



Project Management Oversight Report

December 2023

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 four 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 43 Rebuild Illinois projects, 39 PAYGO projects and 2 projects funded with prior years' programs, representing over \$2.66 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 112 projects represent over \$7.68 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.

Seven state funded projects were completed during this reporting period. One of the projects was funded with Prior Years Programs and the other six were PAYGO funded projects. There were 11 change orders executed during the current reporting period. The executed change orders were for ongoing projects to add value 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**.

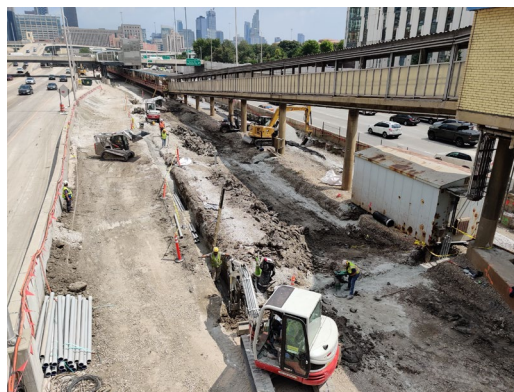
As part of the PMO process, the **Project Implementation Schedule** is monitored. This schedule is submitted by the contractor and is included as part of the contract documents where the contractor is held liable to deliver the scope on that schedule. This applies to the design or construction phases 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.

CTA completed the major trackwork portion of the Blue Line Forest Park project. This reconstruction of track between LaSalle and Illinois Medical District (IMD) is part of Phase I of the project and includes replacing all rail ties, rails, ballast, reconstructing the track drainage system, as well as the traction power and signal components. The trackwork was completed on time and service was restored on time. Signal work continues with signal device installation, signal cable installation and signal testing. Phase I also includes a new accessible station at Racine. Work on the station is also advancing with the demolition completed and the concrete for the new station house and platform poured.



Track replacement on the Forest Park Branch.



Refurbished truck assemblies ready to be installed on rail cars.

CTA is advancing their 5000 series rail car rehabilitation project. The work includes major component rebuilds and needed repairs to the car bodies as well as replacing control groups, air conditioning units, truck assemblies, traction motors, cables, batteries, brake calipers, axle assemblies, interior seat modifications and other critical components based on condition assessment. The project is being completed in-house by CTA forces. As of the end of November, 362 out of 714 cars have completed the overhaul process averaging about 14 rail cars per month.

Metra made significant progress on the rehabilitation of the 147th Street Sibley Station on the Metra Electric District Line. 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 are ongoing at the station. The contractor is working on installation of elevator equipment. Work is ongoing at platform level with platform panel installation and pulling wires in the platform conduit. The contractor is also installing decorative tile at street level of the headhouse.



Work progressing on the station headhouse at platform level.



New Ticket Vending Machines at Union Station.

Metra has started the installation of new Ticket Vending Machines (TVMs) at selected stations. These weather-hardened, fully ADA-accessible vending machines sell all Metra tickets, printing them at the time of purchase to save on costs, and are available 24 hours a day. This project is currently in the production phase. At this time, 25 TVMs have been installed at downtown stations, as well as on the BNSF and the UP North Lines.

Pace has started construction on 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 stations, and additional parking. The improvements to the site include the demolition of the former Schaumburg Post Office and the renovation of the existing facilities. The post office building demolition has been completed. Building permits have been obtained and construction activities began onsite with the demolition of old canopies and removal of debris.



Rendering of the new Northwest Transportation Center.



New Acceptance Facility building construction.

Significant progress has been made on the construction of the facilities for the Pace South Campus in Markham. The facilities include 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. 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.

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.

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 November 2023, 23% of the total funding has been expended from the grants. The Service Boards combined expended almost \$165 million in the current period, from June 2023 to November 2023.

Service Board	Total Awarded	Total Expended	Percent Expended	Expended This Reporting Period
CTA	\$1,238,906,000	\$394,980,020	32%	\$146,160,081
Metra	\$1,077,331,500	\$143,768,712	13%	\$17,339,873
Pace	\$283,762,500	\$63,340,973	22%	\$1,411,089
Total	\$2,600,000,000	\$602,089,705	23%	\$164,911,043

PAYGO Program

The table below shows the status of the \$908 million of PAYGO funds that were awarded to CTA, Metra and Pace. As of November 2023, 60% of the total funding has been expended from the grants. The Service Boards combined expended more than \$114 million in the current period, from June 2023 to November 2023.

Service Board	Total Awarded	Total Expended	Percent Expended	Expended This Reporting Period
CTA	\$567,500,000	\$384,496,146	68%	\$88,391,875
Metra	\$295,100,000	\$145,799,404	49%	\$17,464,358
Pace	\$45,400,000	\$14,209,280	31%	\$8,423,395
Total	\$908,000,000	\$544,504,830	60%	\$114,279,628

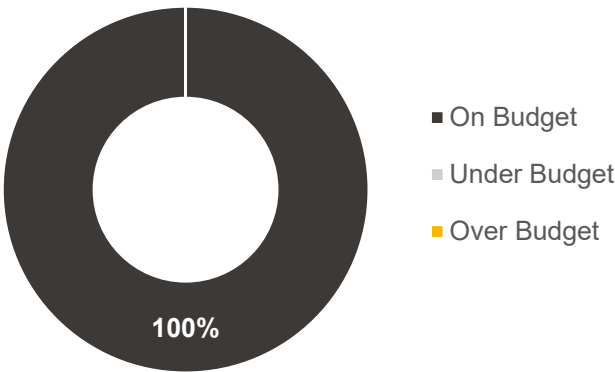


Regionwide State Funded Projects – Budget Performance

Budget Performance Status

Status	Quantity
On Budget	84
Under Budget	0
Over Budget	0
Total	84

Percentage of Total Projects



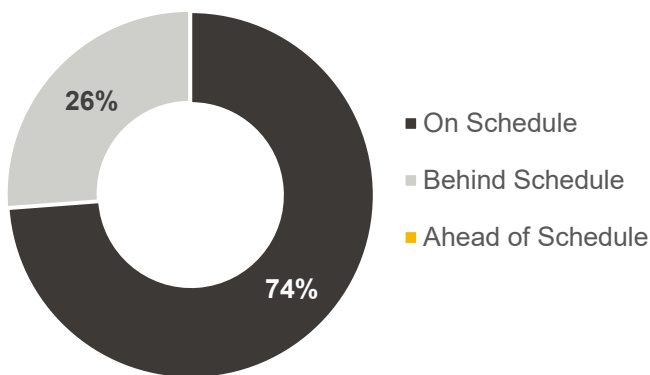
Regionwide State Funded Projects – Schedule Performance

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	62
Behind Schedule	22
Ahead of Schedule	0
Total	84

Percentage of Total Projects

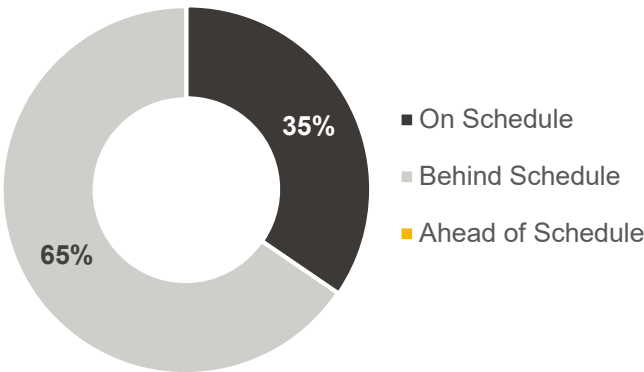


The table and pie chart below show how the state funded projects performed with respect to the Preliminary Project Schedules submitted by the Service Boards with the grant applications. These project schedules include any remaining planning activities with the Service Board project teams, the procurement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

Preliminary Schedule Performance

Status	Quantity
On Schedule	29
Behind Schedule	55
Ahead of Schedule	0
Total	84

Percentage of Total Projects



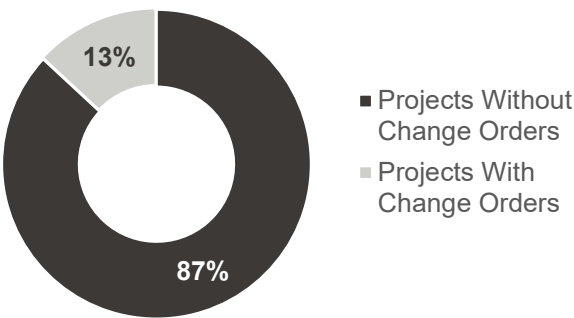
Regionwide State Funded Projects – Change Orders

Change Orders Status

Status	Quantity
Projects With Change Orders	11
Projects Without Change Orders	73
Total	84

Note: Some projects may have executed multiple change orders.

Percentage of Total Projects



Change Order Reasons

Status	Quantity	Cost
Added Value	21	\$87,214,595
Unforeseen Conditions	4	\$2,156,162
Errors and Omissions	2	\$210,399
No Cost Time Extensions/Revisions	4	\$0
Total	31	\$89,581,156

The change order quantities and cost amounts represent the cumulative total for the 84 currently ongoing state-funded projects. 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 Change Order #1 for the Forest Park Trackwork project to reduce the time of the extended line cut for track replacement. This time reduction shortened the amount of time the line would be shut down and reduced the time of the required bus shuttle service in half, in each direction. CTA also executed Options 3, 4 and 5 for the bus purchase project.

Metra executed numerous changes orders to add value to projects. Change order #7 was executed on the Ravenswood Station project for additional scope. Change order #3 was executed on the 5 Station Design Project on the Electric Line for scope changes to the 95th Street Station design as well as designer support for the construction phase services of the 79th, 87th and 103rd Street Stations. Change order #3 was executed for the Union Pacific North Line Bridge Design project to provide additional services for temporary easement surveys, plats, appraisals, and negotiations; roadway improvement plans; landscape architecture services and additional services at the Addison Street bridge rehabilitation. Two change orders were executed for the Sibley Station project for additional scope related to the removal of light pole foundations, waterproofing the elevator shaft and steel price escalation.

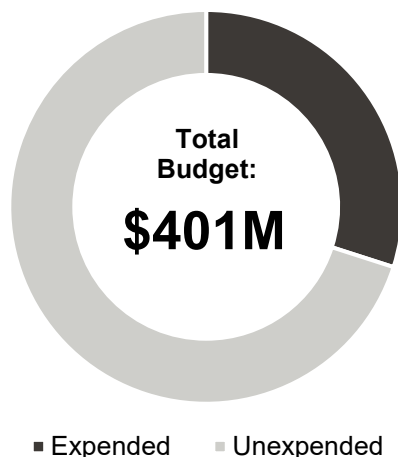
Pace executed four change orders on the Pace South Campus project for additional scope related to precast redesign, additional networking equipment, building system design and column loads and additional topsoil and debris removal from the detention pond.

CTA

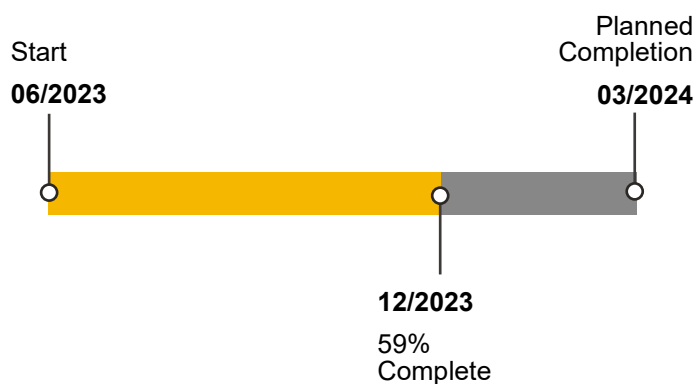


Replace Buses

Budget



Implementation Schedule (Option 2)



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	\$48,163,003	100%
PAYGO	\$51,947,984	\$28,440,407	55%
FTA	\$293,327,999	\$43,369,555	15%
CTA Bonds	\$7,804,201	\$209,494	3%
Total	\$401,244,188	\$120,182,459	30%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Schedule (Base Order)	April 2021	May 2022	December 2022	Behind schedule
Project Schedule (Option 1)	September 2022	June 2023	November 2023	Behind schedule
Project Schedule (Option 2)	June 2023	March 2024	N/A	On schedule
Preliminary Project Schedule	August 2020	September 2025	N/A	On schedule

Status

All 100 buses from the base order have been delivered and placed in service. Under Option 1, 100 of the 100 buses have arrived at CTA and 98 have been placed in service. Under Option 2, 59 buses have been delivered and 36 are in service. CTA has also exercised Option 3, 4 and 5 for an additional 300 buses.

Highlights

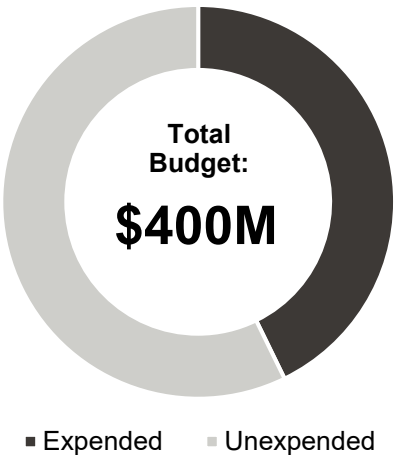
CTA buses manufactured by Nova (6400 Series) in 2000 reached the industry standard retirement age of 12 years in 2012 and will be replaced. The 1000 Series buses manufactured by New Flyer Industries placed into service between 2004-2007 are on average 15 plus years as of the winter of 2021 and are being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

*Budget amounts as of September 2023.

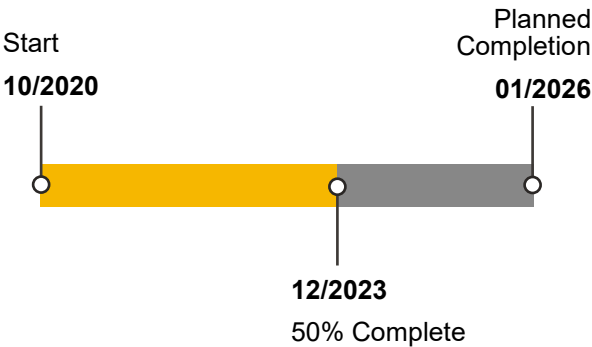


5000 Series Rail Car Quarter Life Overhaul

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	\$142,515,456	64%
PAYGO	\$10,000,000	\$0	0%
RTA Bonds	\$6,548,027	\$6,548,027	100%
FTA	\$91,919,314	\$17,933,165	20%
CTA Bonds	\$35,555,055	\$4,071,323	11%
Future Funding**	\$34,440,104	\$0	0%
Total	\$400,000,000	\$171,067,971	43%

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 end of October, 350 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.

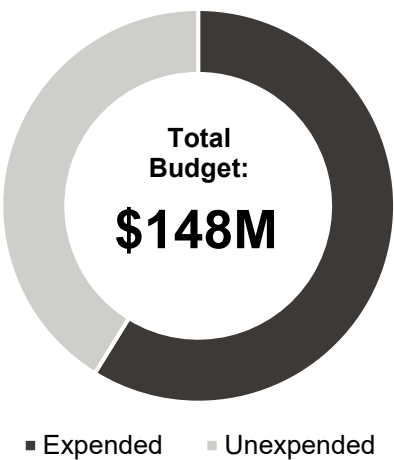
*Budget amounts as of September 2023.

