



Project Management Oversight Report

June 2022



**Regional
Transportation
Authority**

Executive Summary

This semi-annual Report on Project Management Oversight details Service Board efforts in implementing their capital programs. Included are details on all state-funded projects, regardless of budget, and all 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 2018-2023 Regional Transit Strategic Plan, *Invest in Transit*, highlights the need for \$30 billion to maintain and modernize the region's transit network. To maintain and preserve the current system in a State of Good Repair (SGR), as well as address the backlog of deferred SGR projects, requires a capital investment of \$2 to \$3 billion per year.

The Rebuild Illinois 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. The funds enable real progress on the state of good repair, by allowing improvements and in some cases replace aging system assets.

Despite the COVID-19 pandemic, the Service Boards are continuing with the implementation of their capital programs. This report includes 39 Rebuild Illinois, 29 PAYGO and 4 projects funded with prior years' programs, representing almost \$2.35 billion in state funding. The number of active projects increased by 15 since the last report. Many 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.

The 94 projects detailed in this report together represent over \$7.44 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward enhancing customer experience, safety, and security.

All of the state funded projects are within budget. Seven state funded projects were completed during this reporting period. There were three change orders executed during the current reporting period. All of the executed change orders were for ongoing projects, to add value and extend 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

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 Board 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.

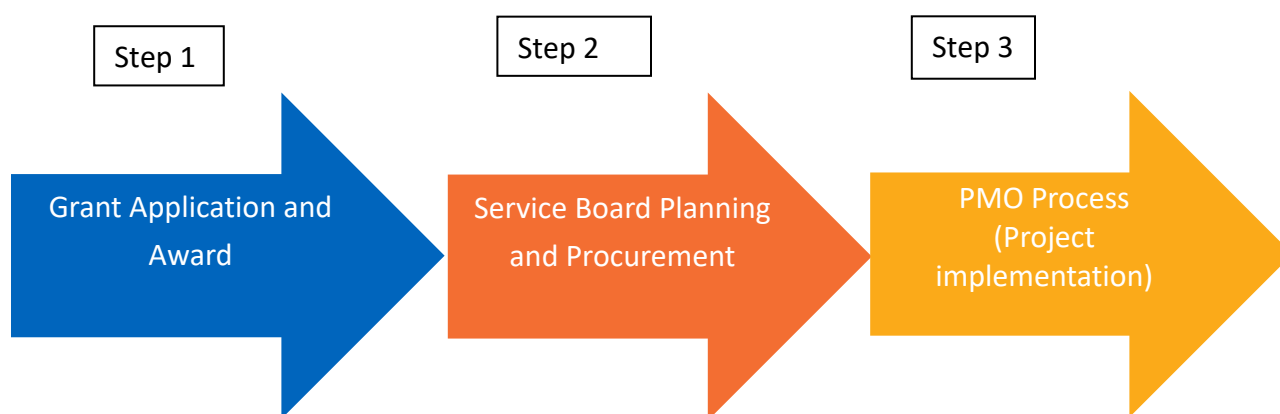
The focus of the PMO program is implementation, delivery, and completion of active projects. It includes oversight of all state-funded transit projects, regardless of budget, and all other projects with budgets of \$10 million or more, regardless of funding source. The PMO program supports the RTA's "Invest in Transit" Strategic Plan as it focuses on ensuring that we are efficient stewards of the capital funding. 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 (Step 2 above) as well as the actual Project Implementation (Step 3 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. The original project schedule is fixed, and it cannot change. In this report we refer to this schedule as the **Original 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 original project schedules and the project implementation schedules are shown for all Rebuild Illinois and PAYGO projects.

