</td>
<td>$46,908,432</td>
<td>96%</td>
</tr>
</tbody>
</table>

Schedule:
Project is on schedule.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) / Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Award</td>
<td>February 2015</td>
<td>February 2015 (A)</td>
</tr>
<tr>
<td>CNG Retrofit Complete</td>
<td>June 2015</td>
<td>March 2016 (A)</td>
</tr>
<tr>
<td>91 Bus Delivery</td>
<td>June 2016</td>
<td>October 2017 (A)</td>
</tr>
<tr>
<td>11 Bus Delivery</td>
<td>June 2018</td>
<td>July 2018 (A)</td>
</tr>
<tr>
<td>6 Bus Delivery</td>
<td>July 2020</td>
<td>July 2020</td>
</tr>
<tr>
<td>7 Diesel Bus Delivery</td>
<td>July 2020</td>
<td>July 2020</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of May 2020.
Pace South Campus Project - Markham

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

Status:
Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The project team continues to advance the plans of the Acceptance Facility incorporating the review comments, advance the programming of the new office building per Pace's input and continues the work on the Civil Site plans incorporating the review comments as well as the bus driving facility. The pre-design is 95% complete and design is 60% complete.

Budget:
The project is on budget.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$27,100,000</td>
<td>$1,688,763</td>
<td>$797,498</td>
<td>3%</td>
</tr>
</tbody>
</table>

Schedule:
Project is on schedule.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) / Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>100% Design</td>
<td>June 2020</td>
<td>June 2020</td>
</tr>
<tr>
<td>Construction Notice to Proceed</td>
<td>January 2021</td>
<td>January 2021</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td>May 2022</td>
<td>May 2022</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of May 2020.
Purchase of 15-Passenger Paratransit Buses

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

Status:
A contract was executed with Midwest Transit for the purchase of 84 paratransit vehicles in August 2017. All 84 vehicles have been delivered and accepted. The final vehicle was delivered on June 18, 2018. A grant amendment was executed to increase the scope quantity to allow for purchase of additional vehicles. Pace had to rebid this project due to a bid protest on the prior procurement. Pace has advertised the invitation for bids and they are due on June 17, 2020. The first order is planned for 198 vehicles. 20 of the paratransit vehicles in this order will be funded with the state funds remaining in this grant, the other vehicles will be purchased with federal funding.

Budget:
The project is on budget.

<table>
<thead>
<tr>
<th>State-Funded Budget</th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$7,290,500</td>
<td>$5,248,048</td>
<td>$5,248,048</td>
<td>72%</td>
</tr>
</tbody>
</table>

Schedule:
The project is on schedule.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline Schedule</th>
<th>Actual (A) /Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Vehicle Delivery</td>
<td>November 2015</td>
<td>March 2018 (A)</td>
</tr>
<tr>
<td>Last Vehicle Delivery</td>
<td>May 2016</td>
<td>June 2018 (A)</td>
</tr>
<tr>
<td>20 Additional Vehicles</td>
<td>December 2020</td>
<td>December 2020</td>
</tr>
</tbody>
</table>

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

*Obligated and Expended amounts as of May 2020.
Bus Stop Improvements – Joliet Gateway Center

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

Status:
Pace continues to meet with the city of Joliet officials regarding advancing the project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and bid the larger Intermodal Transportation Project, of which the Bus Turnaround Component is a part of. The winning bidder was not chosen for the project due to improper DBE documentation submitted with the proposal. The City of Joliet is in the process of rebidding the project. The City of Joliet and Pace entered into an Intergovernmental Grant Agreement for this project.

Budget:
The project is currently on budget with zero expenditures.

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Obligated*</th>
<th>Expended*</th>
<th>Expended %</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-Funded Budget</td>
<td>$1,709,500</td>
<td>$0</td>
<td>$0</td>
<td>0%</td>
</tr>
</tbody>
</table>

Schedule:
Milestone dates will be established once the project becomes active.

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

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

<table>
<thead>
<tr>
<th>STATUS</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Budget</td>
<td>12</td>
</tr>
<tr>
<td>Under Budget</td>
<td>0</td>
</tr>
<tr>
<td>Over Budget</td>
<td>0</td>
</tr>
</tbody>
</table>

PERCENTAGE OF TOTAL PROJECTS

100%
Systemwide

STATE FUNDED PROJECTS – SCHEDULE PERFORMANCE

<table>
<thead>
<tr>
<th>STATUS</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Schedule</td>
<td>9</td>
</tr>
<tr>
<td>Behind Schedule</td>
<td>3</td>
</tr>
<tr>
<td>Ahead of Schedule</td>
<td>0</td>
</tr>
</tbody>
</table>

PERCENTAGE OF TOTAL PROJECTS

Projects Behind Schedule

<table>
<thead>
<tr>
<th>SB</th>
<th>PROJECT</th>
<th>REASON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metra</td>
<td>Hazel Crest Station</td>
<td>Delay in scheduling kick-off meetings, initial conditions that differed from drawings, utility issues, weather delays, and contractor related delays</td>
</tr>
<tr>
<td>Metra</td>
<td>Union Pacific North Line Bridges and Ravenswood Station</td>
<td>Additional time needed for Union Pacific approval as well as obtaining permits</td>
</tr>
<tr>
<td>Pace</td>
<td>Bus Stop Improvements – Joliet Gateway Center</td>
<td>Project is in the process of being re-bid</td>
</tr>
</tbody>
</table>
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDERS

<table>
<thead>
<tr>
<th>STATUS</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects With Change Orders</td>
<td>4</td>
</tr>
<tr>
<td>Projects Without Change Orders</td>
<td>8</td>
</tr>
</tbody>
</table>

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS

![Pie chart showing 67% for projects without change orders and 33% for projects with change orders.]