**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.

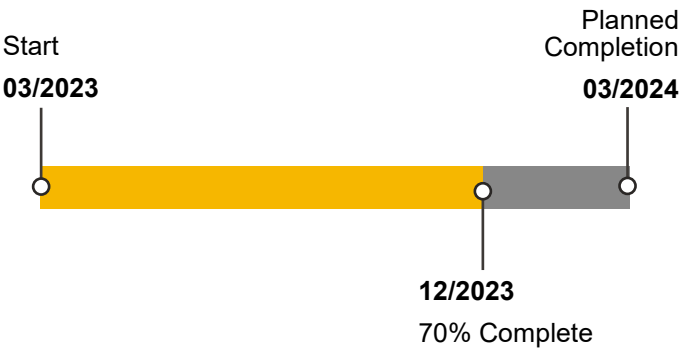


Forest Park: Phase I - Trackwork Halsted to Illinois Medical District

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.



Forest Park Track Replacement.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$109,815,247	\$71,916,600	65%
City TIF	\$21,560,000	\$13,914,481	65%
CTA Bonds	\$16,389,717	\$1,056,662	6%
Total	\$147,764,964	\$86,887,743	59%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	March 2023	March 2024	July 2024	Behind schedule
Preliminary Project Schedule	February 2020	April 2024	May 2024	Behind schedule

Status

The major trackwork has been completed, with almost three miles of track, between the LaSalle and Illinois Medical District stations rebuild. The trackwork was completed on time and service was restored on time. Signal work continues with signal device installation, signal cable installation and signal testing.

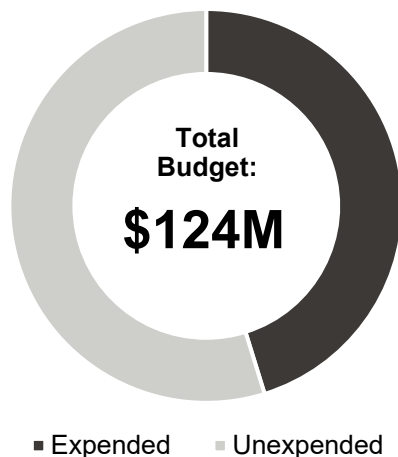
Highlights

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.

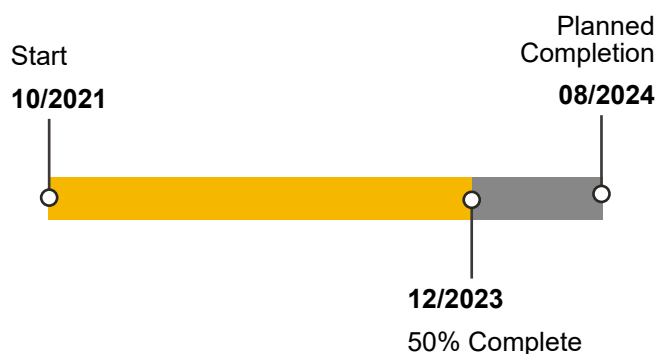
*Budget amounts as of September 2023.

Blue Line Traction Power – Barry, Damen and Canal

Budget

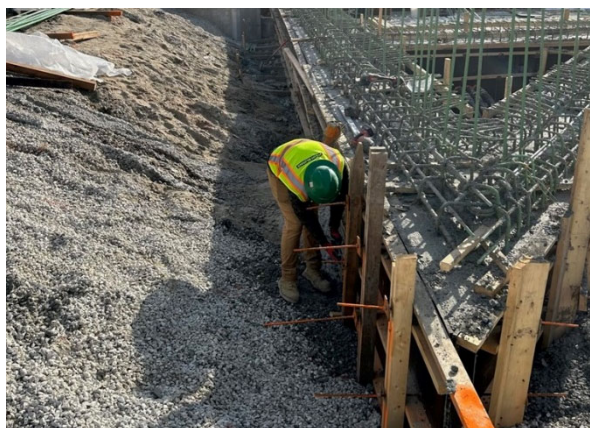


Construction Schedule & Progress



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.



Barry Substation grade beams.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$113,681,000	\$48,889,674	43%
CTA Bonds	\$10,936,362	\$7,442,034	68%
Total	\$124,617,362	\$56,331,708	45%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	October 2021	April 2024	August 2024	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 substation plumbing and insulation work is in progress. At Haymarket, equipment replacement, dielectric flooring installation and cable work in ongoing. Site excavation is in progress at Barry substation along with duct bank placement, stairway demolition and site backfill. Installations are ongoing at the Canal Tie-House. Work on the Belmont-Kimball crossover has been completed.

Highlights

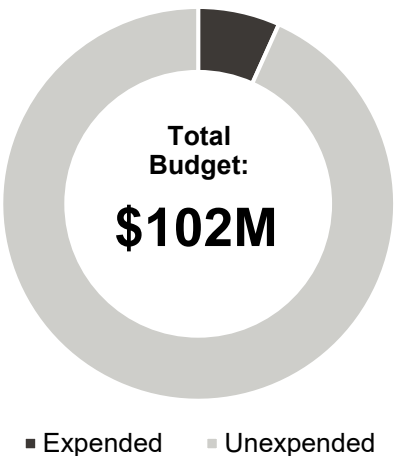
Adding two new substations and a tie house on the O'Hare Branch of the Blue Line will provide the necessary power capacity to accommodate increased frequency and meet the higher power requirements for the planned 7000 series new rail cars.

*Budget amounts as of September 2023.

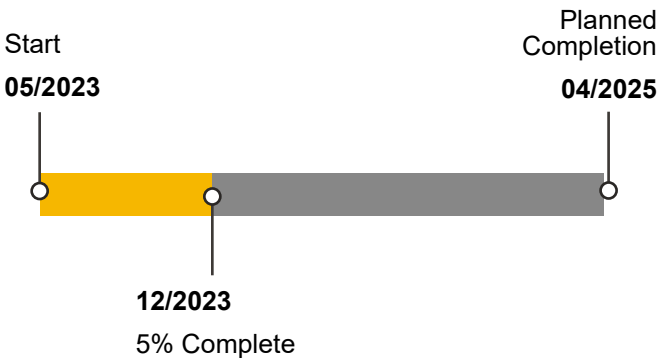


Forest Park: Phase I - Racine Station, Morgan Substation & Hermitage Traction Power Improvements

Budget



Construction Schedule & Progress



Description

This project funds the new station at Racine, 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.



Demolition of the Racine Station Headhouse.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$97,080,000	\$6,829,636	7%
CTA Bonds	\$4,691,237	\$11,968	0%
Total	\$101,771,237	\$6,841,604	7%

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	January 2026	Behind schedule

Status

The contractor is currently working on the required submittals. The old Racine Station Headhouse, ramps and platforms were demolished. The concrete for the new station house and platform has been poured. The underground utility and sewer work has been completed. This field work was completed as part of the Trackwork project.

Highlights

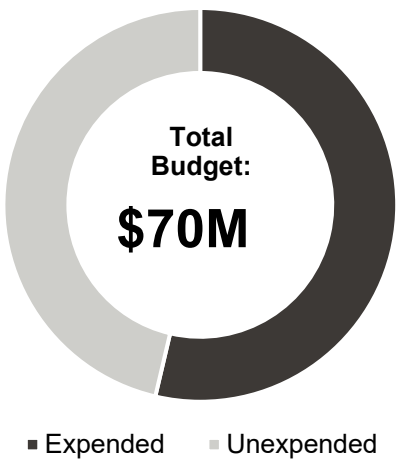
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating 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 September 2023.

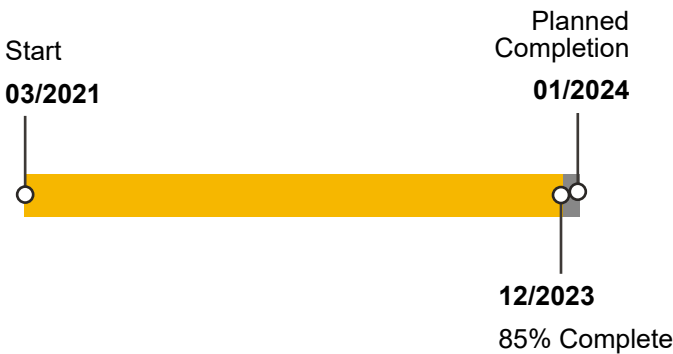


Replace Non-Revenue 61st Street Rail Shop

Budget



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 tracks 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.



Painting enclosure shed undergoing construction inside the new building.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$67,500,000	\$35,092,878	52%
CTA Bonds	\$2,517,063	\$2,488,420	99%
Total	\$70,017,063	\$37,581,298	54%

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 continued to make headway with the 61st rail shop project. Interior construction continues with building walls, electrical and mechanical connections, and carpentry items inside the building. Concurrently, the contractor is building the paint shop inside the building. The contractor continues to make headway with procurement of equipment related to installation of utilities such as transformers for the electrical requirements of the facility. The contractor performed work on the parking lot including laying asphalt, installing, and welding new rail, and other landscape activities.

Highlights

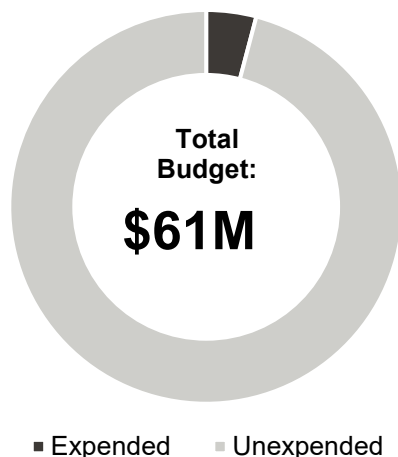
This new facility is required to replace the 1890s facility that was demolished in 2009. The rail vehicles operations formerly conducted in that facility have been temporarily relocated to the Skokie Shop, but a permanent facility is required to provide for long-term needs related to the maintenance and repair of power and way non-revenue rail vehicles. The new proposed 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 September 2023.

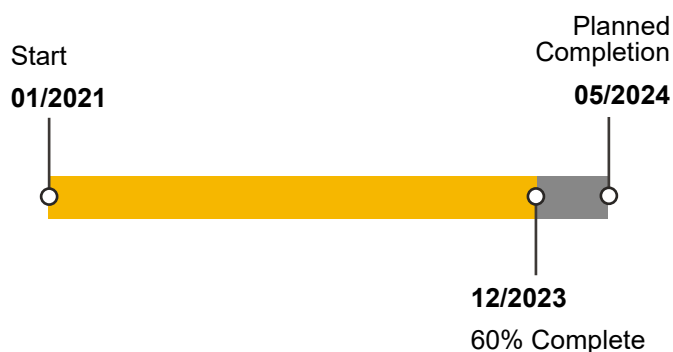


Cottage Grove Station

Budget



Design Schedule & Progress



Description

CTA has partnered with the Preservation of Affordable Housing (POAH) to revitalize the southeast corner of 63rd 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 63rd 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	\$1,074,904	2%
CTA Bonds	\$1,447,966	\$1,447,966	100%
Total	\$61,447,966	\$2,522,870	4%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	January 2022	May 2024	Behind schedule
Preliminary Project Schedule	December 2018	September 2024	February 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 is exploring the option to continue design on the structural and track component of the project, as this work will be done by CTA internal forces. The fabrication of components for the structural and track work is ongoing.

Highlights

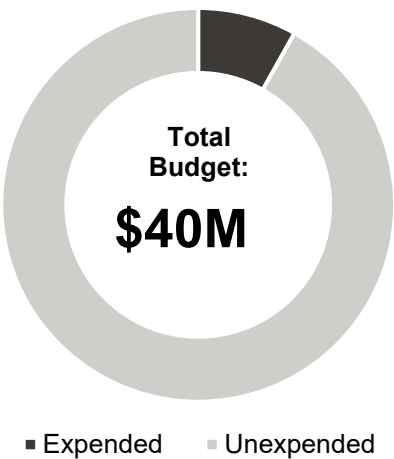
This project will increase operational safety at the station by bringing station infrastructure to a state of good repair. Building on a recent trend in reinvestment in Chicago's South Side, the Cottage Grove at Woodlawn Crossing project will stimulate economic development opportunities in an area of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

*Budget amounts as of September 2023.

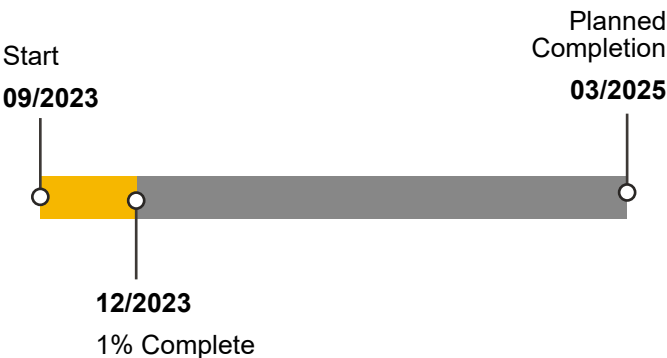


Harlem Station Bus Bridge

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.



Harlem Station bus bridge current conditions.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$36,087,000	\$1,132,534	3%
FTA	\$3,895,424	\$2,121,778	54%
Total	\$39,982,424	\$3,254,312	8%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	September 2023	March 2025	N/A	On schedule
Preliminary Project Schedule	December 2018	January 2024	May 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.

Highlights

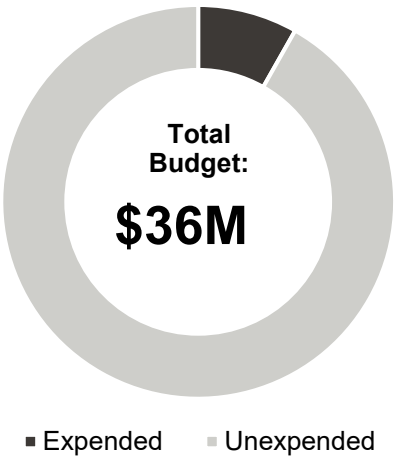
The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. Since then, the CTA has monitored bridge defects over time. CTA has explored various engineering solutions to work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

*Budget amounts as of September 2023.

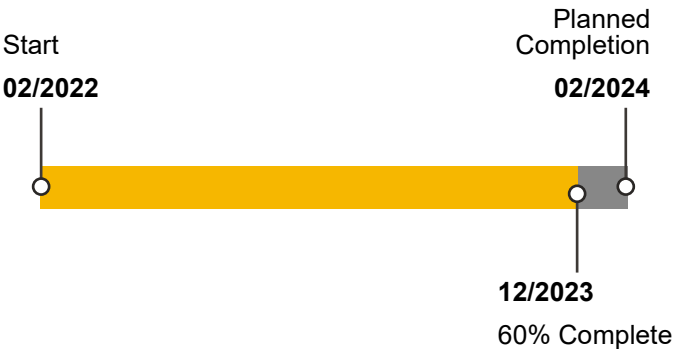


All Station Accessibility Program – California Station

Budget

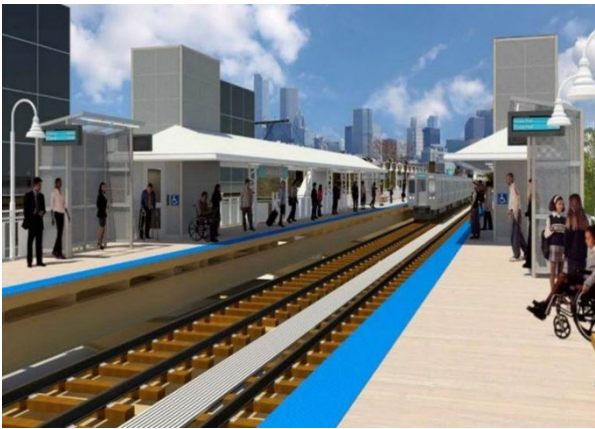


Design Schedule & Progress



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	\$1,594,893	5%
City TIF	\$5,670,000	\$1,358,465	24%
Total	\$36,000,000	\$2,953,358	8%

Schedule

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

Status

The Notice to Proceed has been granted to the designer in February 2022. The 60% design has been completed. The design is advancing to the 90% milestone.