State-Funded Projects



Regionwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA-RB	5000-Series Rail Car Rehabilitation	\$221,537,449
CTA-RB	Blue Line Traction Power - Barry, Damen and Canal	\$113,681,000
CTA-RB	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
CTA-RB	Cottage Grove Station	\$75,000,000
CTA-RB	Replace Buses	\$71,858,655
CTA-RB	Replace Non-Revenue 61st Rail Shop	\$67,500,000
CTA-RB	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
CTA-PG	Elevated Track and Structure Maintenance – 2020	\$38,000,000
CTA-PG	Elevated Track and Structure Maintenance – 2021	\$38,000,000
CTA-RB	Harlem Station Bus Bridge	\$36,087,000
CTA-RB	Forest Park - Racine Station - Phase I	\$34,300,000
CTA-PG	Bus Maintenance – 2021	\$33,365,222
CTA-RB	All Stations Accessibility Program – California Station	\$30,330,000
CTA-PG	Rail Car Maintenance - 2021	\$30,000,000
CTA-PG	Rail Car Maintenance - 2020	\$27,074,655
CTA-PG	Facilities Maintenance - 2021	\$20,000,000
CTA-PG	Replace Buses – 2020	\$18,184,873
CTA-PG	Open Fare Payment System Equipment Lease - Ventra - 2021	\$15,000,000
CTA-RB	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA-RB	Green Line - Jackson Park	\$12,855,446
CTA-PG	Facilities Maintenance - 2020	\$12,000,000
CTA-RB	Rail Facilities - Des Plaines Yard	\$10,900,000
CTA-RB	Forest Glen Building Demo	\$7,366,852
CTA-RB	Green Line - Lake Street Bridge	\$7,025,296
CTA-PG	Replace Buses – 2021	\$5,509,778
CTA-RB	Kimball Subway - Waterproofing and Track	\$5,359,704
CTA-RB	All Stations Accessibility Program – Austin Station	\$5,300,000
CTA-RB	Kedzie Bus Garage Façade	\$4,720,701
CTA-RB	Non-Revenue Vehicles - Diesel Locomotives	\$473,165
Metra-RB	New Bi-Level Commuter Cars	\$434,314,200
Metra-RB	Union Pacific North Line Bridges - Phase II (11 South)	\$156,100,000
Metra-RB	Locomotive Purchase	\$138,916,300

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Metra	Union Pacific West Line Expansion	\$44,500,000
Metra-RB	Auburn Park New Station	\$33,000,000
Metra-RB	Car Rehabilitation - Nippon Sharyo - Phase 3	\$21,400,000
Metra-RB	75th Street Corridor Improvement Project (CIP)	\$21,000,000
Metra-RB	147th Street Sibley Blvd Station	\$19,400,000
Metra-RB	Substation Improvements - Matteson Substation	\$16,000,000
Metra-RB	Crew Facilities	\$16,000,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$12,668,903
Metra-PG	Yard Improvements - Western Ave.	\$10,500,000
Metra-PG	Right-of-Way Equipment	\$10,000,000
Metra-RB	Central Warehousing	\$10,000,000
Metra-RB	Ticket Vending Machines (TVMs)	\$10,000,000
Metra-RB	Stoney Creek Bridge	\$8,500,000
Metra-PG	Locomotive Rebuild	\$6,875,000
Metra-PG	Yard Improvements - 47th St.	\$6,500,000
Metra-RB	5 Station Design - Electric Line	\$6,381,467
Metra-PG	Platform Improvements	\$6,000,000
Metra-RB	Clarendon Hills Station	\$3,750,000
Metra-PG	Evanston Bridge Repainting	\$3,300,000
Metra-PG	Shelters	\$3,000,000
Metra-PG	Cybersecurity Systems	\$3,000,000
Metra-PG	Seegar Interlocking	\$2,000,000
Metra-PG	Fiber Optic	\$2,000,000
Metra-RB	Smart Gates	\$1,500,000
Metra-PG	Elevator Replacement	\$300,000
Pace-RB	New Northwest Division Garage - Wheeling	\$79,010,000
Pace-RB	New I-55 Garage - Plainfield	\$52,477,500
Pace-RB	River Division Expansion and Improvements	\$36,110,000
Pace	Pace South Campus Project - Markham	\$34,200,000
Pace-RB	ADA Technology Upgrades and Transfer Centers	\$20,000,000
Pace-RB	Bus Stop Improvements - Joliet Gateway Center	\$9,509,500
Pace	Purchase 15-Passenger Paratransit Buses	\$7,290,500
Pace-PG	Shelters, Benches and Pads - 2020	\$1,550,000
Pace-PG	Shelters, Benches and Pads - 2021	\$1,330,000
Pace-PG	Computer Systems, Hardware/Software	\$1,330,000
Pace-PG	Bus Tracker Sign Deployment - 2020	\$750,000
Pace-PG	Intelligent Bus System (IBS) Upgrades	\$625,000
Pace-PG	Bus Tracker Sign Deployment - 2021	\$600,000
Pace-PG	Professional Project Management and Oversight Consulting Services	\$425,000