Projects With Change Orders

<table>
<thead>
<tr>
<th>SB</th>
<th>PROJECT</th>
<th>NUMBER OF CHANGE ORDERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTA</td>
<td>Rail Shop Roofs and Washer Replacements Design</td>
<td>3</td>
</tr>
<tr>
<td>Metra</td>
<td>Hazel Crest Station</td>
<td>2</td>
</tr>
<tr>
<td>Metra</td>
<td>Positive Train Control (PTC)</td>
<td>13</td>
</tr>
<tr>
<td>Metra</td>
<td>Union Pacific North Line Bridges and Ravenswood Station</td>
<td>8</td>
</tr>
</tbody>
</table>
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

<table>
<thead>
<tr>
<th>REASON</th>
<th>QUANTITY</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Added Value</td>
<td>18</td>
<td>$14,706,886</td>
</tr>
<tr>
<td>Unforeseen Conditions</td>
<td>6</td>
<td>$370,049</td>
</tr>
<tr>
<td>Errors and Omissions</td>
<td>1</td>
<td>$35,949</td>
</tr>
<tr>
<td>Time Extensions</td>
<td>1</td>
<td>$0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>26</strong></td>
<td><strong>$15,112,884</strong></td>
</tr>
</tbody>
</table>

The change order quantities and cost amounts represent the cumulative total for the 12 currently ongoing state-funded projects. The total cost of change orders represents less than 1% of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

Metra executed a change order in this reporting period for the Systems Integrator contract on the Positive Train Control project. Change Order 13 was for the extension of maintenance and licensing for the Configuration Management Software required for Revenue Service Demonstration. Change Order 5 was executed for the Union Pacific North Line Bridges project for some additional landscaping, lighting, and earth retention scope additions. It also included a credit for fencing scope changes. Metra also executed change orders on the Ravenswood Station project for additional beams not included in the plans and the cost of an extension for the engineering field office.
Section II
Systemwide Projects over $10,000,000
### Systemwide

**PROJECTS OVER $10,000,000**

<table>
<thead>
<tr>
<th>SERVICE BOARD</th>
<th>PROJECT TITLE</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTA</td>
<td>Red Purple Modernization (RPM) - Phase 1</td>
<td>$2,203,408,226</td>
</tr>
<tr>
<td>CTA</td>
<td>Purchase Rail Cars - Series 7000</td>
<td>$719,817,768</td>
</tr>
<tr>
<td>Metra</td>
<td>Positive Train Control (PTC)</td>
<td>$415,879,609</td>
</tr>
<tr>
<td>CTA</td>
<td>O'Hare Line - Signal Upgrades &amp; Special Trackwork</td>
<td>$207,100,000</td>
</tr>
<tr>
<td>Metra</td>
<td>Union Pacific West Line Expansion</td>
<td>$124,939,627</td>
</tr>
<tr>
<td>Metra</td>
<td>Replace Bridges, 18th to 55th - Rock Island District</td>
<td>$120,278,509</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 40' Compressed Natural Gas Buses</td>
<td>$119,913,100</td>
</tr>
<tr>
<td>Metra</td>
<td>New Bi-Level Cars</td>
<td>$84,967,513</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 30' Low-Floor Diesel Buses</td>
<td>$80,261,908</td>
</tr>
<tr>
<td>CTA</td>
<td>Lake Line &amp; South Main Line Track Improvements - Green line</td>
<td>$70,000,000</td>
</tr>
<tr>
<td>CTA</td>
<td>East Lake, Milwaukee, and Illinois Substation Construction</td>
<td>$68,987,861</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 15-Passenger Paratransit Buses</td>
<td>$67,677,050</td>
</tr>
<tr>
<td>Metra</td>
<td>Locomotive Rehabilitation - F40 (Option 1)</td>
<td>$67,226,124</td>
</tr>
<tr>
<td>Metra</td>
<td>Rehabilitation of Rolling Stock</td>
<td>$57,005,500</td>
</tr>
<tr>
<td>CTA</td>
<td>Ravenswood-Loop Connector Signal Renewal</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Metra</td>
<td>Union Pacific North Line Bridges and Ravenswood Station</td>
<td>$47,699,764</td>
</tr>
<tr>
<td>Metra</td>
<td>Financial System Replacement</td>
<td>$44,369,931</td>
</tr>
<tr>
<td>Metra</td>
<td>Locomotive Purchase</td>
<td>$43,420,000</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 40' Low-Floor Diesel Buses</td>
<td>$41,786,531</td>
</tr>
<tr>
<td>Metra</td>
<td>Yard Improvements</td>
<td>$40,589,115</td>
</tr>
<tr>
<td>CTA</td>
<td>Dearborn Subway Improvements</td>
<td>$39,000,000</td>
</tr>
<tr>
<td>CTA</td>
<td>Purchase Electric Buses</td>
<td>$35,475,352</td>
</tr>
<tr>
<td>Metra</td>
<td>Car Rehabilitation - Nippon Sharyo - Phase 3</td>
<td>$34,061,757</td>
</tr>
<tr>
<td>Metra</td>
<td>Bridge Z-100 Replacement</td>
<td>$34,000,000</td>
</tr>
<tr>
<td>Metra</td>
<td>Traction Power System Augmentation - Metra Electric District</td>
<td>$32,276,552</td>
</tr>
<tr>
<td>Metra</td>
<td>Locomotive Rehabilitation - MP36</td>
<td>$30,802,491</td>
</tr>
<tr>
<td>Metra</td>
<td>Commuter Car Rehabilitation - Budd</td>
<td>$30,390,298</td>
</tr>
<tr>
<td>Pace</td>
<td>Pace South Campus Project - Markham</td>
<td>$27,100,000</td>
</tr>
<tr>
<td>CTA</td>
<td>Rail Shop Roofs and Washer Replacements Design</td>
<td>$25,253,142</td>
</tr>
<tr>
<td>CTA</td>
<td>Rail Car Overhaul - Series 2600</td>
<td>$25,314,552</td>
</tr>
<tr>
<td>Metra</td>
<td>GPS Train Tracking</td>
<td>$22,119,383</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase Vanpool Vehicles</td>
<td>$20,011,499</td>
</tr>
<tr>
<td>Metra</td>
<td>Revenue Accounting System</td>
<td>$17,770,000</td>
</tr>
<tr>
<td>CTA</td>
<td>Ravenswood Ballasted Track Project</td>
<td>$16,434,873</td>
</tr>
<tr>
<td>Metra</td>
<td>IT Components and Services</td>
<td>$14,384,813</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 7-Passenger Vanpool Vehicles</td>
<td>$13,899,800</td>
</tr>
<tr>
<td>Pace</td>
<td>TSP Project Phased Implementation</td>
<td>$12,943,374</td>
</tr>
<tr>
<td>Metra</td>
<td>Car and Locomotive Cameras</td>
<td>$11,968,477</td>
</tr>
<tr>
<td>Metra</td>
<td>Van Buren St Station</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>------------</td>
<td>--------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Metra</td>
<td>Head-End Power Modification*</td>
<td>$9,925,891</td>
</tr>
</tbody>
</table>