Highlights

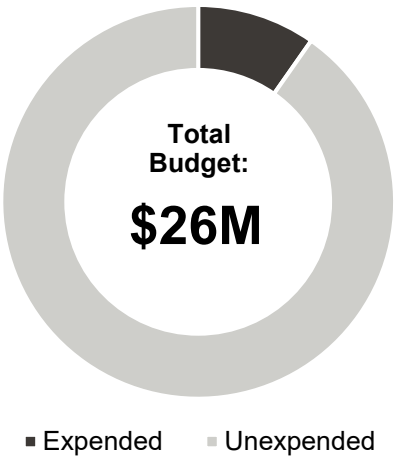
The California Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system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

*Budget amounts as of September 2023.



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	\$500,280	9%
FTA	\$20,264,000	\$1,989,150	9%
Total	\$25,564,000	\$2,489,430	9%

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	May 2025	Behind schedule

Status

The design for this project has been completed. CTA executed a contract for construction. The contractor has been issued a Letter of Authority for limited administrative activity and submittals. A full Notice to Proceed is expected to be issued by the end of December 2023.

Highlights

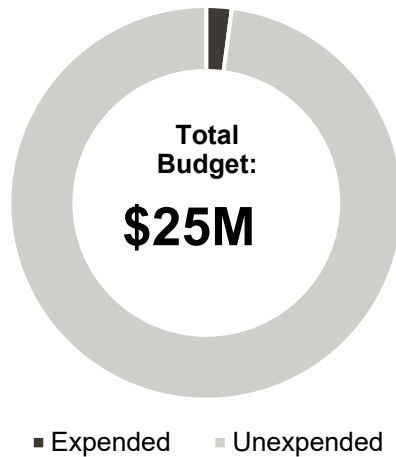
The Green Line Austin Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The goal of ASAP is to create a vertically accessible rail system within 20 years.

*Budget amounts as of September 2023.

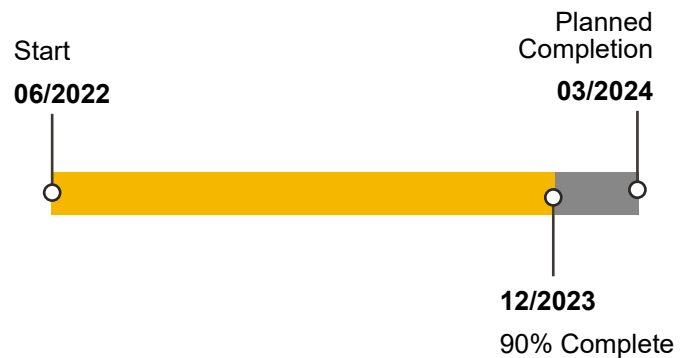


All Station Accessibility Program – Elevator Replacement

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	\$530,213	2%
Total	\$25,370,000	\$530,213	2%

Schedule

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

Status

The Notice to Proceed for the designer has been issued in June 2022. The designer is completing site assessments and elevator inspections. A draft assessment report to prioritize the elevator replacement or rehabilitation locations has been developed and CTA provided comments. The report also provides the scope of work needed for each individual elevator. Once the report is finalized, CTA will issue a procurement for construction based on the priority recommendations from the assessment report.

Highlights

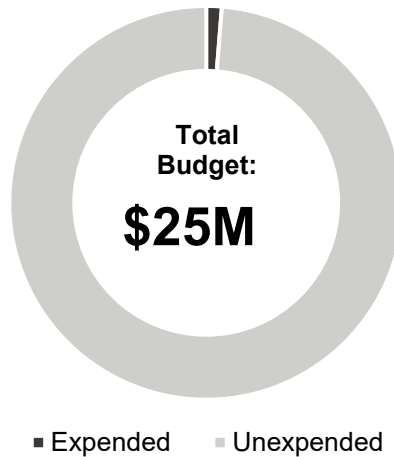
The Elevator Replacement project is part of CTA's All Station Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the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

*Budget amounts as of September 2023.

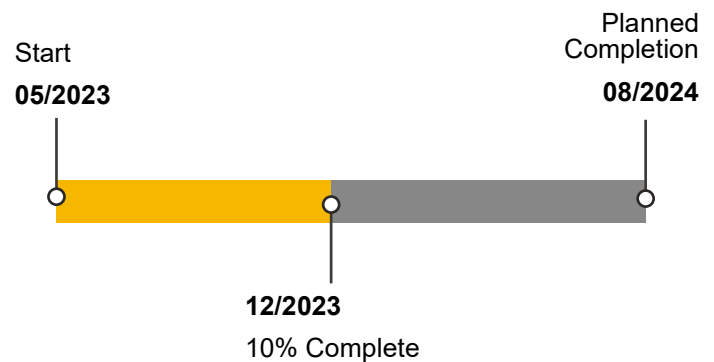


All Station Accessibility Program & Canopies at Montrose Station

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	\$315,269	1%
Total	\$24,703,822	\$315,269	1%

Schedule

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

Status

The design activities have started. Site evaluations have been conducted. The contractor submitted design validation plans to CTA. Once those are approved, the design will advance to the 30% milestone.

Highlights

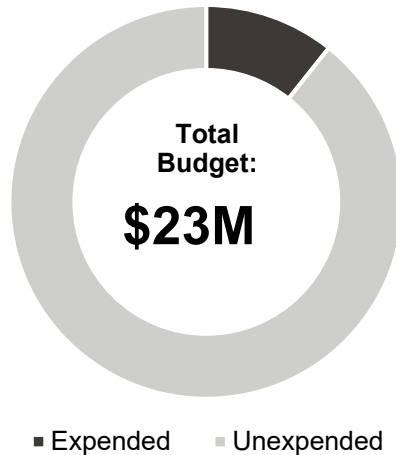
The Montrose Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system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

*Budget amounts as of September 2023.



Rail Facilities – Des Plaines Yard

Budget



Design 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	\$2,903	0%
RTA	\$10,000,000	\$2,443,232	24%
FTA	\$1,958,137	\$0	0%
Total	\$22,858,137	\$2,446,135	11%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	March 2022	December 2022	N/A	On schedule
Preliminary Project Schedule	January 2021	August 2023	October 2024	Behind schedule

Status

CTA has procured all special trackwork long lead time materials. The materials have been received and are stored at the yard. CTA work forces have completed wall repair work and tree trimming. A Notice to Proceed for construction services is expected in the first quarter of 2024.

Highlights

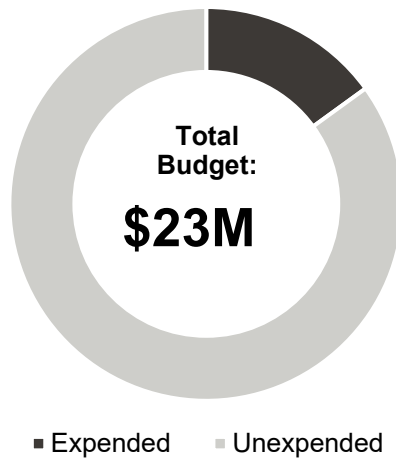
The purpose of the Rail Facilities Program is to address State of Good Repair (SGR) conditions and extend the period of infrastructure stability to minimize the likelihood of future disruptions due to track deficiencies. Depending on the yard conditions, the following strategies may be proposed to restore, 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 September 2023.

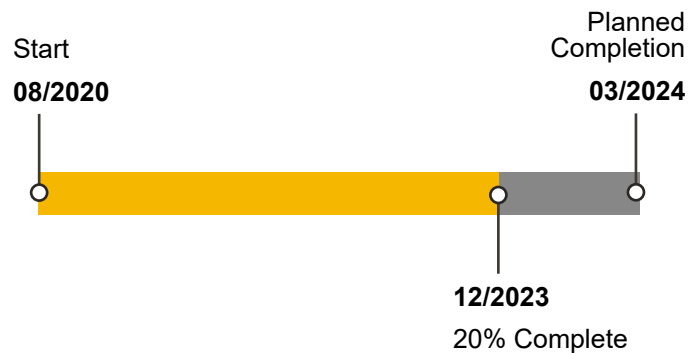


Non-Revenue Vehicles – Diesel Locomotives

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 of the first new diesel locomotive.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$473,165	\$473,165	100%
RTA Bonds	\$7,924,753	\$2,917,497	37%
FTA	\$11,000,000	\$22,953	0%
CTA Bonds	\$3,333,095	\$0	0%
Total	\$22,731,013	\$3,413,615	15%

Schedule

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

Status

The structural design was approved by the CTA. The project is in full production mode and the contractor is almost completed with the assembly of the first snow fighter. CTA and the contractor are coordinating a site visit before the end of the 2023 for factory acceptance testing. Once approved, the contractor will push all comments to the remaining snow fighters and continue commissioning and delivering of them.

Highlights

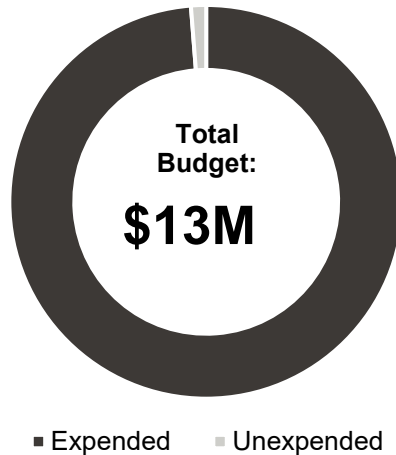
The locomotives have been in service from 1981 and 1986 and have exceeded their life expectancies. CTA's Operation Management identified the condition of this equipment as poor and of the highest priority for replacement.

*Budget amounts as of September 2023.

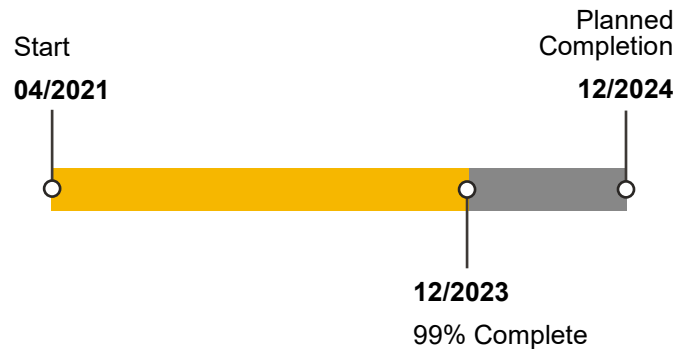


Green Line – Jackson Park Branch Trackwork

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	\$12,695,868	99%
Total	\$12,855,446	\$12,695,868	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

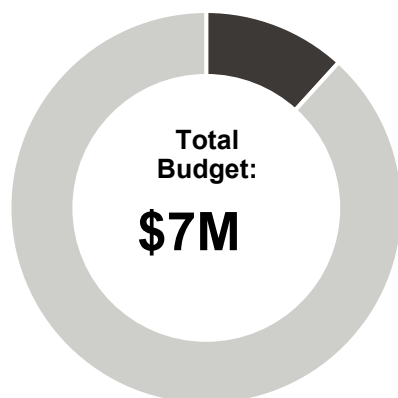
The track and structure elements being replaced as part of this project must be kept in a state of good repair in order to maintain safe and reliable service and minimize slow zones on CTA's Jackson Park and Englewood Lines.

*Budget amounts as of September 2023.



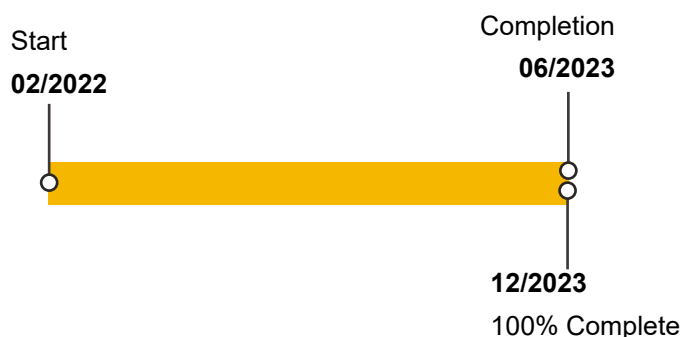
Green Line – Lake Street Bridge

Budget



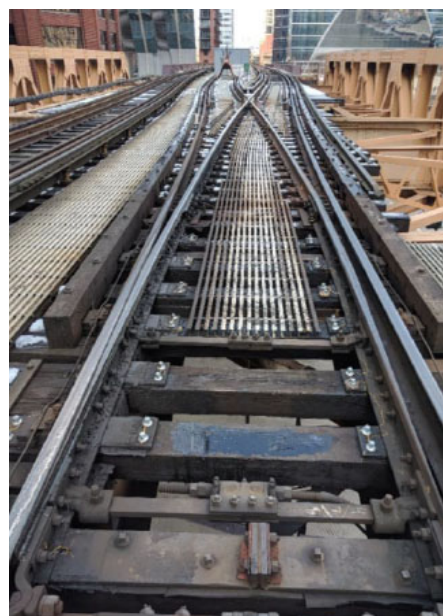
■ Expended ■ Unexpended

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	\$825,439	12%
Total	\$7,025,296	\$825,439	12%

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	February 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

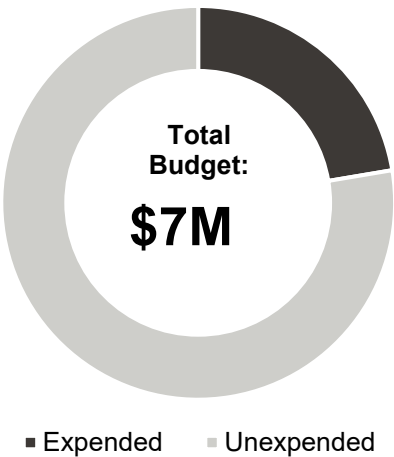
The project will address critical track and structural issues on either side of the Lake Street Bridge in conjunction with CDOT replacement of the bridge in order to minimize impacts to customers.

*Budget amounts as of September 2023.

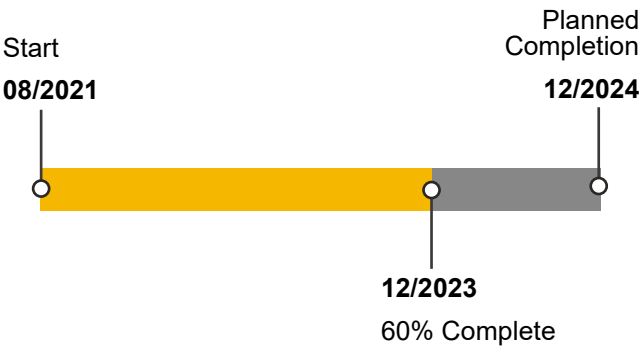


Rehabilitate Blue Line - Kimball Subway Waterproofing

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	\$60,184	1%
RTA Bonds	\$1,465,006	\$1,465,006	100%
Total	\$6,824,710	\$1,525,190	22%

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

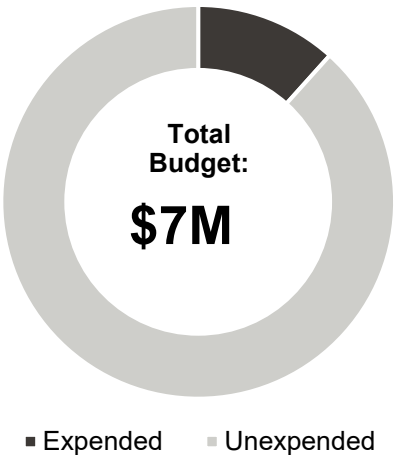
Water infiltration has created a damp, corrosive environment in the Dearborn and Kimball Subways and has compromised the condition of the track and tunnel infrastructure.

*Budget amounts as of September 2023.