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Pace-PG	Construct Salt Shed	\$75,000
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Note #1: Amounts shown represent only the state-funded portions of overall project budgets.

Note #2: Projects listed in bold with “-RB” are projects from the Rebuild Illinois program.

Note #3: Projects listed in bold with “-PG” are projects from the PAYGO program.

Rebuild Illinois Bond Funded Projects

All of the \$2.6 billion in Rebuild Illinois State Bond funding was awarded to CTA, Metra and Pace. As of May 2022, 8.3% of the total funding has been expended from the grants. Expenditures are trending upwards with more than \$146 million expended since the last report, which is the period from December 2021 to May 2022.

Regionwide

SERVICE BOARD	TOTAL AWARDED	TOTAL EXPENDED	EXPENDED THIS REPORTING PERIOD
CTA	\$1,238,906,000	\$93,343,595	\$57,236,772
Metra	\$1,077,331,500	\$73,639,815	\$61,623,871
Pace	\$283,762,500	\$49,029,353	\$27,898,671
TOTAL	\$2,600,000,000	\$216,012,763	\$146,759,314

The Rebuild Illinois State Bond funding is allocated to 76 projects approved in the grant applications submitted by CTA, Metra and Pace. As shown below, 42 of those projects are active and included in this report. Four projects have been completed to date and the remaining 30 projects are in the planning or procurement phases at the Service Boards.

SERVICE BOARD	PMO ACTIVE PROJECTS	NOT ACTIVE PROJECTS	COMPLETED PROJECTS
CTA	19	6	2
Metra	18	19	1
Pace	5	5	1
TOTAL	42	30	4

CTA - 5000-Series Rail Car Rehabilitation

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.

Status:

As of the end of May 2022, 112 cars have completed the overhaul process. CTA continues to receive material kits and overhaul. CTA are anticipating and aiming to complete an additional 40 cars by the end of Q3-2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$221,537,449	\$53,690,074	24%
Total	\$400,000,000	\$81,125,672	20%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	October 2020	December 2025	Behind Schedule
Original Project Schedule	August 2020	December 2025	Behind Schedule

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.



CTA's 5000-Series rail car has old truck removed from married pair.

*Expended amounts as of May 2022.

CTA - Blue Line Traction Power – Barry, Damen and Canal

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 Rendering

Status:

The Notice to Proceed for the General Contractor was issued in October 2021. Soil boring investigations have been performed at Damen and Barry locations. The contractor has begun Office of Underground Coordination (OUC) permitting, submittals, process plans and pre-activity meetings with CTA. Circuit breaker and switchgear testing is currently being performed in anticipation of upgrades, and contractor is verifying field measurements.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$113,681,000	\$2,925,235	3%
Total	\$123,378,171	\$10,209,615	8%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule	October 2021	April 2024	On schedule
Original Project Schedule	October 2021	June 2024	On schedule

Highlights:

Adding two new substations on the O’Hare Branch of the Blue Line will provide the necessary power capacity to accommodate the ridership demand and meet the higher power requirements for the planned 7000 series new rail cars.

*Expended amounts as of May 2022.