* Head-End Power Modification project had its budget changed from the previous report. This will be the last update on this project due to the budget falling below the $10,000,000 threshold.
Systemwide

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

<table>
<thead>
<tr>
<th>SERVICE BOARD</th>
<th>PROJECTS</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTA</td>
<td>11</td>
<td>$3,461,061,774</td>
</tr>
<tr>
<td>Metra</td>
<td>21</td>
<td>$1,294,075,354</td>
</tr>
<tr>
<td>Pace</td>
<td>8</td>
<td>$383,593,262</td>
</tr>
<tr>
<td>TOTAL</td>
<td>40</td>
<td>$5,138,730,390</td>
</tr>
</tbody>
</table>

PERCENTAGE OF TOTAL PROJECTS

- Metra: 24%
- CTA: 53%
- Pace: 8%

PERCENTAGE OF TOTAL BUDGET

- Metra: 25%
- CTA: 67%
- Pace: 8%
**Systemwide**

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

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>COMBINED BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>13</td>
<td>$2,823,802,796</td>
</tr>
<tr>
<td>Maintenance / Rehabilitation</td>
<td>12</td>
<td>$582,349,346</td>
</tr>
<tr>
<td>Procurement</td>
<td>15</td>
<td>$1,732,578,248</td>
</tr>
</tbody>
</table>

**CTA**

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>5</td>
<td>$2,386,919,229</td>
</tr>
<tr>
<td>Maintenance / Rehabilitation</td>
<td>4</td>
<td>$318,849,425</td>
</tr>
<tr>
<td>Procurement</td>
<td>2</td>
<td>$755,293,120</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>11</strong></td>
<td><strong>$3,461,061,774</strong></td>
</tr>
</tbody>
</table>

**Metra**

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>7</td>
<td>$409,783,567</td>
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<tr>
<td>Maintenance / Rehabilitation</td>
<td>8</td>
<td>$263,499,921</td>
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<tr>
<td>Procurement</td>
<td>6</td>
<td>$620,791,866</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>21</strong></td>
<td><strong>$1,294,075,354</strong></td>
</tr>
</tbody>
</table>

**Pace**

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>1</td>
<td>$27,100,000</td>
</tr>
<tr>
<td>Maintenance / Rehabilitation</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>Procurement</td>
<td>7</td>
<td>$356,493,262</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8</strong></td>
<td><strong>$383,593,262</strong></td>
</tr>
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CTA

PROJECTS OVER $10,000,000

<table>
<thead>
<tr>
<th>SERVICE BOARD</th>
<th>PROJECT TITLE</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTA</td>
<td>Red Purple Modernization (RPM) - Phase 1</td>
<td>$2,203,408,226</td>
</tr>
<tr>
<td>CTA</td>
<td>Purchase Rail Cars - Series 7000</td>
<td>$719,817,768</td>
</tr>
<tr>
<td>CTA</td>
<td>O'Hare Line - Signal Upgrades &amp; Special Trackwork</td>
<td>$207,100,000</td>
</tr>
<tr>
<td>CTA</td>
<td>Lake Line &amp; South Main Line Track Improvements - Green line</td>
<td>$70,000,000</td>
</tr>
<tr>
<td>CTA</td>
<td>East Lake, Milwaukee, and Illinois Substation Construction</td>
<td>$68,987,861</td>
</tr>
<tr>
<td>CTA</td>
<td>Ravenswood-Loop Connector Signal Renewal</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>CTA</td>
<td>Dearborn Subway Improvements</td>
<td>$39,000,000</td>
</tr>
<tr>
<td>CTA</td>
<td>Purchase Electric Buses</td>
<td>$35,475,352</td>
</tr>
<tr>
<td>CTA</td>
<td>Rail Shop Roofs and Washer Replacements Design</td>
<td>$25,523,142</td>
</tr>
<tr>
<td>CTA</td>
<td>Rail Car Overhaul - Series 2600</td>
<td>$25,314,552</td>
</tr>
<tr>
<td>CTA</td>
<td>Ravenswood Ballasted Track Project</td>
<td>$16,434,873</td>
</tr>
</tbody>
</table>
### Red Purple Modernization (RPM) – Phase 1

**SCOPE:**
The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.

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

**SCHEDULE:** On schedule; estimated completion January 2025.

**HIGHLIGHTS:**
- Foundation work continues in the RPB Project Area for the bypass track.
- Pre-Stage work for Thorndale and Montrose Interlockings is in progress.
- Substantially completed the Advance Utility Relocation work in LBMM. Some service relocation work and pole removal work are still in progress.

### Purchase Rail Cars – Series 7000

**SCOPE:**
Purchase up to 846 rail cars to replace the 2600 and 3200 series fleet. The current project budget is for the base order of 400 cars. CTA may exercise options to increase the budget and purchase additional cars if funding is available. A design consultant will assist with quality control.