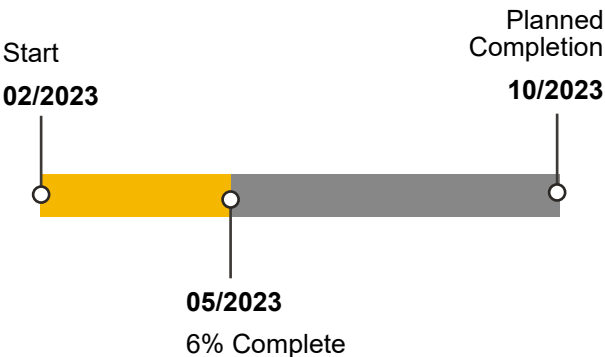


Facilities Critical Needs - Kedzie Bus Garage Façade

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	\$768,622	12%
Total	\$6,596,514	\$768,622	12%

Schedule

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

Status

Construction work is ongoing. The grinding work is completed. The tuckpointing is in progress. The roofing work is also in progress.

Highlights

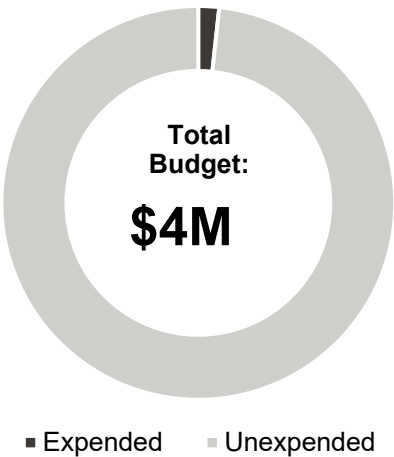
A facilities assessment conducted by CTA staff conclude repairs to the masonry and envelope of the Kedzie Bus Garage façade are critical and time sensitive. The overall condition of the existing masonry wall is poor and water infiltration is accelerating the overall deterioration of the exterior wall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

*Budget amounts as of September 2023.

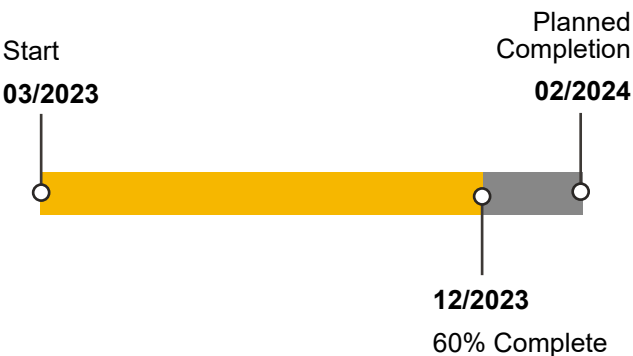


Facilities Critical Needs – Substation Roof Repairs – Phase II

Budget

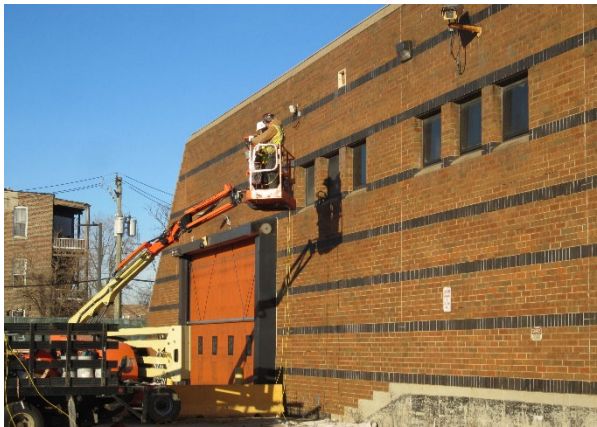


Construction Schedule & Progress



Description

This project will complete roof replacements at seven CTA substations: Calvary, Lotus, Des Plaines, Ashland, O'Hare, 63rd 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.



Field inspection of the existing conditions.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$3,628,767	\$742,658	20%
Total	\$3,628,767	\$742,658	20%

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	February 2024	Behind schedule

Status

Construction work is ongoing. The roof repair work has been completed at the Lotus and Ashland substations. Work on the 63rd Street, Des Plaines and O'Hare substations is in progress.

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 September 2023.



CTA PAYGO Funded Projects

Project: CTA – Bus Maintenance – 2021 (Final)

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:	Major rehabilitation elements worked on included, but not limited to, body work, vehicle wiring, and brakes. Bus maintenance activities were completed in this reporting period. This will be the final update on this project.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$53,365,222	\$53,365,222	100%	
	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	October 2021	June 2023
	Preliminary Schedule	Behind Schedule	October 2021	March 2022

Project: CTA – Elevated Track and Structure Maintenance – 2022

Scope:	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.			
Status:	Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work. CTA purchasing is continuing to work on obtaining more materials for the project and continue to submit contract documentation for approval.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$38,000,000	\$30,317,320	80%	
	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	October 2022	December 2023
	Preliminary Schedule	On Schedule	October 2022	December 2024



Project: CTA – Elevated Track and Structure Maintenance – 2023

Scope: 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.

Status: Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$38,000,000	\$0	0%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	September 2023	March 2026
	Preliminary Schedule	On Schedule	September 2023	March 2026

Project: CTA – Bus Maintenance – 2022

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 on this project during this reporting period. Major rehabilitation elements will include, but not limited to, body work, vehicle wiring, and brakes.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$36,000,000	\$27,818,435	77%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	April 2022	March 2024
	Preliminary Schedule	On Schedule	April 2022	March 2024



Project: CTA – 2021 – Facilities Maintenance (Final)

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. Stations will receive cleaning at regular intervals.		
Status:	The 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 completed during this reporting period. This will be the final update on this project.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$20,000,000	\$20,000,000	100%
Schedule:	Schedule:	Status:	Start Date: Completion Date:
	Project Schedule	On Schedule	October 2021 June 2023
	Preliminary Schedule	On Schedule	October 2021 June 2023

Project: CTA – Rail Car Maintenance – 2022

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 are on hold until prior year projects are completed. Major elements will include, but are not limited to, rail car inspection and engineering, vehicle wiring, and body work.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$18,106,390	\$0	0%
Schedule:	Schedule:	Status:	Start Date: Completion Date:
	Project Schedule	On Schedule	December 2022 June 2027
	Preliminary Schedule	On Schedule	December 2022 June 2027



Project: CTA – Fare Payment System Equipment Lease – Ventra – 2023

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 began and will continue to make payments for this open fare equipment.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$15,000,000	\$2,500,000	17%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2023
	Preliminary Schedule	On Schedule	December 2023

Project: CTA –2023 – Facilities Maintenance

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:	The 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 began in this reporting period and maintenance work continues.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$12,000,000	\$0	0%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	June 2025
	Preliminary Schedule	On Schedule	June 2025



Project: CTA – 2022 – Facilities Maintenance (Final)

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.		
	The 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 completed this reporting period and final invoices remain. This will be the final update on this project.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$12,000,000	\$10,901,605	91%
Schedule:	Schedule:	Status:	Start Date:
	Completion Date:		
	Project Schedule	On Schedule	December 2021
	Preliminary Schedule	Behind Schedule	December 2021

Project: CTA – Rail Car Maintenance – 2021

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.		
	Rail car maintenance activities are ongoing. 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.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$10,000,000	\$7,842,030	78%
Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	On Schedule	October 2022
	Preliminary Schedule	On Schedule	October 2022



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.		
	The two pilot buses went into revenue service testing where the testing period was extended. The buses were accepted, and minor issues were documented and corrected. The contractor also begun overhauling production buses. Two buses were removed from the overhaul program due to being deteriorated further than expected.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$9,615,472	\$0	0%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	September 2024
	Preliminary Schedule	Behind Schedule	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.		
	The CTA Team drafted technical specs and project scope are 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.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,893,610	\$0	0%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	October 2025
	Preliminary Schedule	On Schedule	October 2025



CTA Projects over \$10 M

Project: CTA – 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 Precast span erection was completed for the Lawrence to Bryn Mawr Modernization (LBMM) and the contractor continued installing pre-cast segments as well as their fabrication. The Argyle temporary station was put in service this reporting period. The Red-Purple Bypass continued with structural element installations, traction power installation, as well as installed the noise barriers, foot walks, and handrails. Punchlist items remain. Signal upgrades and installation continued along the project this reporting period. Communications switches in Clark and Kenmore Relay Houses were installed this reporting period. The contractor will continue excavation, caisson installation, and concrete pours for structural elements on the project side. Similarly, the contractor will work to install the steel for the elevator truss at the Bryn Mawr and Berwyn stations. Similarly, the contractor will continue to install signals and other electrical elements along the project site.

Project: CTA – Purchase Rail Cars – 7000-Series

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.

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

Schedule On schedule; estimated completion May 2025.

Highlights Status conferences continued with CRRC to address/track various items. Revenue service testing ended and production deliveries begun in 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 62 car body shells in various states of assembly. Final assembly continues on 74 cars in the US. CTA has accepted 48 of the cars thus far for revenue service.



Project:	CTA – Purchase Up to 70 Electric Buses and Up to 9 Charging Stations
Scope:	This project involves the purchase of up to forty-five 40FT 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:	\$71,991,905; on budget.
Schedule	On schedule; estimated completion March 2025.
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 th Garage for operator training. In this reporting period, CTA has exercised an option for an additional twenty-two (22) buses. CTA's Infrastructure department is working with Bus Engineering to finalize the budget breakdown and scope for the 103 rd Garage.

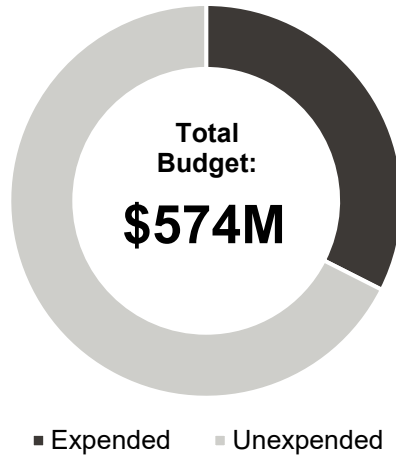
Project:	CTA – Skokie Shops – Electronic & Hydraulic Repair Room Expansions
Scope:	This project will provide for the expansion of four (4) areas that are currently situated in the West Building of Skokie Shops to support the 5000 and 7000-series railcars maintenance cycles. All areas will be upgraded to new “clean” rooms that require the space to be enclosed, well lit, properly grounded, and air conditioned.
Budget:	\$10,293,685; on budget.
Schedule	On schedule; estimated completion extended to June 2024.
Highlights	Currently, the General Contractor continues to submit process plans for construction and mobilization on site. Delivery of onsite storage containers was completed in this reporting period. CTA continues to coordinate and plan with the contractor for the phasing of the expansion. Concrete removal in one of the areas was completed and the contractor continues to install structures for upgrades to the existing mezzanine. The contractor will work to complete the mezzanine and then work next to the Diagnostic Center.

Metra

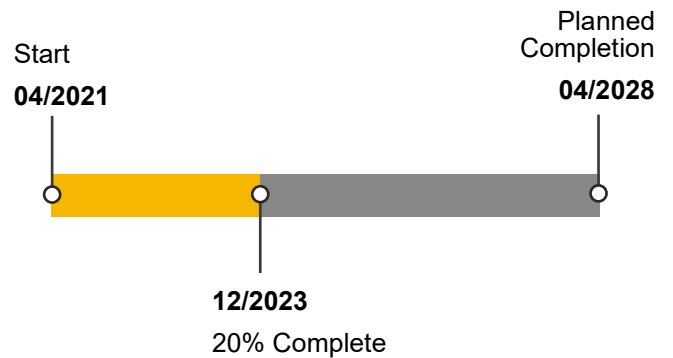


New Bi-Level Rail Cars

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	\$72,753,838	19%
PAYGO	\$80,375,000	\$69,974,987	87%
RTA Bonds	\$47,800,166	\$27,800,166	58%
FTA	\$69,211,083	\$15,711,758	23%
Total	\$573,725,449	\$186,240,749	32%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2021	March 2027	April 2028	Behind schedule
Preliminary Project Schedule	March 2021	December 2026	April 2028	Behind schedule

Status

The final design document packages are being completed and submitted to Metra. The Final Design Review is scheduled to take place December – April 2024. The contractor has built a new facility to produce the rail cars. The production facility is ready for operation and training of car shell building staff is in progress. The first car body shell is expected to be built in March 2024. The first rail car is expected to be delivered to Metra in the third quarter of 2025.

Highlights

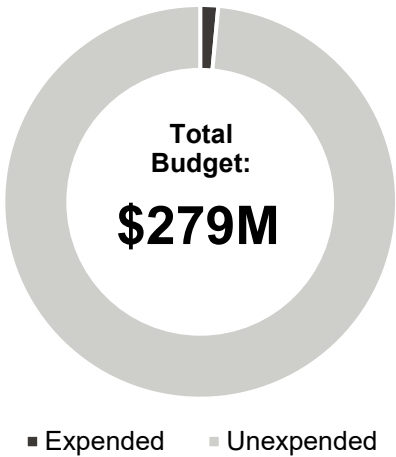
The purchase of these cars will allow Metra to retire commuter cars which have reached the end of their useful life and can no longer be rehabilitated. The new car design will be more comfortable, accessible, reliable, and safer.

*Budget amounts as of September 2023.



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.



Existing Cornelia Ave bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$156,100,000	\$3,992,832	3%
FTA	\$123,000,000	\$116,801	0%
Total	\$279,100,000	\$4,109,633	1%

Schedule

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

Status

This project is in the design phase. The National Environmental Policy Act (NEPA) review process has been completed. Design activities are 90% complete and are expected to reach completion in March 2024.

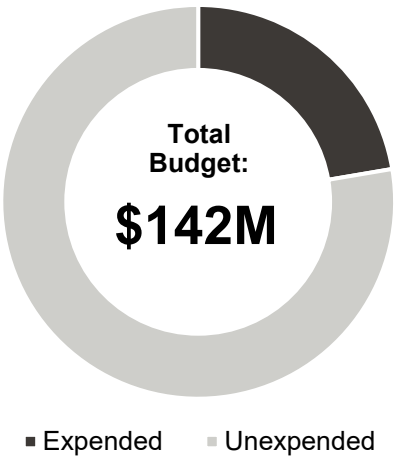
Highlights

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.

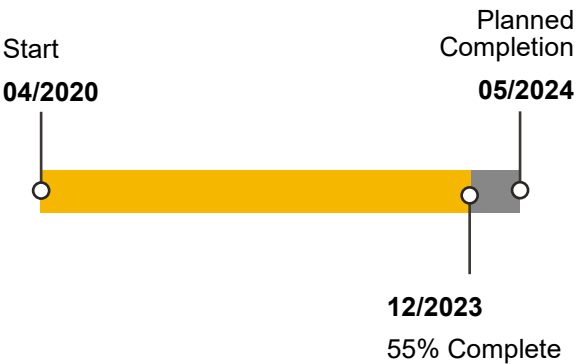
*Budget amounts as of September 2023.

Remanufactured Locomotive Purchase

Budget



Implementation Schedule & Progress



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	\$84,416,300	\$6,146,305	7%
FTA	\$57,645,636	\$25,575,557	44%
Total	\$142,061,936	\$31,721,862	22%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2020	October 2023	May 2024	On schedule
Preliminary Project Schedule	March 2020	December 2025	December 2026	Behind schedule

Status

Eight locomotives have been delivered to Metra. All of them have been tested on the main line and placed in service. The remaining 7 locomotives are in various stages of decommissioning, production, and testing.