CTA - Forest Park – Trackwork - Halsted to Illinois Medical District - Phase I

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 Halsted 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 Current Track Conditions

Status:

The Notice to Proceed was issued in June 2021. The 100% design has been submitted and is under CTA’s review. CTA is in the process of developing a construction procurement package to advertise for bids. CTA has also been working on placing material purchases for long lead time items for this project. A contract has been executed for the Construction Management of all three Forest Park projects.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$92,871,000	\$3,032,476	3%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	June 2021	April 2022	On schedule
Original Project Schedule	February 2020	April 2024	On schedule

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.

*Expended amounts as of May 2022.

CTA - Cottage Grove Station

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 a number of 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.

Status:

A 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 recently procured their own designer to support this project. Design is currently on hold until POAH's designer is onboarded.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$75,000,000	\$387,271	1%
Total	\$76,447,966	\$1,273,171	2%

Schedule:

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

Highlights:

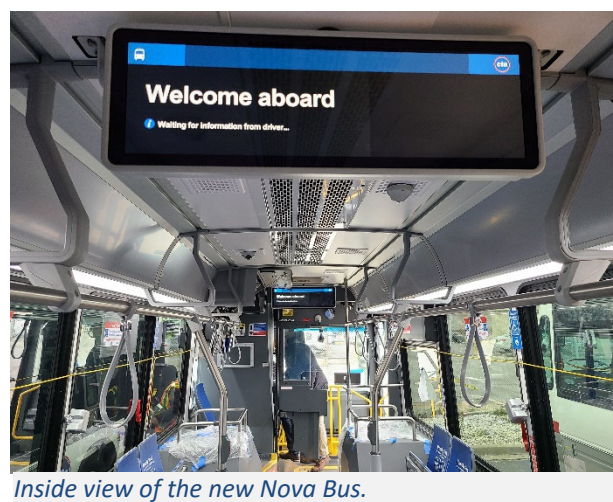
This project will increase operational safety at the station by bringing station infrastructure to a state of good repair. Building on a recent trend in reinvestment in Chicago's South Side, the Cottage Grove at Woodlawn Crossing project will stimulate economic development opportunities in an area of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

*Expended amounts as of May 2022.

CTA - Replace Buses

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 buses. Exercising the options will be determined based on funding availability.



Status:

A contract with Nova Bus has been executed in April of 2021. CTA received the pilot bus in August. The familiarization training and the Buy America Audit were completed. CTA has received the first 10 buses as of the beginning of May. Remaining vehicles are in various stages of production, and they are being delivered to CTA on an ongoing basis with the last buses expected to be delivered by the end of June. CTA has exercised Option 1 on this contract for an additional 100 buses. The production of the new order of buses is expected to start in September.

Budget: The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$48,164,004	\$8,296,889	17%
2020 & 2021 PAYGO	\$23,694,651	\$0	0%
Total	\$355,708,255	\$8,339,864	2%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule (Base Order)	April 2021	May 2022	Behind schedule
Original Project Schedule (Base Order)	August 2020	May 2022	Behind schedule

Highlights:

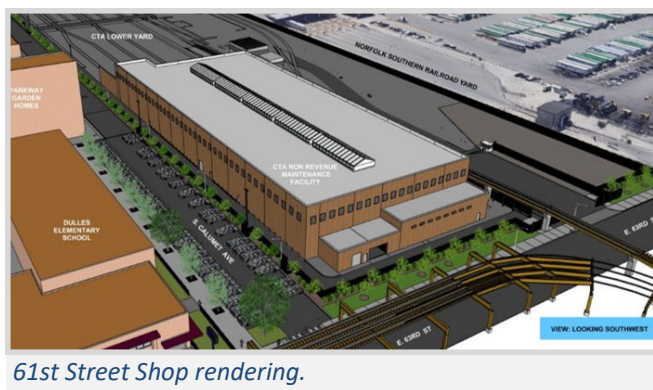
CTA buses manufactured by Nova (6400 Series) in 2000 have reached the industry standard retirement age of 12 years in 2012 and will be replaced. The 1000 Series buses manufactured by New Flyer Industries placed into service between 2004-2007 are on average 15 plus years as of the winter of 2021.

*Expended amounts as of May 2022.