**BUDGET:** $719,817,768; on budget.

**SCHEDULE:** On schedule; estimated completion December 2024.

**HIGHLIGHTS:**
The Chicago plant has been closed from 3/27 to 5/31. This will delay the delivery of prototype cars. The CRC plant in China is also still closed due to COVID-19. The assembly of body shells in China are planned for restarting in July/August. An updated schedule will be provided on the next report. Progress is being made on the development and review of testing plans and Safety Certification documents.
## O'Hare Line – Signal Upgrades & Special Trackwork

**SCOPE:** This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented in 1984 and has become obsolete. Following the WMATA incident in 2009, NTSB analyzed systems across the country, including CTA’s signal systems. A similar design flaw with this generation system was discovered and a slow zone was added. Phase five work addresses these issues, lifts the slow zone, and improves safety and reliability. Replacement of two special track-work elements will facilitate train movements and allow for increased operational flexibility and reduced maintenance.

**BUDGET:** $207,100,000; on budget.

**SCHEDULE:** On schedule; estimated completion May 2021.

**HIGHLIGHTS:** Factory testing on the shells for the Cumberland relay house location was completed in January. Book of Plans and shop drawings continue to be developed and reviewed. Wayside Signal Equipment will continue to be installed during the next quarter.

## Lake Line & South Main Line Track Improvements – Green Line (Final)

**SCOPE:** This project will provide for the replacement of ties, track fasteners, footwalk, and incidental signal and traction power in addition to track improvements. This will be on the Green Lines Lake Line, between Clinton and Ashland, and the South Main Line, between Tower 17 and 35th Street.

**BUDGET:** $70,000,000; on budget.

**SCHEDULE:** On schedule; Substantial completion was reached in December 2019.

**HIGHLIGHTS:** The project continued with the final design completed in July 2019. This project reached substantial completion on 12/24/2019. All field work including punch list items were completed and project closeout continues. This will be the final update on this project.
<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>East Lake, Milwaukee, and Illinois Substation Construction (Final)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>This project will provide for upgrades to the building envelopes as well as upgrades to interior finishes, AC power, lighting, alarms, heating, ventilation and plumbing systems at all three substations. At East Lake substation the routing of cables from the substation to the elevated structure will be coordinated around a very congested area underground. The East Lake building will be purchased from ComEd. At Milwaukee substation the project will provide for new traction power equipment with greater capacity.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$68,987,861; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; Substantial completion was reached in March 2020.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Work related to the ductbank installation from the substation to the right-of-way was completed. The project reached substantial completion at the beginning of March and punch list work continues. This will be the final update on this project.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Ravenswood-Loop Connector Signal Renewal</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>Replace obsolete signal equipment beyond its useful life with new state-of-the-art equipment, which will increase safety and livability in the Chicago metropolitan area and surrounding region.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$50,000,000; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion has been extended to December 2020.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>CTA is implementing this project through a design-build contract. The contractor has completed system testing related to this and is expected to reach substantial completion by the end of the year.</td>
</tr>
</tbody>
</table>
### Dearborn Subway Station Improvements (Final)

**Scope:** The proposed scope of work includes improvements at the street, mezzanine, and platform levels. New entry canopies will be installed at each stair opening with new glazed tile walls, lighting, and repainted ceilings. Mezzanine and platform improvements will include new finishes, lighting, furniture, and exit roto-gates. Elevators and stairs will also be replaced.

**Budget:** $39,000,000; on budget.

**Schedule:** On schedule; Substantial completion was reached in May 2020.

**Highlights:** This project is in the closeout phase with punch list items being addressed. The contractor has applied for and was granted substantial completion in May 2020.

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### Purchase Electric Buses

**Scope:** Provide for the purchase of up to forty-five 40-Foot battery-powered, zero-emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.

**Budget:** $35,475,352; on budget.

**Schedule:** On schedule; Substantial completion date extended to November 2020.

**Highlights:** Five of the pilot buses were accepted in November 2019. The sixth bus, which originally failed due to climatic testing, was finally delivered in January 2020 with testing and monitoring ongoing.

The 100% design documents were completed, reviewed, and submitted for permits. ComEd coordination is ongoing with field testing results have been approved. Delivery of the charging station equipment is ongoing. Installation of the charging stations to begin.
### Rail Shop Roofs and Washer Replacement Design (Final)

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

**BUDGET:**
$25,523,142; on budget.

**SCHEDULE:**
On schedule; Substantial completion was reached in May 2020.

**HIGHLIGHTS:**
Construction work on rail shop roofs at both Harlem and Des Plaines Shops is complete. The design for the Harlem Rail Car washer had the final milestone completed with the submittal of 100% design documents in May 2020. The permitting and procurement portion for the Harlem Rail Car Washer construction is on hold pending funding availability. The state bond funding was for the design portion of the project.

### Rail Car Overhaul – 2600 Series

**SCOPE:**
This project is for an overhaul of ninety 2600 Series rail cars in order to extend their useful life.

**BUDGET:**
$25,314,552; on budget.

**SCHEDULE:**
On schedule; estimated completion March 2021.

**HIGHLIGHTS:**
This project consists of three phases. Phase A is for rail car motor replacement. This Phase was completed in October 2019. Phase B is for procurement and installation of the propulsion kits. The parts contract was executed, and kits are currently being received. Work related to this phase began in November 2019 with 46 cars currently completed. This Phase is scheduled to be completed in July 2020. Phase C is for the procurement and installation of the car doors. The material procurement began in October 2019 is ongoing. This phase is scheduled to be completed in March 2021.
<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Ravenswood Ballasted Track Project (Final)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>This project provides for an outside contractor to replace ties, track fasteners, footwalks, and incidental signal and traction power. This project will also improve deteriorated ballasted track and grade crossing conditions with tie renewal, grade crossing improvements, selective ballast replacement, and rail grinding on the Ravenswood Line (Brown Line) between Western and Kimball. Finally, the project will include the replacement of contact rails and chairs.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$16,434,873; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; Substantial completion was reached in January 2020.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>The contractor was selected and Notice-To-Proceed was issued in July 2019. The contractor completed all field construction work as well as punchlist items. Project closeout is ongoing and is expected to be completed in June 2020. This will be the final update on this project.</td>
</tr>
</tbody>
</table>
CTA