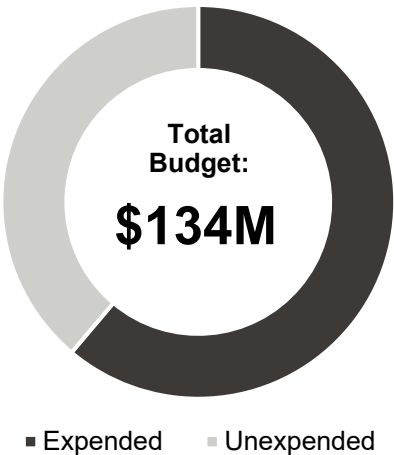
Highlights

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.

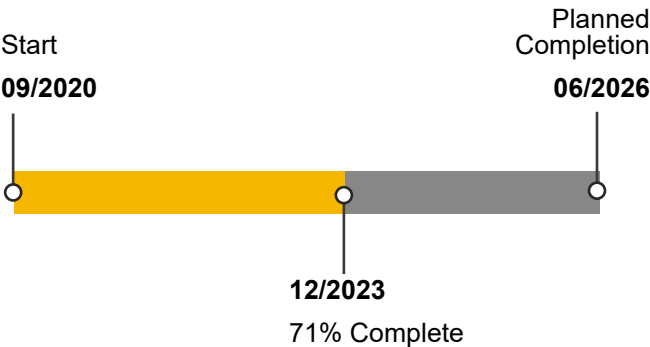
*Budget amounts as of September 2023.

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	\$12,469,370	47%
PAYGO	\$14,800,000	\$14,488,173	98%
RTA Bonds	\$54,142	\$54,142	100%
FTA	\$92,642,790	\$54,823,068	72%
Metra	\$38,200	\$38,200	100%
Total	\$133,935,131	\$81,872,953	59%

Schedule

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

Status

The project completed phase 7 during this reporting period and is currently in phase 8 of 10 of the rehabilitation process. As of the end of October, 214 cars were completed with another five expected to be completed by end of the year.

Highlights

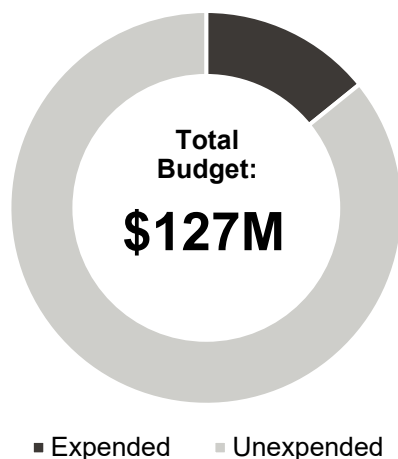
This project is part of a larger Metra Rail Car Rehabilitation Program. Nippon Sharyo Corporation built and delivered these rail cars between 2002 and 2008. This is the first major rehabilitation of these commuter cars and it is performed in multiple phases.

*Budget amounts as of September 2023.

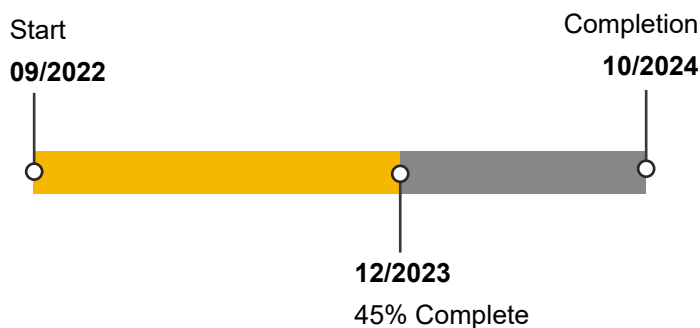


Union Pacific West Line Expansion

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).



Workers doing final touches on retaining wall before concrete pours.

Budget*

	Budget	Expended	Expended %
Prior Year State Funds	\$44,500,000	\$22,150,843	50%
FTA	\$2,409,175	\$2,409,175	100%
Metra Total	\$46,909,175	\$24,560,018	52%
Union Pacific Railroad	\$80,568,105	N/A	N/A
Total	\$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	Behind schedule
Preliminary Project Schedule (Western Section)	May 2021	December 2025	N/A	On schedule

Status

Construction for the eastern section reached substantial completion in December 2020. Construction activities on the western section of this project are in progress. The general contractor is working on civil and structural elements. The contractor performed work related to the retaining wall near and on the Fox River Bridge on both the eastern and western sections. Wall sheeting installation continued along the perimeter. Work also began on Randall Road, grading the right-of-way and removing materials, installing sheeting, as well as working on backfilling, framing, rebaring, and pouring concrete against the retaining walls and abutments.

Highlights

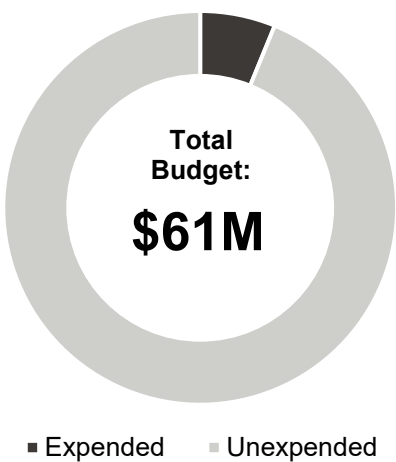
The addition of a third main line track will eliminate key bottlenecks and allow Metra to add more service, including more express trains, on the line. The potential for freight interference will also be mitigated. The state funding provides for portions of the project design, environmental study, land 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 September 2023.

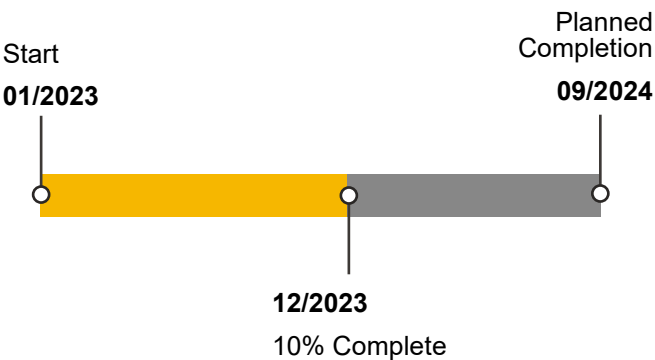


79th Street, 87th Street, 103rd Street Stations - Metra Electric

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: 79th Street, 87th Street and 103rd 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.



Construction of the elevator shaft at 79th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$50,150,000	\$3,780,485	8%
PAYGO	\$11,000,000	\$0	0%
Total	\$61,150,000	\$3,780,485	6%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2023	July 2024	September 2024	Behind schedule
Preliminary Project Schedule	May 2020	December 2021	December 2024	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 103rd Street station and 87th Street station at the end. Construction activities are progressing at 79th street station with the elevator pit walls and grade beams being framed and poured. The contractor is also working on stairway framing and pouring. The permitting process for 103rd street station is in progress.

Highlights

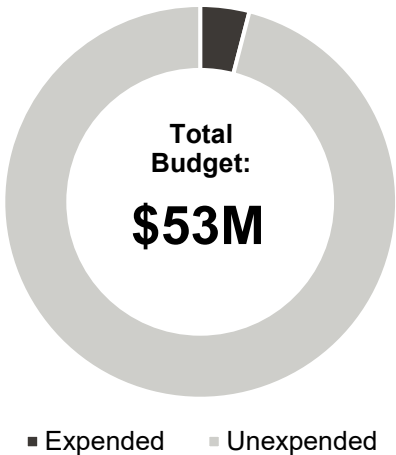
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

*Budget amounts as of September 2023.



95th Street Station – Chicago State University (CSU)

Budget



Design Schedule & Progress



Description

This project is for the design and construction of the 95th 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 95th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$19,000,000	\$2,138,762	11%
FTA	\$29,000,000	\$0	0%
Cook County	\$5,000,000	\$0	0%
Total	\$53,000,000	\$2,138,762	4%

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 is 98% complete and the 100% design submittal is expected in December 2023. There were delays on this design project associated with the National Environmental Policy Act (NEPA) review process as well as coordination with the Chicago State University and additional scope added to the design.

Highlights

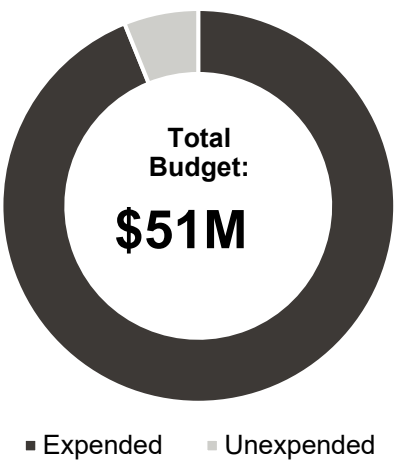
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

*Budget amounts as of September 2023.



Union Pacific North Line Bridges and Ravenswood Station (Final)

Budget

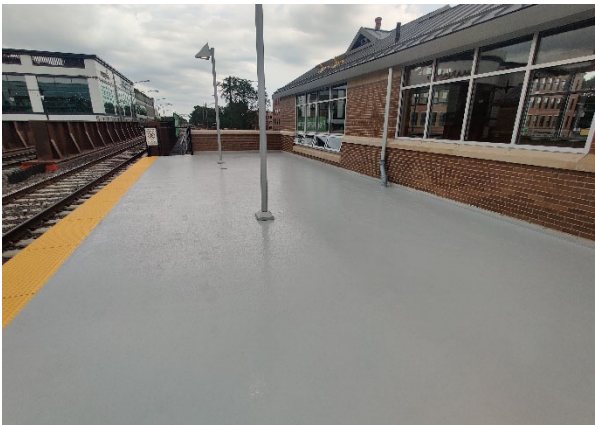


Construction Schedule & Progress



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 work includes longer platforms that are covered, lighting, stairs, ramps, warming shelter, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.



New station platform and headhouse.

Budget*

	Budget	Expended	Expended %
Prior Years State Funds	\$12,668,903	\$12,668,903	100%
RTA Bonds	\$13,776,051	\$13,528,517	98%
FTA	\$24,240,903	\$21,389,298	88%
Total	\$50,685,857	\$47,586,718	94%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Station)	August 2017	September 2022	August 2023	Behind schedule
Preliminary Project Schedule (Station)	July 2017	December 2020	August 2023	Behind schedule

Status

The bridge construction has been completed in September 2021. The station construction has reached substantial completion in August 2023. An official station opening ceremony was held in October 2023. This will be the last report on this project.

Highlights

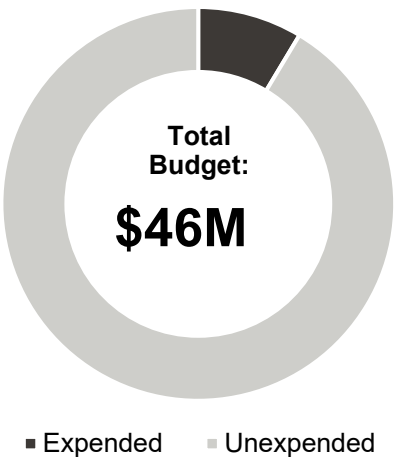
The existing bridges are over 100 years old and can no longer be economically repaired and maintained. Thus, they have reached the end of their useful life. The construction for the bridges on the outbound tracks was completed in 2015. The new bridges will last for more than 100 years. At Ravenswood 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.

*Budget amounts as of September 2023.

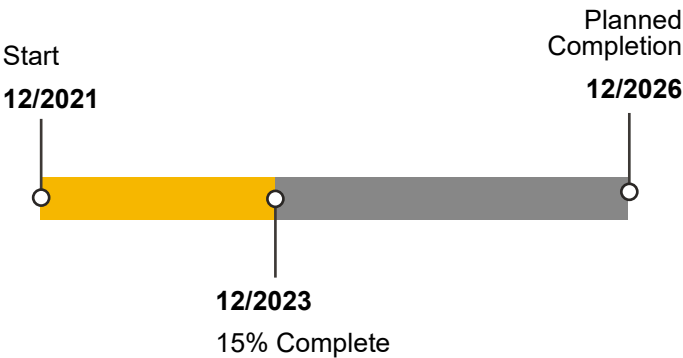


Ticket Vending Machines (TVMs)

Budget



Implementation Schedule & Progress



Description

This project is the first phase of the installation of up to 300 ticket vending machines at selected stations throughout the Metra system to provide added amenities to Metra customers. The TVMs will offer a variety of ticket purchasing options and make purchasing tickets faster, easier, and more convenient for customers. The base order on the contract is for the design, purchase, installation, first year support and hosting for 300 TVMS.



Rendering of the new Metra Ticket Vending Machine.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$32,640,090	\$3,547,777	11%
FTA	\$13,360,000	\$408,146	3%
Total	\$46,000,090	\$3,955,923	9%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	December 2021	December 2026	N/A	On schedule
Preliminary Project Schedule	December 2021	December 2026	N/A	On schedule

Status

This project is currently in the production phase. Construction, delivery, and installation continued for the first 100 TMV's. The first four TMV's were delivered to Metra for the System Integration Testing and used for the pilot program which began at Union Station. The extended pilot program began, which includes twenty-one (21) additional TVM's that were installed on BNSF, UPN, and Downtown stations. A total of twenty-five (25) TVM's have been delivered to Metra and installed on the system.

Highlights

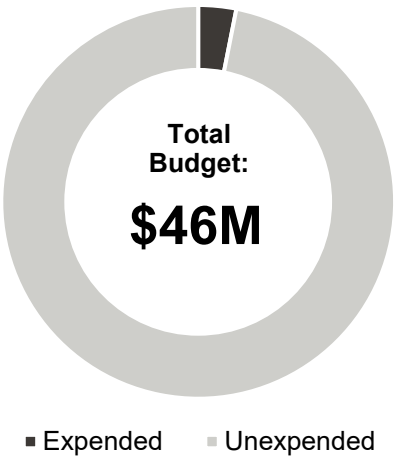
The TVMs will be fully ADA accessible and will offer the ability to purchase tickets using contactless cards and mobile wallet applications. The customers will no longer need to insert debit/credit cards into the machine.

*Budget amounts as of September 2023.

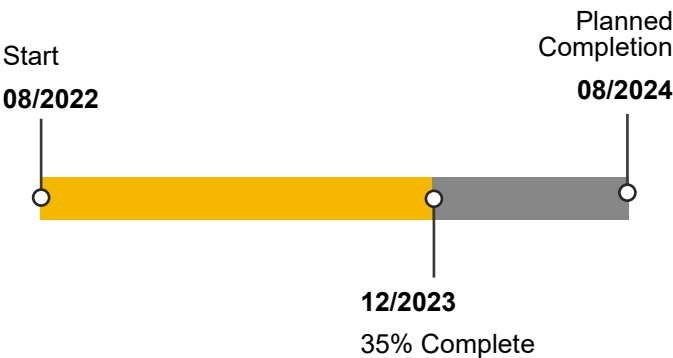


Harvey Transportation Center

Budget



Design Schedule & Progress



Description

Metra is partnering with Pace for the reconstruction of the Harvey Transportation Center on the Metra Electric Line. The project will include the rehabilitation of the Harvey Metra Station to integrate it into the new transportation center. It will also include a new station entrance, new platform headhouses and waiting areas, new elevators, an expanded platform with canopy, 14 bus bays, new parking with a kiss-and-ride lane, and new lighting, signs, and other amenities.



Existing Pace Harvey Transportation Center.

Budget*

	Budget	Expended	Expended %
FTA – RAISE Grant - Pace	\$20,000,000	\$0	0%
Rebuild Illinois – Metra	\$4,000,000	\$0	0%
FTA – Metra	\$2,261,122	\$1,377,919	61%
Rebuild Illinois - Pace	\$8,400,000	\$40,156	0%
FTA - Pace	\$10,850,000	\$0	0%
Total	\$45,511,122	\$1,418,075	3%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2022	August 2024	N/A	On schedule
Preliminary Project Schedule	December 2021	August 2024	N/A	On schedule

Status

This project is in the design phase. The National Environmental Policy Act (NEPA) process has been completed. The design is progressing and is currently at 30% completion. Metra is working on an Intergovernmental Agreement (IGA) with Pace and Harvey.