CTA - Replace Non-Revenue 61st Rail Shop

Description:

This project will provide 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 Vehicle Maintenance Facility is to provide facilities for maintenance and repair of over 125 pieces of non-revenue equipment used for right-of-way maintenance and other rail-mounted non-revenue vehicles.



Status:

The design build contract has been awarded to Clark Construction Group in March 2021. The Construction Management contract has also been awarded in March 2021. The work was divided into two packages. Package 1 covers the site preparation, utility and foundation work. Package 2 is for the construction of the facility. Both Design Package 1 and 2 have been completed and submitted to City of Chicago for permitting. Preliminary construction activities are expected to begin in May 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$67,500,000	\$8,997,485	13%
Total	\$70,017,063	\$11,311,999	16%

Schedule:

Schedule	Start Date	End Date	Status
Project Design and Construction Schedule	March 2021	October 2023	On schedule
Original Project Schedule	February 2020	May 2023	Behind schedule

Highlights:

This new facility is required to replace the 1890s facility that was demolished in 2009. The rail vehicle 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.

*Expended amounts as of May 2022.

CTA - Forest Park – Morgan Substation and Hermitage Traction Power Improvements - Phase I

Description:

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 Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new Morgan substation and the Hermitage traction power improvements.



Morgan Substation preliminary rendering (subject to change during the design process).

Status:

The Notice to Proceed was issued in July 2021. The design activities are ongoing. CTA has completed a review of the 75% design and provided comments to the contractor. The 75% design documents need to be resubmitted with all the comments addressed in the third quarter.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$47,780,000	\$2,132,841	4%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	July 2021	July 2022	On schedule
Original Project Schedule	November 2020	December 2025	On schedule

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.

*Expended amounts as of May 2022.

CTA - Harlem Station Bus Bridge

Description:

This project will replace the Harlem Bus Bridge at the O'Hare Line 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 all 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.

Status:

A Notice to Proceed for the designer was issued in July 2021. The design activities are ongoing. The 60% design has been completed and it is advancing to 100% design.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$36,087,000	\$411,271	1%
Total	\$40,207,917	\$913,842	2%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	July 2021	July 2022	On schedule
Original Project Schedule	December 2018	January 2024	Behind schedule

Highlights:

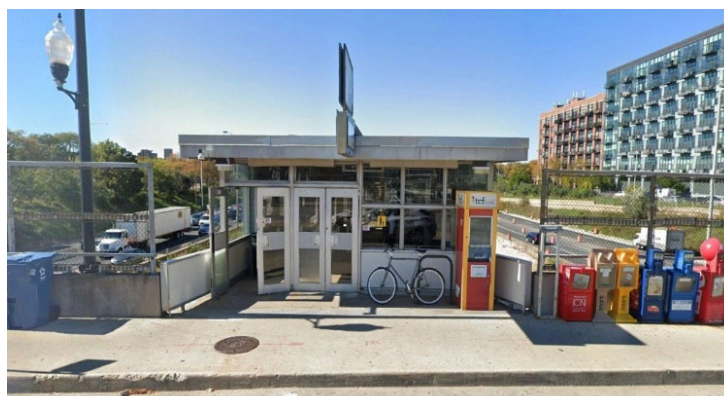
The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. Since then, the CTA has monitored bridge defects over time. CTA has explored various engineering solutions to work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

*Expended amounts as of May 2022.

CTA - Forest Park – Racine Station - Phase I

Description:

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 Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new station at Racine. It includes adding an elevator to make the station accessible to people with mobility impairments as well as adding other customer-facing improvements.