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>5</td>
<td>$2,386,919,229</td>
</tr>
<tr>
<td>Maintenance / Rehab.</td>
<td>4</td>
<td>$318,849,425</td>
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<tr>
<td>Procurement</td>
<td>2</td>
<td>$755,293,120</td>
</tr>
</tbody>
</table>

**PERCENTAGE OF TOTAL PROJECTS**

- Construction: 46%
- Maint./Rehab.: 36%
- Procurement: 18%

**PERCENTAGE OF TOTAL BUDGET**

- Construction: 69%
- Maint./Rehab.: 9%
- Procurement: 22%
# Metra

## PROJECTS OVER $10,000,000

<table>
<thead>
<tr>
<th>SERVICE BOARD</th>
<th>PROJECT TITLE</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metra</td>
<td>Positive Train Control (PTC)</td>
<td>$415,879,609</td>
</tr>
<tr>
<td>Metra</td>
<td>Union Pacific West Line Expansion</td>
<td>$124,939,627</td>
</tr>
<tr>
<td>Metra</td>
<td>Replace Bridges, 18th to 55th - Rock Island District</td>
<td>$120,278,509</td>
</tr>
<tr>
<td>Metra</td>
<td>New Bi-Level Cars</td>
<td>$84,967,513</td>
</tr>
<tr>
<td>Metra</td>
<td>Locomotive Rehabilitation - F40 (Option 1)</td>
<td>$67,226,124</td>
</tr>
<tr>
<td>Metra</td>
<td>Rehabilitation of Rolling Stock</td>
<td>$57,005,500</td>
</tr>
<tr>
<td>Metra</td>
<td>Union Pacific North Line Bridges and Ravenswood Station</td>
<td>$47,699,764</td>
</tr>
<tr>
<td>Metra</td>
<td>Financial System Replacement</td>
<td>$44,369,931</td>
</tr>
<tr>
<td>Metra</td>
<td>Locomotive Purchase</td>
<td>$43,420,000</td>
</tr>
<tr>
<td>Metra</td>
<td>Yard Improvements</td>
<td>$40,589,115</td>
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<tr>
<td>Metra</td>
<td>Car Rehabilitation - Nippon Sharyo - Phase 3</td>
<td>$34,061,757</td>
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<tr>
<td>Metra</td>
<td>Bridge Z-100 Replacement</td>
<td>$34,000,000</td>
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<tr>
<td>Metra</td>
<td>Traction Power System Augmentation - Metra Electric District</td>
<td>$32,276,552</td>
</tr>
<tr>
<td>Metra</td>
<td>Locomotive Rehabilitation - MP36</td>
<td>$30,802,491</td>
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<tr>
<td>Metra</td>
<td>Commuter Car Rehabilitation - Budd</td>
<td>$30,390,298</td>
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<tr>
<td>Metra</td>
<td>GPS Train Tracking</td>
<td>$22,119,383</td>
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<tr>
<td>Metra</td>
<td>Revenue Accounting System</td>
<td>$17,770,000</td>
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<tr>
<td>Metra</td>
<td>IT Components and Services</td>
<td>$14,384,813</td>
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<tr>
<td>Metra</td>
<td>Car and Locomotive Cameras</td>
<td>$11,968,477</td>
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<tr>
<td>Metra</td>
<td>Van Buren St Station</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Metra</td>
<td>Head-End Power Modification</td>
<td>$9,925,891</td>
</tr>
<tr>
<td>PROJECT:</td>
<td>Positive Train Control (PTC)</td>
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<tr>
<td>----------</td>
<td>-------------------------------</td>
<td></td>
</tr>
<tr>
<td>SCOPE:</td>
<td>Pursuant to the US Rail Safety Improvement Act of 2008, the United States railroad network, which includes all Metra lines, is required to implement PTC. In addition to this legislative mandate, justification for PTC also involves several safety improvements.</td>
<td></td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$415,879,609; on budget.</td>
<td></td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion November 2020.</td>
<td></td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>System integrator planning and work activities support PTC implementation. Various testing is on-going and interagency project status reports are being submitted. Training continues and recently included mechanical and CAD (Computer-Aided Dispatching) training for dispatchers. Work continues on the development of the Clear Path operating interface to other rail partners in the Chicago area. System Integrator is providing maintenance services for Metra’s configuration management system to collect, monitor, and resolve anomalies, changes, and defects.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Union Pacific West Line Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>This project, a Public-Private Partnership funded 50% by Metra and 50% by the Union Pacific Railroad, involves the expansion and extension of the UP West Line, including the addition of a third main line track.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$124,939,627; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion December 2020 for Eastern Section.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Construction continues for the eastern section. Work was completed along the east abutment of the Des Plaines river bridge. The electrical work is almost complete at the Maywood Station and recently began at the Melrose Park station. The platform for the south side of the Melrose Park station will begin construction shortly. The construction portion of the western section of the project will go out for bid in Q3 of 2020 once Metra and UP finalize the agreement.</td>
</tr>
<tr>
<td>PROJECT:</td>
<td>Replace Bridges, 18th to 55th Streets – Rock Island District</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>SCOPE:</td>
<td>Project funding provides for the replacement of bridges between 18th Street and 60th Street on the Rock Island District. It will also include new tracks, signal systems, flagging, and management and inspection work for the project.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$120,278,509; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion December 2021.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Phase 1 and 2 design and construction are complete. The Phase 3 design task was issued an NTP in August 2018. The Phase 3 design was completed in July 2019. The Phase 3 construction big package portion is in progress. The construction management bid package is under review. This project completion date is estimated to be December 2021 to allow enough time for phase 3 construction.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>New Bi-Level Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>The long-term proposed rail car program will purchase 367 new diesel cars to replace 318 cars with an average age of 43 years and increase the number of spare cars by 49.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$84,967,513; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion December 2021.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Metra has completed final specification in early 2017 and had went out for RFP in mid-2017. In Mid-2018, Metra has decided to cancel the previous bid due to low number of bidders and to go for rebid. Metra’s Mechanical department has finalized a revised specification. RFP went out to bid and bids have been received. Currently bids are under review. This project will extend over multiple years.</td>
</tr>
<tr>
<td>PROJECT:</td>
<td>Locomotive Rehabilitation – F40 (Option 1)</td>
</tr>
<tr>
<td>----------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>SCOPE:</td>
<td>This project funds a total of 42 locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the first batch of their fleet to undergo the rehabilitation process.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$67,226,124; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule, estimated completion has been extended to December 2020.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Thirty-seven locomotives have completed the rehab process. Five locomotives are currently in process. Some of the locomotives will be rehabilitated under a different project number to use state funds.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Rehabilitation of Rolling Stock</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>Metra is rehabilitating locomotives and bi-level commuter rail cars. The locomotives are being rebuilt with complete renovation of the diesel engine, overhaul of the traction alternator, head end power alternator and gear box, replacement of the control system, coupler and draft gears, revamping of the trucks, including traction motors, body repair and modifications, installation of secondary engine room door and painting. The rail cars are being renovated with replacement of couplers, yokes, draft gears, weather stripping, seats, floors, walls, window and door mechanisms, application of tube style diaphragms, renewal of the 480-volt and control train lines and repair of heating and lighting systems.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$57,005,500; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>Project on schedule. Progress is being measured with production rates.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>This project will lower maintenance costs. For locomotive rehabs, fuel costs will be lowered and air pollution and the regional economy health will be improved. The rail car rehab will improve the reliability and quality of service for commuters.</td>
</tr>
<tr>
<td>PROJECT:</td>
<td>Union Pacific North Line Bridges and Ravenswood Station</td>
</tr>
<tr>
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</tr>
<tr>
<td>SCOPE:</td>
<td>The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$47,699,764; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>Behind schedule; estimated completion June 2021.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Construction continues with the bridge project. The General Contractor completed the erection of the remaining superstructures, installed drilled shafts, and demolished abutments. Simultaneously, the track excavation continued to be performed with subballast installed and compacted wherever possible. The stop work order previously reported on was still in place for Ravenswood Station. No work on this project may continue until UP performs a track shift.</td>
</tr>
</tbody>
</table>