Highlights

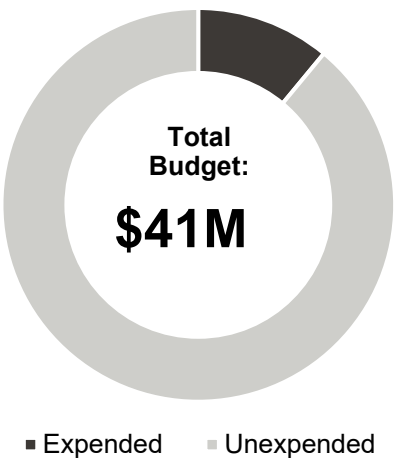
This project will offer significant upgrades for public transit riders in the south suburbs. It aims to facilitate intermodal transfers between Pace and Metra, create a better passenger experience, and boost economic growth in the City of Harvey.

*Budget amounts as of September 2023.

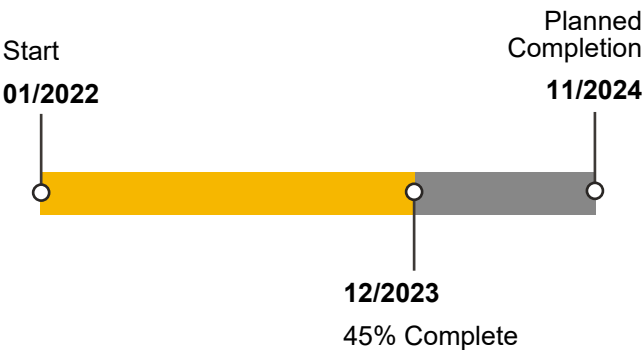


Substation Improvements

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.



Duct bank concrete pour for Matteson Substation.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$33,591,657	\$4,518,999	13%
PAYGO	\$6,190,000	\$0	0%
FTA	\$1,192,751	\$0	0%
Total	\$40,974,408	\$4,518,999	11%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Matteson Substation)	January 2022	August 2023	November 2024	On schedule
Preliminary Project Schedule	October 2021	December 2026	N/A	On schedule

Status

The design for Matteson Substation has been completed and construction activities have started. The contractor reworked the temporary power, installed equipment stubs, graded, and compacted the gravel around the foundation pad. The duct bank between the equipment pad and the foundation pad have been poured and covered, and equipment pads have been formed for concrete pour. Procurement of long lead time items such as transfer switches and switch gears is ongoing. The Jackson Substation project is in the design phase. The design for that project is 90% complete. The designer procurement for Homewood Substation is in progress.

Highlights

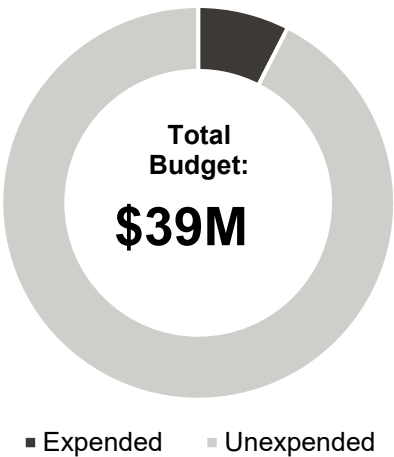
By replacing rectifiers, Metra will improve reliability on the Metra Electric Line. The improvements will increase service reliability and reduce the operating costs of maintaining outdated equipment.

*Budget amounts as of September 2023.

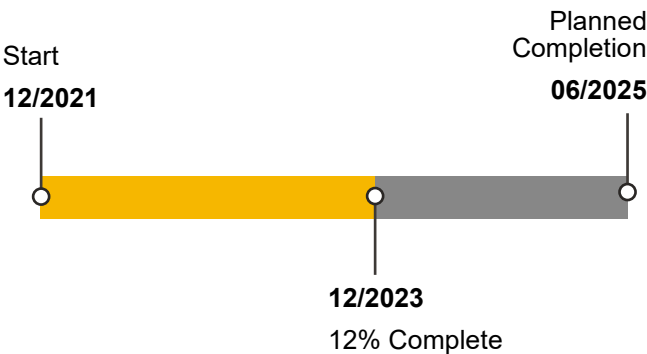


Auburn Park New Station

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.



Crane on site to transfer sheet piles to be driven for the earth retention system on the new Auburn Park Station.

Budget*

	Budget	Expended	Expended %
Prior Years State Funds	\$20,000,000	\$2,659,544	13%
Rebuild Illinois	\$15,000,000	\$300,391	2%
PAYGO	\$4,300,000	\$0	0%
Total	\$39,300,000	\$2,959,935	8%

Schedule

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

Status

The construction permits have been approved and contractor mobilized on site during this reporting period. The contractor installed vibration sensors along the jobsite and followed it with beginning site work. The contractor is also working on replacing sewer lines on the project. Concurrently, the work is progressing on driving sheet piles and installing the earth retention system along the project. Once the contractor is done with the sheet piles, they will begin construction of the elevator shaft, headhouses, and station construction.

Highlights

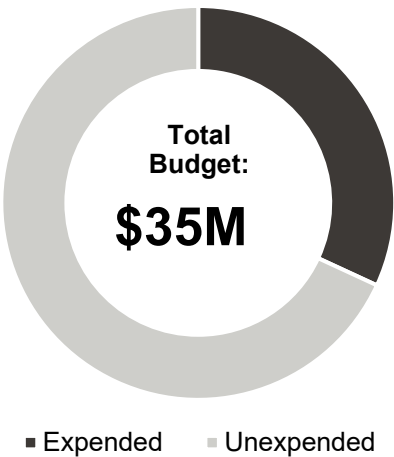
A new station in the Auburn Park community will increase transit accessibility for the surrounding neighborhood. Benefits of this new station will also include a reduction in congestion on the Dan Ryan Expressway.

*Budget amounts as of September 2023.

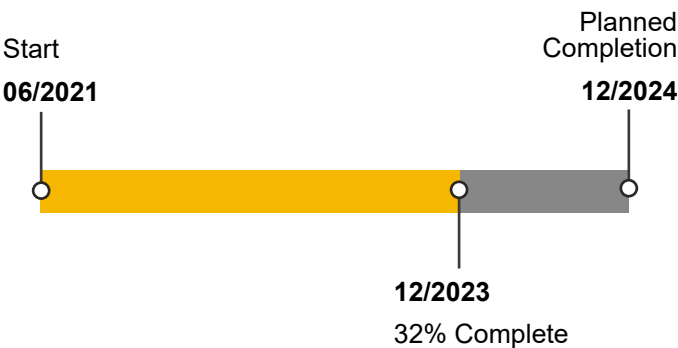


Right-of-Way Equipment

Budget



Implementation Schedule & Progress



Description

This project is for Metra's Engineering Department to purchase end loaders, track backhoes, excavators, lifts, rail equipment, and more. The purchased vehicles and equipment will replace obsolete and inadequate support equipment.



Existing Metra crane removing old ties from the right-of-way.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$8,000,000	\$0	0%
PAYGO	\$25,900,000	\$10,524,330	41%
FTA	\$100,000	\$0	0%
EPA	\$594,765	\$503,779	85%
Total	\$34,594,765	\$11,028,109	32%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	June 2021	December 2023	December 2024	On schedule
Preliminary Project Schedule	June 2021	December 2023	December 2024	Behind schedule

Status

Metra has procured and is awaiting delivery of 2 locomotive cranes, 2 hi-rail track excavators, an undercutter and 2 tower trucks. The track stabilizer, spot temper, blast regulator, tie crane, 10 wheel loaders and a diesel powered skid-steer loader have been delivered to Metra.

Highlights

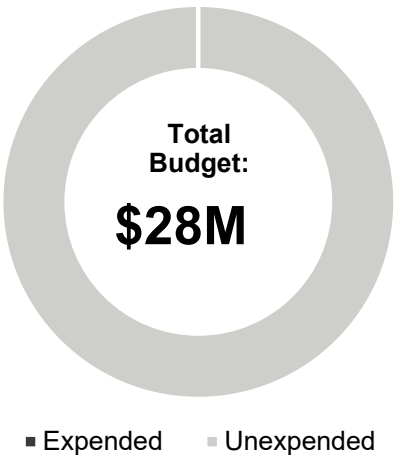
This project will lead to a reduction of maintenance costs for equipment that is obsolete. This will improve efficiencies related to maintenance and repair work in the railroad right-of-way.

*Budget amounts as of September 2023.



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	\$0	0%
FTA	\$12,843,507	\$0	0%
Total	\$27,843,507	\$0	0%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	September 2023	May 2025	N/A	On 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.

Highlights

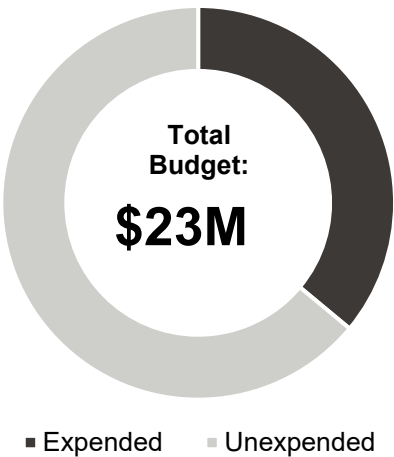
Rehabilitation and replacement of deteriorating structures are necessary for continued use of the bridge. The replacement of the Morgan Street Bridge will reduce maintenance costs at that location.

*Budget amounts as of September 2023.

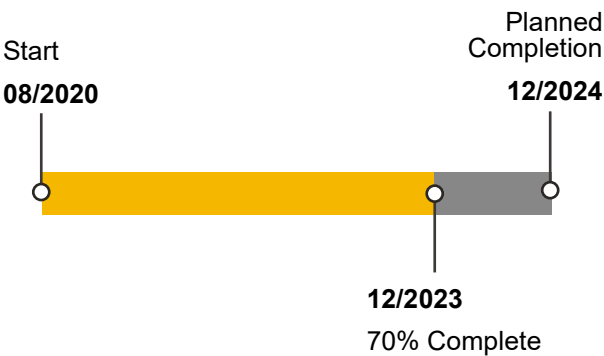


CREATE - 75th Street Corridor Improvement Project (CIP)

Budget



Design Schedule & Progress



Description

This project provides funds for engineering and construction of various elements for the 75th 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 75th 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	\$544,534	12%
PAYGO	\$16,300,000	\$7,742,363	47%
Metra	\$2,000,000	\$0	0%
Total	\$23,000,000	\$8,286,897	36%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2020	September 2023	December 2024	On schedule
Preliminary Project Schedule	June 2020	September 2023	December 2025	Behind schedule

Status

The design development is advancing to 90%. There are some delays related to coordination with a Norfolk Southern project. Work is progressing on Right-of-Way assessment and property acquisitions.

Highlights

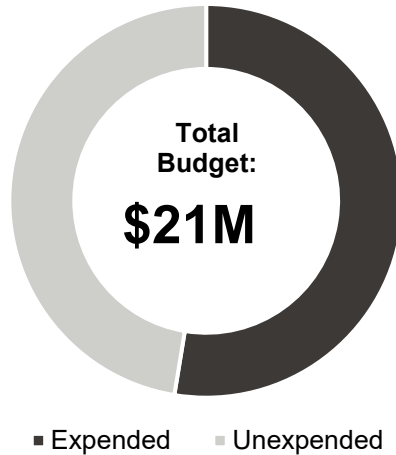
This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a regional and multi-agency coordinated effort to improve the efficiency of the rail network in the Chicago area.

*Budget amounts as of September 2023.

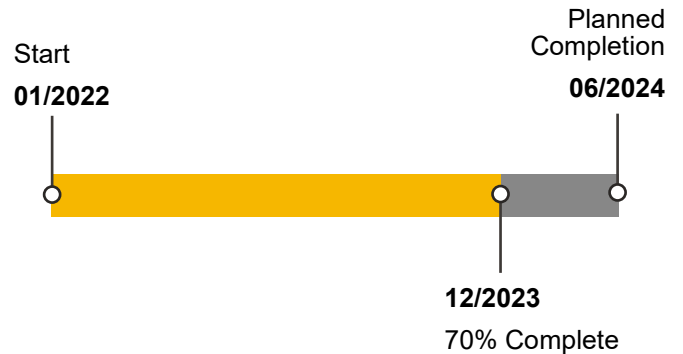


147th Street - Sibley Station

Budget



Construction Schedule & Progress



Description

This project is for the rehabilitation of various elements of the 147th 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.



Workers welding ceiling beam plates at the Headhouse (Platform Level).

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$10,000,000	\$7,325,755	73%
PAYGO	\$9,400,000	\$2,385,610	25%
FTA	\$562,735	\$456,987	81%
Cook County	\$900,000	\$803,260	89%
Total	\$20,862,735	\$10,971,612	53%

Schedule

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

Status

Construction activities are ongoing at the station. The contractor is working on installation of elevator equipment. Work is ongoing at platform level with platform panel installation and pulling wires in the platform conduit. The contractor is also installing decorative tile at street level of the headhouse. There are some delays associated with the delivery of the transformers.

Highlights

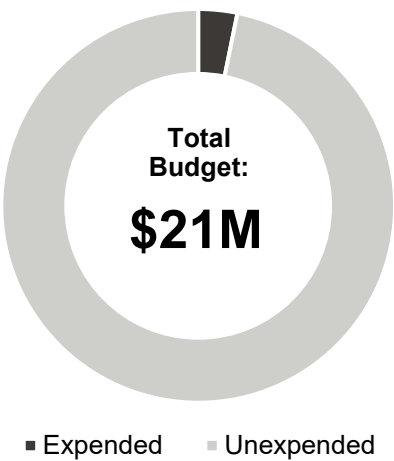
The 147th Street Sibley Station will be fully accessible after the station construction is completed. The design for this project was funded in part by a grant from the Cook County Department of Transportation and Highways. State funding is used for construction.

*Budget amounts as of September 2023.

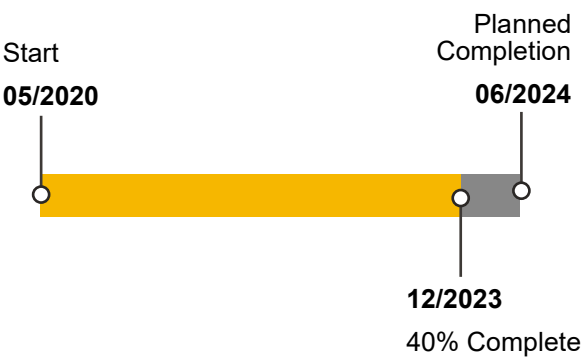


111th Street Station - Pullman

Budget



Design Schedule & Progress



Description

This project is for the design and construction of the 111th 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 111th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$20,750,000	\$664,891	3%
Total	\$20,750,000	\$664,891	3%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2020	December 2022	June 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

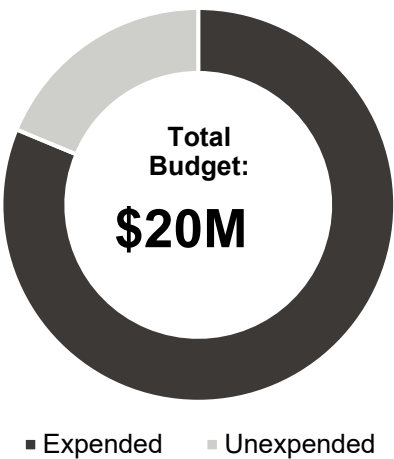
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

*Budget amounts as of September 2023.