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

**Scope:** This project involves the purchase of at least twelve (12) and up to forty-two (42) new and/or remanufactured diesel locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and more fuel efficiency than the locomotives in the current fleet.

**Budget:** $43,420,000; on budget.

**Schedule:** On schedule; estimated completion December 2022.

**Highlights:** Metra has recently given a Notice-to-Proceed for the purchase of 21 F-59H1 Locomotive. 21 Locomotives have been received and conditionally accepted. Prepared requisition for additional new or remanufactured diesel locomotive. The bid has been received and a contractor has been selected for purchase of base order of 15 remanufactured diesel locomotives.

## Project: Yard Improvements

**Scope:** This project includes, but not limited to, the rehabilitation of the 49th Street Car Shop on the Rock Island line to enable additional shift work for rail car and locomotive rehabilitation. Work could also include but not be limited to expanding office space, crew facilities, and locker rooms. A transfer table could also be added.

**Budget:** $40,589,115; on budget.

**Schedule:** On schedule; estimated completion June 2022.

**Highlights:** Construction on this project started on April 1, 2018 and is currently 85% complete with work continuing.
<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Car Rehabilitation – Nippon Sharyo - Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>The overall project involves the mid-life rehabilitation of multiple bi-Level electric commuter cars delivered between 2002 and 2008. This portion of the project originally involved the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. Scope has increased and is at least 44 cars now part of this phase. This is the first major rehabilitation of these cars and is the third phase in a multi-year program to complete the rehabilitation of all 300 cars.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$34,061,757; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion December 2024.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>This phase of program began in November 2018 and expected to be finish by December 2024. Forty cars completed the rehab with four cars in progress.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Bridge Z-100 Replacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>This project is an infrastructure replacement and expansion project that will replace the Milwaukee District West Line’s Fox River Bridge with a new, double-track structure, which will also include a modern, PTC-compliant signal system. The project scope includes completing the design process, purchasing a permanent easement, and a two-phase construction process.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$34,000,000; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; project completion date has been extended to December 2020.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Phase 1 is complete, and Phase 2 is underway. Construction work started in April 2018 and is 85% complete. This bridge is the only remaining single track segment between Elgin and downtown Chicago. This project will support the growing demand for both passenger and freight service by increasing reliability and operations on this line.</td>
</tr>
</tbody>
</table>
### Traction Power System Augmentation – Metra Electric District

**SCOPE:**
Four existing tie stations (51st Street, 95th Street, Riverdale, and Homewood) will be converted into power substations with substantially greater power capacity and installing a new prefabricated substation at 31st Street.

**BUDGET:**
$32,276,552; on budget.

**SCHEDULE:**
On schedule; estimated completion December 2021.

**HIGHLIGHTS:**
Converting the tie stations into substations and installing a new substation will increase capacity and reliability on the Metra Electric District. Construction is moving from north to south. Construction at 31st Street and 51st Street are complete. Design for 95th Street and Riverdale are 100% complete. Bids were received and contract was awarded for both 95th St. and Riverdale substation construction. The contractor was issued an NTP in October 2018 and construction work continues during this period.