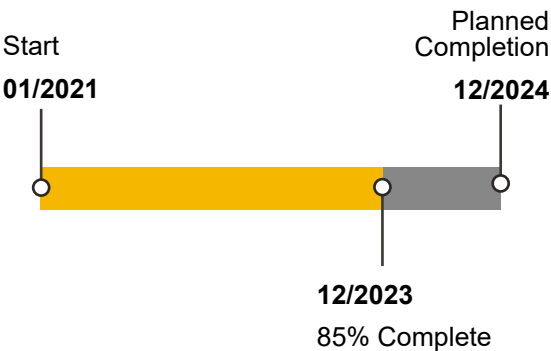


Central Warehousing

Budget



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	\$9,416,069	94%
FTA	\$9,700,000	\$6,593,270	68%
Total	\$19,700,000	\$16,009,339	81%

Schedule

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

Status

The property acquisition, environmental site assessment and interior demolition were previously completed. Roof rehabilitation work has been completed this reporting period. Interior build out work, lighting and fencing installation is being performed by Metra forces and is currently in progress.

Highlights

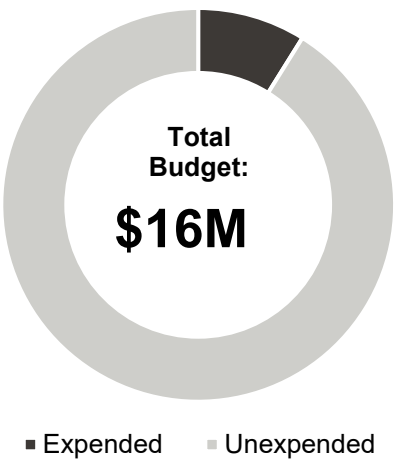
This project will consolidate all warehouse operations to provide a singular, central location for materials. This consolidation will allow Metra to better manage our inventory of materials through better tracking and reduction of ordering redundancies.

*Budget amounts as of September 2023.

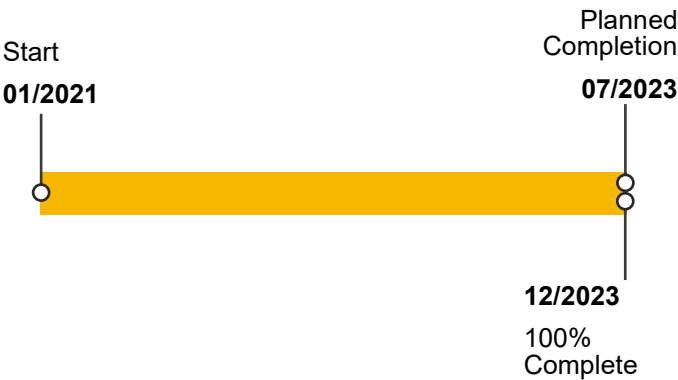


Crew Facilities

Budget



Fox Lake Design 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	\$1,421,727	9%
Total	\$16,000,000	\$1,421,727	9%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule (Fox Lake)	January 2021	December 2021	July 2023	On schedule
Preliminary Project Schedule	June 2020	December 2024	December 2026	Behind schedule

Status

Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The design for this location is 100% and the procurement for construction is in progress. The designs for the Western Ave and Elgin facilities are 30% complete. Design activities at these locations are ongoing. The NEPA activities for the University Park design have been initiated.

Highlights

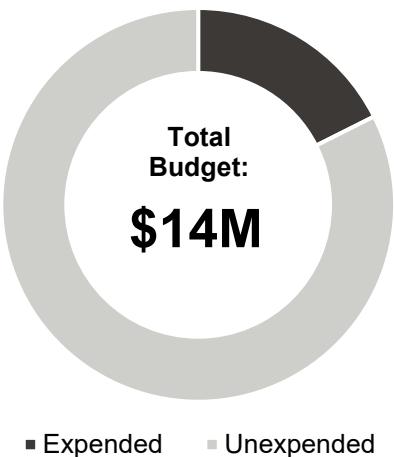
The existing facilities are small, outdated, and cannot handle all of the crews that must be accommodated. The new facilities will better accommodate the needs of the crews.

*Budget amounts as of September 2023.

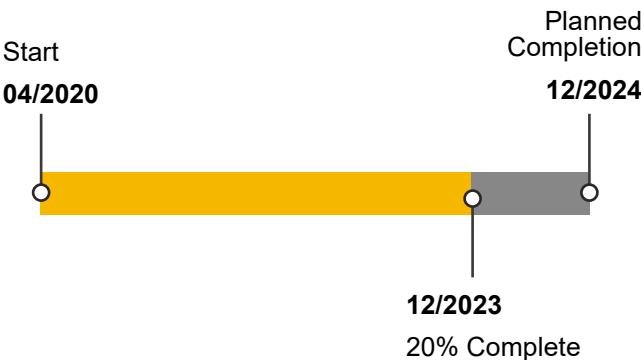


Smart Gates

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	\$307,427	20%
PAYGO	\$4,500,000	\$21,101	0%
FTA	\$7,719,036	\$2,085,023	27%
Total	\$13,719,036	\$2,413,551	18%

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 in January 2023. 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

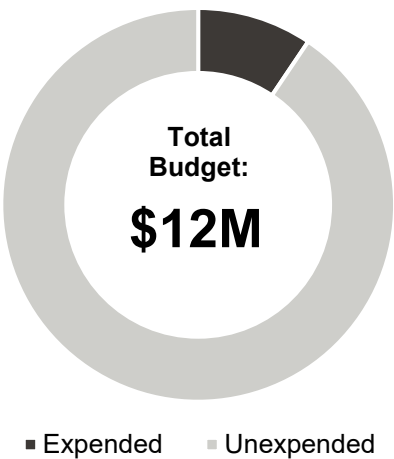
The Illinois Commerce Commission is requiring remote monitoring of protected grade crossings on all new projects in their 2019-2023 safety plan. Smart Gates will increase reliability of crossing gates by dispatching signal maintainers to fix malfunctions earlier than they would otherwise be detected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

*Budget amounts as of September 2023.

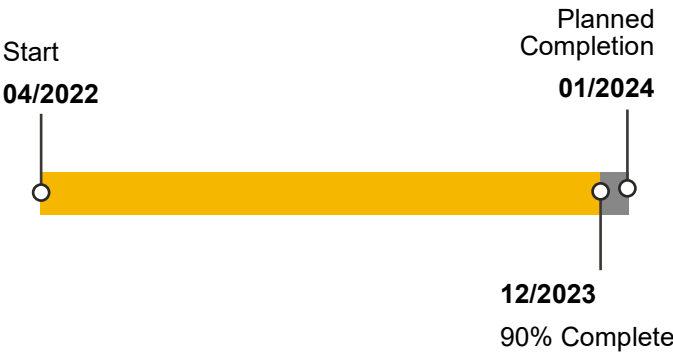


Stoney Creek Bridge

Budget



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	\$1,170,485	9%
Total	\$12,400,000	\$1,170,485	9%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2022	April 2023	January 2024	On schedule
Preliminary Project Schedule	November 2021	March 2024	October 2025	Behind schedule

Status

The 90% design has been submitted to Metra for review and comment. Once the comments are incorporated, the design will advance to 100% design submittal. The permit process activities have been initiated.

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 September 2023.

METRA PAYGO Funded Projects

Project: Metra – Yard Improvements – Western Ave.

Scope: This project upgrades electric heating elements for switches and steel grated 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 procurement activities in process for the construction contractor and construction management services.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,500,000		\$2,040,196	19%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2020	December 2024
	Preliminary Schedule	Behind Schedule	February 2020	December 2022

Project: Metra – Ties and Ballast – MDW

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.

Status: Track and structure improvements ongoing. Major elements include ironworkers; track, signal and utilities work. Canadian Pacific (CP) funded a portion of the costs, and additional locations were added to the project.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,075,000		\$4,331,634	43%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2022	December 2024
	Preliminary Schedule	Behind Schedule	May 2022	December 2022



Project: Metra – Vehicles and Equipment – MET

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.		
	Procurement activities are in progress. Metra is waiting on delivery of vehicles, including 23 highway vehicles, 48V service carts, two electric vans, police vehicles, and service vehicles.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$9,000,000	\$0	0%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2026
	Preliminary Schedule	On Schedule	December 2026

Project: Metra – Elevator Replacement

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.		
	Metra continued the preparation of the final design Architectural and Engineering task orders for elevator replacement. The Randolph St. elevator has NEPA issues to resolve. The two other elevators at Grand & Cicero are at 90% and proceeding to 100% design completion. A systemwide elevator inspection and assessment is in progress as well.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,880,000	\$220,793	3%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	Behind Schedule	December 2024
	Preliminary Schedule	Behind Schedule	December 2021



Project: Metra – Locomotive Rebuild (Final)

Scope:

This project implements a life-extending rehabilitation of locomotives. It includes, but not limited to, locomotives 100-140 and 215-216. The rehab ensures continued reliable service. These locomotives may decrease fuel usage and/or maintenance costs. Similarly, service liability will improve, and delays/cancellations will decrease.

Status:

Rehabilitation on two locomotives are in process and seven completed. Metra continues to receive kits and in-house rehabilitation activities are in progress. All funding for this project was expended and the project will continue with other funding. This will be the final update on this project.

Budget:

Project Budget:	Amount Expended:	Percent Expended:
\$6,875,000	\$6,875,000	100%

Schedule:

Schedule:	Status:	Start Date:	Completion Date:
Project Schedule	On Schedule	November 2020	December 2023
Preliminary Schedule	Behind Schedule	November 2020	March 2022

Project: Metra – Yard Improvements – 47th 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 47th St. Yard 12KV distribution system.

Status:

The work for the diesel shop construction, the 12KV distribution system, and sprinkler system reached substantial completion. Metra is in the procurement process for force account activities for Blue Island Yard canopy construction.

Budget:

Project Budget:	Amount Expended:	Percent Expended:
\$6,500,000	\$5,863,860	90%

Schedule:

Schedule:	Status:	Start Date:	Completion Date:
Project Schedule	On Schedule	January 2021	December 2024
Preliminary Schedule	Behind Schedule	January 2021	December 2022

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 rd Street station platform and is at 40% complete. Work also begun at the Oak Lawn station and is at 15% complete.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,000,000	\$5,132,197	86%
Schedule:	Schedule:	Status:	Start Date: Completion Date:
	Project Schedule	On Schedule	September 2020 December 2024
	Preliminary Schedule	Behind Schedule	September 2020 December 2022

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. Procurements for construction services were rebid out for the 47 th 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.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,000,000	\$70,181	1%
Schedule:	Schedule:	Status:	Start Date: Completion Date:
	Project Schedule	On Schedule	February 2021 December 2025
	Preliminary Schedule	On Schedule	February 2021 December 2025



Project: Metra – Station Displays (TROI 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 were ordered for stations and are waiting to be received. Once the displays are delivered, Metra forces will begin the installation.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$5,000,000	\$0	0%	
Schedule:	Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	On Schedule	May 2023	December 2026
	Preliminary Schedule	On Schedule	May 2023	December 2026

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 in progress at Morton Grove, Western Ave., 67 th St., 83 rd St., and the Woodstock station. Procurement packages for the next package of stations is in process.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$5,000,000	\$1,252,235	25%	
Schedule:	Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	On Schedule	October 2020	December 2024
	Preliminary Schedule	Behind Schedule	October 2020	June 2023

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 in this reporting period 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.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$4,500,000	\$1,203,682	27%

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

Project: Metra – Ties and Ballast – MED (Final)

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

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

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$4,100,000	\$4,031,748	98%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	March 2023	December 2023
	Preliminary Schedule	On Schedule	March 2023	December 2023



Project: Metra – Elmhurst Station Improvements

Scope: This project is for overhauling the station in Elmhurst. The station will include warming shelters, pedestrian tunnel, platform reconstruction, and surface parking improvements.

Status: Preliminary engineering and NEPA process were completed. The Village of Elmhurst is leading the design with their consultant. The designer achieved the 60% design milestone and continues to proceed to 90% design.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$0	0%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	June 2022	March 2025
	Preliminary Schedule	Behind Schedule	June 2022	August 2023

Project: Metra – Bridge 86 – 78th St. Entrance

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

Status: The design for the bridge and entrance continued to 90% completion. Design is expected to be complete by Q1-2024.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$1,149,192	38%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2021	December 2026
	Preliminary Schedule	On Schedule	August 2021	December 2026

Project: Metra – Cybersecurity Systems

Scope: 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.

Status: Contracts for asset management and message broadcast software were awarded and software installation completed for 6 contracts. Procurement activities are in process for cybersecurity risk mitigation, anti-malware, and SharePoint architect.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$708,043	24%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2021	December 2024
	Preliminary Schedule	Behind Schedule	February 2021	December 2023

Project: Metra – Fiber Optic

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.

Status: The designer reached 100% design completion. The design was submitted and is under review by Metra.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$2,000,000	\$1,449,550	73%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2022	December 2023
	Preliminary Schedule	On Schedule	January 2022	December 2023



Project: Metra – Ties and Ballast – RID

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

Status: Major elements for this project includes ironworkers; track, signal and utilities work. Track and structure improvements began during this reporting period. Work is currently on track 2 of Milepost (MP) 0.2 to MP 50.5 and on track 3 of MP 0.3 to MP 1.0.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,920,000	\$0	0%

	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	September 2023	December 2024
	Preliminary Schedule	On Schedule	September 2023	December 2024

Project: Metra – Consolidated Control Facility (CCF) Generation

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

Status: Metra continued to make headway on the project. The generator is 93% complete and expected to be completed by the end of 2023.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,263,000	\$560,743	44%

	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	February 2021	December 2023
	Preliminary Schedule	Behind Schedule	February 2021	October 2022

Project: Metra – Bicycle Parking

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

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.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$85,000	\$0	0%

	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	July 2022	June 2025
	Preliminary Schedule	On Schedule	July 2022	June 2025

Metra Projects over \$10 M

Project: Metra – Program Management

Scope: 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.

Budget: \$93,196,958; on budget.

Schedule On schedule; estimated completion extended to December 2030.

Highlights 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. Project Start-Up deliverables have been completed and approved as the quarter ending September 30, 2023.

Project: Metra – Car Rehabilitation – Nippon Sharyo Highliners

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.

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

Schedule On schedule; estimated completion December 2025.

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

Project: Metra – Van Buren St. Station

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.

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

Schedule On schedule; estimated completion extended to December 2026.

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 should be fully executed in Q1 of 2024.

Project: Metra – Financial System Replacement

Scope: This project will provide funding for Metra to implement and Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices.” This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.

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

Schedule On schedule; estimated completion December 2025.

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 and currently out on the street waiting for bids.

Project:	Metra – Bridge A-32 Reconstruction
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.
Budget:	\$38,041,561; on budget.
Schedule	On schedule; estimated completion December 2024.
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 by completing drilled shafts, forming & pouring bridge piers and abutment walls. The project is 57% complete.

Project:	Metra – 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:	\$36,239,830; on budget.
Schedule	On schedule; estimated completion December 2024.
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. Field testing is ongoing. Production installation phase is ongoing for all districts with cab car installation was completed this reporting period. Trailer car installation is at 2% completion.

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

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.

Budget: \$31,956,349; on budget.

Schedule On schedule; estimated completion extended to December 2024.

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-four 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.

Project: **Metra – Peterson Ridge New Station**

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.

Budget: \$25,329,765; on budget.

Schedule On schedule; estimated completion extended to December 2024.

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. Construction continues with the contractor working on concrete ramps and stairs, platform work, and bridge waterproofing. Union Pacific continues to perform flagging activities for the station construction.

Project: Metra – Homewood Station

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.

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

Schedule On schedule; estimated completion December 2024.

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 48% complete.

Project: Metra – 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: \$19,944,178; on budget.

Schedule On schedule; estimated completion December 2024.

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, 71 cars were completed, and the project is on-going and continuing installation activities.

Project:	Metra – A-20 Techny Interlocker
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.
Budget:	\$19,258,610; on budget.
Schedule	On schedule; estimated completion December 2026.
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.

Project:	Metra – Zero Emission Trainsets
Scope:	This project is for the procurement of up to 16 two-car battery trainsets along with spare parts, accessories, equipment, training, and services.
Budget:	\$15,000,000; on budget.
Schedule	On schedule; estimated completion December 2027.
Highlights	Metra put the bid on the street in May 2022 and Metra continues to work on the procurement activities for this project.

Project:	Metra – 16th Street Interlocker
Scope:	This project will replace the 16 th Street interlocking with a modern solid state automated electronic system. The 16 th 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.
Budget:	\$14,055,507; on budget.
Schedule	On schedule; estimated completion extended to December 2025.
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.

Project:	Metra – Chicago Union Station Interlockers
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.
Budget:	\$13,096,850; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	Amtrak identified scope of work for 2023 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.

Project: **Metra – 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: \$12,059,193; on budget.

Schedule On schedule; estimated completion extended to December 2024.

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.

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

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.

Budget: \$11,473,534; on budget.

Schedule On schedule; estimated completion extended to December 2024.

Highlights Metra coordinated efforts with UP Forces for starting 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. 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.

Project: Metra – Morgan Interlocker

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.

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

Schedule On schedule; estimated completion December 2026.

Highlights The Morgan Non-Vital 60% design was completed. The Morgan Vital work has a 60% preliminary design submittal which was submitted and under review. 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.

Project: Metra – Rock Island Connection and 3rd Track

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.

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

Schedule On schedule; estimated completion December 2027.

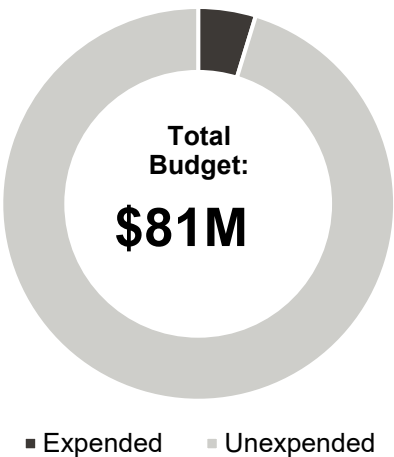
Highlights The preliminary engineering for this project has started. The NEPA Scope-of-Work (SOW) was advertised in October 2022. Survey work started first week of October 2022. NEPA activities are progressing.

Pace

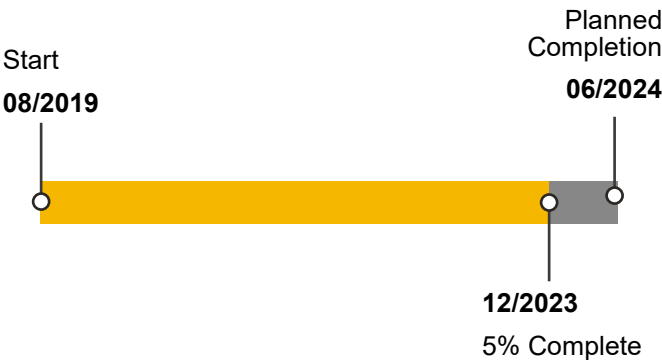


New Northwest Division Garage - Wheeling

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%
Total	\$81,130,695	\$3,840,093	5%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2019	December 2020	June 2024	Behind schedule
Preliminary Project Schedule	January 2019	June 2023	November 2026	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. The design will be updated once Pace's electrification study is completed to include the additional scope of work.

Highlights

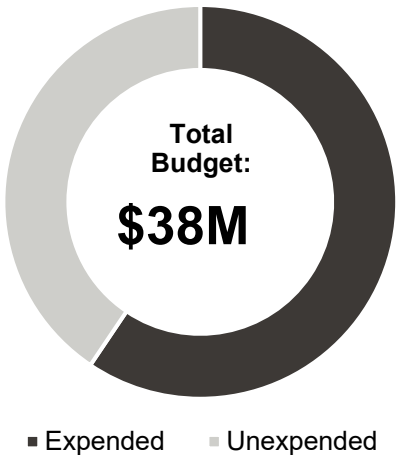
The original Northwest garage building in Des Plaines was built in 1962, and had some renovation work done in 1994, at this time it is overcrowded, and beyond its useful life. The new garage will support the implementation of Bus Rapid Transit service on the Pulse Milwaukee and Dempster Lines, increase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

*Budget amounts as of September 2023.

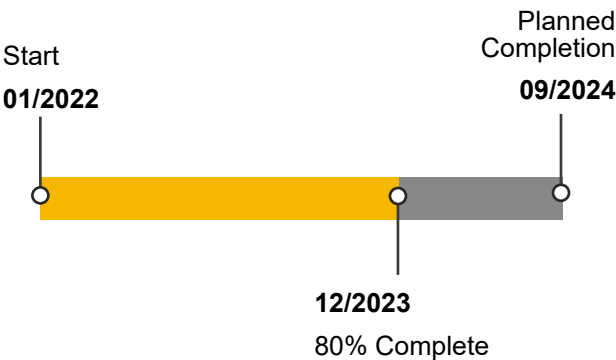


South Campus Project - Markham

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 – North Office area.

Budget*

	Budget	Expended	Expended %
Prior Years State Funds	\$27,100,000	\$18,800,334	69%
PAYGO	\$7,100,000	\$2,463,741	35%
RTA Bonds	\$1,862,258	\$967,440	52%
FTA	\$1,299,000	\$166,055	13%
Pace	\$668,724	\$205,274	31%
Total	\$38,029,982	\$22,602,844	59%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2022	August 2023	September 2024	Behind schedule
Preliminary Project Schedule	July 2019	January 2023	January 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 as well 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

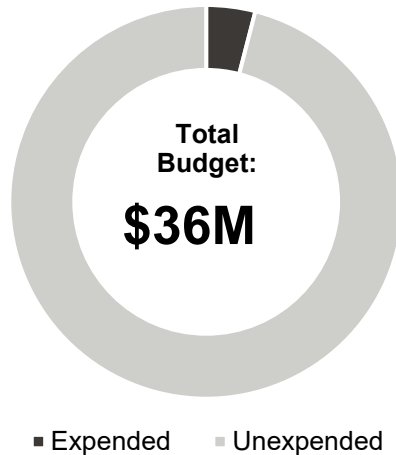
Pace made a decision to move the Acceptance Facility originally planned for South Holland to Markham as part of the South Campus development. The original design for the South Holland Acceptance Facility was modified to include additional facilities planned for the Pace South Campus project.

*Budget amounts as of September 2023.

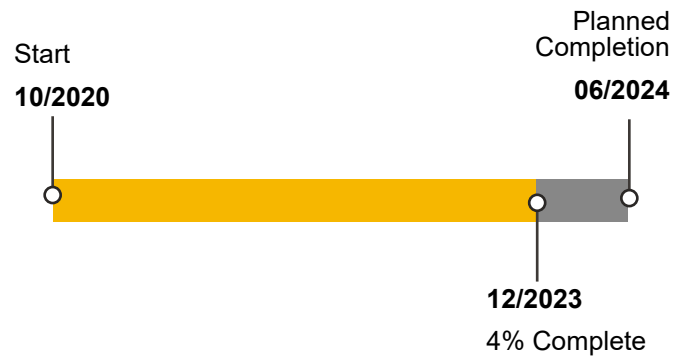


River Division Electrification/Expansion

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	\$36,110,000	\$1,453,278	4%
Total	\$36,110,000	\$1,453,278	4%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	October 2020	December 2022	June 2024	Behind schedule
Preliminary Project Schedule	July 2020	December 2024	June 2025	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 is undertaking an electrification study that will inform the design changes needed to make this facility compatible with an electric bus fleet. The design activities are currently on hold pending the recommendations from this study. Pace will need to revise the initial 30% design to incorporate future electrification components before activities resume with the designer.

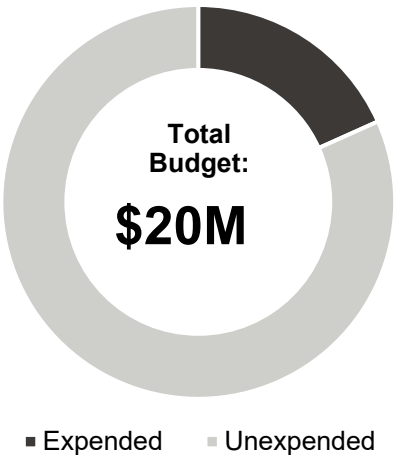
Highlights

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.

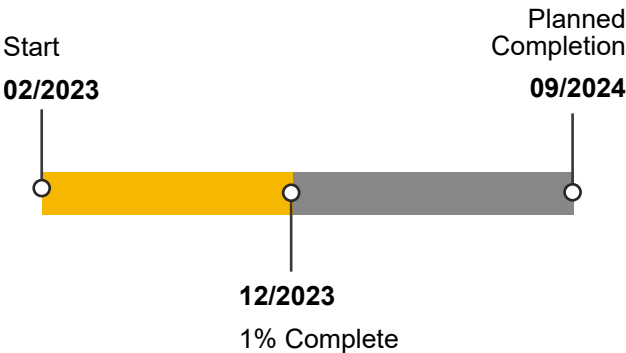
*Budget amounts as of September 2023.

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.



Rendering of the new Northwest Transportation Center.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$20,000,000	\$3,659,766	18%
Total	\$20,000,000	\$3,659,766	18%

Schedule

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

Status

A Notice to Proceed was issued in February 2023 for the construction of the Northwest Transportation Center ADA Transfer Facility. The contractor is currently working on submittals, permits and is getting ready for field mobilization. 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. Work is completed on enhancements to the Account Base Processing back-office 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 September 2023.



Pace PAYGO Funded Projects

Project: Pace – Farebox Replacement (Final)

Scope: Pace is under contract to purchase a new farebox system. The project will include bus farebox system replacement, installation, spare parts, and maintenance & support for five years with three separate five-year options.

Status: All of the fareboxes were installed on the garages and the project is considered substantially complete. Final invoices remain. This will be the final update on this project.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$7,500,000	\$3,027,465	40%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	November 2020	December 2023
	Preliminary Schedule	Behind Schedule	November 2020	December 2022

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 began activity of this project during this reporting period. This will be for automatic passenger counters on fixed route buses. Activities have just started and expected to ramp up in Q1-2024.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$2,250,000	\$96,268	4%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	July 2022	March 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.		
	Pace issued bids for construction of the pads and shelter installations and was awarded in this reporting period. Installation continues with this project where the previously ordered 10-15 shelters were received. The vendor will continue activities as assigned.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,550,000	\$456,582	29%
Schedule:	Schedule:	Status:	Start Date:
	Completion Date:		
	Project Schedule	Behind Schedule	October 2020
	April 2024		
	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.		
	Pace issued bids for construction of the pads and shelter installations and was awarded in this reporting period. Installation continues with this project where the previously ordered 10-15 shelters were received. The vendor will continue activities as assigned.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,330,000	\$58,911	4%
Schedule:	Schedule:	Schedule:	Schedule:
	Schedule:	Schedule:	Schedule:
	Project Schedule	Behind Schedule	February 2022
	April 2024		
	Preliminary Schedule	Behind Schedule	February 2022
	April 2024		



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 digital screens for the interior of the buses due to low responses. Additional tasks will be added throughout the duration of this project.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,100,000	\$0	0%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	July 2022	October 2024
	Preliminary Schedule	On 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 has proceeded forward. They will also procure amplifiers with remaining funds as well.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$625,000	\$359,253	57%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2021	March 2024
	Preliminary Schedule	Behind Schedule	December 2021	June 2023



Project: Pace – 2021 – Bus Tracker Signs

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, installation, and invoicing continued as well.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$600,000	\$487,420	81%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2022	December 2023
	Preliminary Schedule	Behind Schedule	February 2022	December 2022

Project: Pace – 2022 – Bus Tracker Signs

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, installation, and invoicing continued as well.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$425,000	\$36,796	9%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2022	June 2024
	Preliminary Schedule	On Schedule	October 2022	June 2024



Pace Projects over \$10 M

Project: Pace – Purchase 30’ Low-Floor Diesel Buses (Final)

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 67 buses have been ordered to date. The first order consisted of 23 buses, all of which are in service. These were delayed due to the COVID-19 crisis. The second order consisted of 44 buses. All of the buses under the second order were received, with the final bus delivered in February 2023. The buses service the areas currently serviced by Fox Valley and Batavia. Pace will not pursue purchasing anymore buses under this contract. This will be the final update on this project.

Project: Pace – Purchase 40’ Low-Floor Compressed Natural Gas (CNG) Buses

Scope: 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.

Budget: \$75,896,625; on budget.

Schedule On schedule; estimated completion March 2027.

Highlights 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 scheduled will be developed for the order of 47 buses.

Project: Pace – Purchase 15-Passenger Paratransit Buses

Scope: 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.

Budget: \$69,991,388; on budget.

Schedule On schedule; estimated completion November 2025.

Highlights 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. Chassis availability has delayed production. As of May, Pace has received the 152 vehicles and the remaining are in the final stages of production and aiming to deliver all buses by end of 2023. The second order of paratransit buses are ongoing and are expected to be executed in Q4-2023 for the community vehicle program.

Project: Pace – Purchase Electric Buses

Scope: 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.

Budget: \$28,810,673; on budget.

Schedule On schedule; estimated completion May 2025.

Highlights The contract was executed, and the vendor provided Pace with an updated production schedule due to previous supply chain issues and long lead time items. Deliveries of the buses were delayed and now expected to begin in Q1-2024. Pace executed a change order to purchase an additional two buses, bringing the total to 22 electric buses. Delivery of charging equipment began this quarter.

Project:	Pace – Transit Signal Priority (TSP)
Scope:	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.
Budget:	\$14,031,402; on budget.
Schedule	On schedule; estimated completion December 2023.
Highlights	The vendor received the permit to implement TSP system along 58 signalized intersections of Dempster Street from IDOT. Systems integration testing were completed at 47 of the 58 signalized Dempster intersections was completed and railroad crossings field tests/data analysis completed at various locations along Dempster. TSP installation along Dempster St. in Evanston is in process and will continue thru Q2-2023. The vendor completed construction and systems implementation along Grand Ave. in a previous but this quarter acquired IDOT District 1 approval and permitting for EOS deployment along Grand and other corridors. Deployment and initial testing of TSP along Roosevelt Rd. was completed and the vendor is currently demonstrating the information to IDOT Dist. 1. TSP deployment along 147 th St. was completed and Pace acquired permits for 95 th St. with construction continuing through 2023. Permit acquisition activities continues for Rand, Cermak, and 159 th where IDOT provided engineering review comments. The vendor continues to update based on comments.

Project:	Pace – Purchase 7-Passenger Vanpool Vehicles (Final)
Scope:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity of purchasing under this contract is 25 vans. The total number of vans procured will not exceed the maximum amount of 400.
Budget:	\$13,899,800; on budget.
Schedule	On schedule; estimated completion September 2024.
Highlights	The vans will be utilized in the six county Pace service area. To date a total of 25 vans have been ordered, all have been received. Pace has executed a contract to install OEM passenger running boards on the first order of 25 vans. All the running boards have been installed and are in the active fleet. Pace continued to work on an action plan for ordering more vehicles based on projected needs under a separate contract. This will be the final update on this project.

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.





175 W Jackson Blvd., Suite 1550
Chicago, IL 60604
312 913 3200
rtachicago.org