### Locomotive Rehabilitation – MP36

**SCOPE:**
This project involves the mid-life rehabilitation of 26 locomotives that were delivered between 2003 and 2004.

**BUDGET:**
$30,802,491; on budget.

**SCHEDULE:**
On schedule; estimated completion December 2020.

**HIGHLIGHTS:**
Work is ongoing and being performed in-house. Locomotives are being strategically removed from service to undergo rehabilitation with minimal impact to revenue service. Requisition of materials is in process. Materials are released from Master Purchase Orders as needed. Twenty-four locomotives completed the rehabilitation and one is currently in Metra’s shop undergoing rehabilitation.
### PROJECT: Commuter Car Rehabilitation – Budd

**SCOPE:** This project involves the life-extending rehabilitation of up to 41 commuter cars, originally built by the Budd Company between 1974 and 1978, last rehabilitated between 1990 and 1993. The rehab includes, but is not limited to, replacement and/or repair to electrical and control lines, heating and lighting systems, replacement of seats, floors, walls, AC units, overhaul of trucks, replacement of all windows, door mechanisms, and emergency lighting requirements, etc.

**BUDGET:** $30,390,298; on budget.

**SCHEDULE:** On schedule; estimated completion November 2020.

**HIGHLIGHTS:** This project will improve the overall state of good repair for Metra rolling stock. As with the locomotive rehabilitation projects, vehicles are being removed from service in such a manner as to not disrupt operations. Thirty-five cars completed the rehabilitation with three currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars. Additional cars are being completed as a more precise and limited rehab program.

### PROJECT: GPS Train Tracking

**SCOPE:** This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.

**BUDGET:** $22,119,383; on budget.

**SCHEDULE:** On schedule; estimated completion December 2024.

**HIGHLIGHTS:** Contract has been awarded and project kick-off meeting was held. The conceptual design phase is 100% complete. The preliminary design phase is at 85% completion and final design is at 65% completion. Installation phase has begun.
## REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2020

### Revenue Accounting System

**SCOPE:**
Metra will implement a new and updated revenue accounting system and will also provide funding for Metra to scope and release an RFP to integrate its current financial system into an Enterprise Resource Planning (ERP) system that will be compliant with current best practices.

**BUDGET:**
$17,770,000; on budget.

**SCHEDULE:**
On schedule; estimated completion has been extended to December 2021.

**HIGHLIGHTS:**
Consultants are continuing implementation and support services for Oracle Point-of-Sale Projects and Phase 4 of ERP, which is the Revenue Accounting Module. Requisition is in process for ticket vending machines.

### IT Components and Services

**SCOPE:**
This project will provide for purchase of various types of computer hardware and software for utilization at Metra Headquarters and outlying areas. Purchases will include, but are not limited to, mainframe terminal and printer replacement, mainframe tape system, replacement of obsolete network switches, computers, printers, copiers, and new servers.

**BUDGET:**
$14,384,813; on budget.

**SCHEDULE:**
On schedule; estimated completion December 2023.

**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.
### Car and Locomotive Cameras

**SCOPE:**
This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes but not limited to an inward facing camera which includes facial recognition, outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.

**BUDGET:**
$11,968,477; on budget.

**SCHEDULE:**
On schedule; estimated completion December 2024.

**HIGHLIGHTS:**
The new technology will allow recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. In addition, individual frames will not be grainy or distorted. Currently, the DVR system is in full scale installation by Metra Forces. The contractor received Board approval and received a Notice-to-Proceed in November 2019 for the installation.

### Van Buren St Station

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

**BUDGET:**
$10,000,000; on budget.

**SCHEDULE:**
On schedule; estimated completion December 2021.

**HIGHLIGHTS:**
Metra awarded the consultant contract for station concept design. Currently, concept design is at 99% completion and funded out of an Infrastructure Engineering Project. The City of Chicago reviewed the conceptual design and submitted comments, which Metra reviewed. Additional changes to specifications are being made and scope is being finalized.
### PROJECT: Head-End Power Modification (Final)

| SCOPE: | This project will modify 12 locomotives by replacing the main engine-driven generator and inverter combination that provides power to the train. This consists with a separate enginegenerator set on Metra’s Model MP36 passenger locomotives currently assigned to service on the RID and MWD lines. |
| BUDGET: | $9,925,891; on budget. |
| SCHEDULE: | On schedule; estimated completion May 2020. |
| HIGHLIGHTS: | Eleven of the twelve locomotives were completed. One locomotive is in process. Improved fuel efficiency and reduced emissions are expected on locomotives upon completion of the project. This will be final update on this project due to it falling under the monetary threshold. |
Metra

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>7</td>
<td>$409,783,567</td>
</tr>
<tr>
<td>Maintenance / Rehabilitation</td>
<td>8</td>
<td>$263,499,921</td>
</tr>
<tr>
<td>Procurement</td>
<td>6</td>
<td>$620,791,866</td>
</tr>
</tbody>
</table>

PERCENTAGE OF TOTAL PROJECTS

- Construction: 33%
- Maintenance / Rehabilitation: 29%
- Procurement: 38%

PERCENTAGE OF TOTAL BUDGET

- Construction: 48%
- Maintenance / Rehabilitation: 20%
- Procurement: 32%
# Pace

## PROJECTS OVER $10,000,000

<table>
<thead>
<tr>
<th>SERVICE BOARD</th>
<th>PROJECT TITLE</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pace</td>
<td>Purchase 40' Compressed Natural Gas Buses</td>
<td>$119,913,100</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 30' Low-Floor Diesel Buses</td>
<td>$80,261,908</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 15-Passenger Paratransit Buses</td>
<td>$67,677,050</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 40' Low-Floor Diesel Buses</td>
<td>$41,786,311</td>
</tr>
<tr>
<td>Pace</td>
<td>Pace South Campus Project – Markham</td>
<td>$27,100,000</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase Vanpool Vehicles</td>
<td>$20,011,499</td>
</tr>
<tr>
<td>Pace</td>
<td>Purchase 7-Passenger Vanpool Vehicles</td>
<td>$13,899,800</td>
</tr>
<tr>
<td>Pace</td>
<td>Transit Signal Priority (TSP) Project Phased Implementation</td>
<td>$12,943,374</td>
</tr>
</tbody>
</table>
**PROJECT:** Purchase 40’ Compressed Natural Gas Buses

**SCOPE:** This project involves a five-year indefinite delivery/indefinite quantity contract for 40’ compressed natural gas buses. The minimum quantity to be purchased under this contract is 91 buses and the total number of buses procured will not exceed the maximum amount of 250.

**BUDGET:** $119,913,100; on budget.

**SCHEDULE:** On schedule; estimated completion has been extended to July 2020.

**HIGHLIGHTS:** Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace executed a change order to procure an additional 6 CNG buses using federal funds, those buses are expected to be delivered by July 2020. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure seven 40’ diesel buses as part of another contract.

**PROJECT:** Purchase 30’ Low-Floor Diesel Buses

**SCOPE:** This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 30’ low floor diesel buses. The minimum quantity to be purchased under this contract is 67 buses and the total number of buses procured will not exceed the maximum amount of 164.

**BUDGET:** $80,261,908; on budget.

**SCHEDULE:** On schedule; estimated completion September 2024.

**HIGHLIGHTS:** A total of 23 buses have been ordered to date. Pace anticipates deliveries to begin in June 2020 and expects all of the buses to be delivered by July 2020. The buses are expected to service the areas currently serviced by Fox Valley and MV Batavia.
### Purchase 15-Passenger Paratransit Buses

**SCOPE:** This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. The minimum quantity to be purchased under this contract is 104 buses and the total number of buses procured will not exceed the maximum amount of 753.

**BUDGET:** $67,677,050; on budget.

**SCHEDULE:** On schedule; estimated completion September 2024.

**HIGHLIGHTS:** A total of 159 paratransit buses have been ordered to date. Pace is currently in the process of a new paratransit procurement that is expected to be awarded during the third quarter of 2020. The buses are expected to service the counties of DuPage, Kane, Lake, Will and Cook.

### Purchase 40’ Low-Floor Diesel Buses

**SCOPE:** This project is a new contract in June 2019 for the one-time purchase of (75) 40’ low-floor diesel transit buses. A change order was issued to increase the value by (10) buses, bringing the total to (85) buses.

**BUDGET:** $41,786,531; on budget.

**SCHEDULE:** On schedule; estimated completion to be determined at a future time.

**HIGHLIGHTS:** Pace originally placed an order for the delivery of (75) buses. To date, a total of 29 buses have been delivered. A change order was issued for an additional (10) buses, bringing the total to 85. The vendor is unable to provide an estimated date of final delivery due to the COVID-19 crisis. The buses are expected to service the routes currently serviced by West Division.
<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Pace South Campus Project - Markham</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>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.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$27,100,000; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion February 2022.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the revised design of the Pace South Campus Design that is to be located in Markham. The project team continues to progress with the Acceptance Facility plans incorporating the review comments, advance the programming of the new office building per Pace's input and work on the Civil Site plans incorporating review comments as well as the bus driving facility. The pre-design is 95% complete and design is 60% complete.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Purchase Vanpool Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>The vanpool procurement for conversion vehicles allowed for multiple awards based on van types. Therefore, this procurement was awarded to two vendors, each with a five-year indefinite delivery/indefinite quantity contract. They have a combined minimum of 70 and maximum of 525 conversion vans. The contracts are for purchasing of 7, 10, and 14 passenger conversion vans.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$20,011,499; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion June 2020.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>To date, 218 conversion vans have been ordered. All conversion vans have been delivered and in service as of July 2019. Pace is currently in the final stages of placing a new order under each contract to add (60) vehicles. Thus, the total quantity will be 278 conversion vans under both contracts combined.</td>
</tr>
<tr>
<td>PROJECT:</td>
<td>Purchase 7-Passenger Vanpool Vehicles</td>
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<tr>
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</tr>
<tr>
<td>SCOPE:</td>
<td>This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured will not exceed the maximum amount of 400.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$13,899,800; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion September 2024.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>A total of (25) vans have been ordered to date. The contract was able to be awarded due to bids received meeting the Buy America requirement. Pace is expected to receive all vehicles by the end of June 2020. The vans will be utilized in the six county Pace service area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Transit Signal Priority (TSP) Equipment and Installation Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOPE:</td>
<td>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 on December 17, 2019.</td>
</tr>
<tr>
<td>BUDGET:</td>
<td>$12,943,374; on budget.</td>
</tr>
<tr>
<td>SCHEDULE:</td>
<td>On schedule; estimated completion October 2022.</td>
</tr>
<tr>
<td>HIGHLIGHTS:</td>
<td>Activity will continue to progress with the implementation phase of the TSP project. Most recently, the vendor is in the review stage of the engineering drawings for all nine corridors.</td>
</tr>
</tbody>
</table>
Pace

<table>
<thead>
<tr>
<th>TYPE OF PROJECT</th>
<th>QUANTITY</th>
<th>TOTAL BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>1</td>
<td>$27,100,000</td>
</tr>
<tr>
<td>Maintenance / Rehabilitation</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>Procurement</td>
<td>7</td>
<td>$349,718,377</td>
</tr>
</tbody>
</table>

PERCENTAGE OF TOTAL PROJECTS

- Construction: 12%
- Maintenance / Rehabilitation: 88%
- Procurement: 0%

PERCENTAGE OF TOTAL BUDGET

- Construction: 52%
- Maintenance / Rehabilitation: 48%
Conclusion

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