Existing Racine Stationhouse

Status:

The Notice to Proceed was issued in July 2021. The design activities are ongoing. The 30% design has been completed. Since the station is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review. Based on the feedback received from SHPO an agreement has been reached to rehabilitate and restore the Loomis station entrance instead of doing a complete tear down. The 75% design has been reviewed by CTA and comments were provided to the designer.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$34,300,000	\$550,199	2%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	July 2021	July 2022	On schedule
Original Project Schedule	June 2021	September 2024	Behind schedule

Highlights:

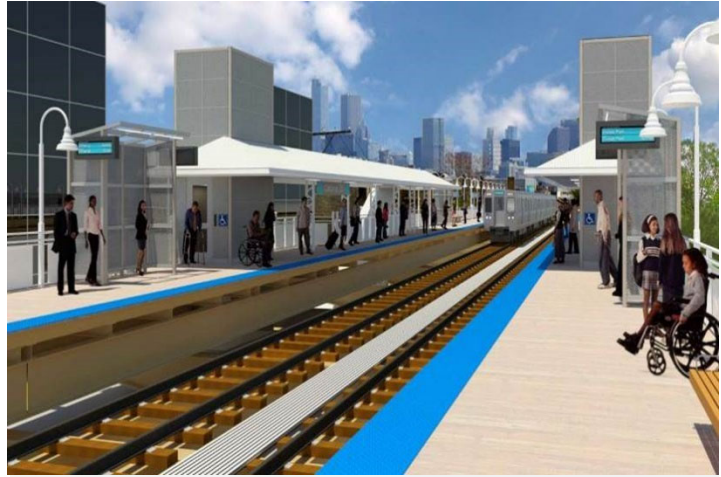
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating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

*Expended amounts as of May 2022.

CTA – All Stations Accessibility Program – California Station

Description:

This project will provide for the renovation and expansion of the California Station. It will include a new platform, new emergency exist 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.

Status:

The Notice to Proceed has been granted to the designer in February 2022. The design validation process is ongoing. A real estate survey is also underway that will determine property acquisition needs for the placement of the elevators. This station is eligible for the National Register of Historic Places and will require State Historic Preservation Office (SHPO) coordination.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$30,330,000	\$300,731	1%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	February 2022	December 2022	On schedule
Original Project Schedule	September 2020	February 2024	Behind schedule

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. When fully funded, the program is anticipated to be completed over a 20-year period.

*Expended amounts as of May 2022.

CTA - Green Line – Jackson Park

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.

Status:

Work under this project started in April 2021. The work is being performed by CTA in-house work force. Activities related to tie replacement, cross girder and flange replacements are ongoing. Material purchases are also ongoing.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$12,855,446	\$8,460,342	66%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	April 2021	December 2022	On schedule
Original Project Schedule	October 2020	December 2024	On schedule

Highlights:

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

*Expended amounts as of May 2022.

CTA - Irving Park Station – Escalator and Canopy Replacement

Description:

The purpose of this project is to replace the aging escalators and elevator at the O’Hare Blue Line Irving Park Station. This project will be performed as part of the Mid-Con Program. The work for this project will include staging, phasing, demolition and construction that will be performed while avoiding complete closure of the station. The project involves the installation of two (2) escalators in the existing openings at the Irving Park Road stationhouse and the Pulaski Road stationhouse. It also involves the full replacement of the station canopy.



New escalator installation.

Status:

This project is in the construction phase. The contractor continues to perform canopy work at the station, including painting and installation of flashing and purlin. One of the two escalators has been installed. The Irving Park entrance is closed for remaining escalator installation and controller relocation, painting, and other elements. Once the Irving Park entrance re-opens the Pulaski stationhouse closure will begin at the end of May for construction and escalator replacement work.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$6,000,000	\$3,769,328	63%
2020 Rebuild Illinois	\$8,782,125	\$43,776	0%
Total	\$14,782,125	\$3,813,104	26%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule	March 2021	June 2022	On schedule
Original Project Schedule	February 2020	September 2022	Behind schedule

Highlights:

The escalator at the Pulaski station entry has reached its useful life and has been removed. The existing escalator at the Irving Park station entrance has experienced excessive wear due to water and road salt infiltration. Both escalators require replacement. The existing platform-level canopy which has been in place since the original construction of the station in 1970 will be replaced with a new translucent insulated single panel polycarbonate system. This will mitigate water infiltration and better protect passengers and the replacement escalators.

*Obligated and Expended amounts as of May 2022.

CTA – Rail Facilities – Des Plaines Yard

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 systems and lighting. The Des Plaines Yard project will include the reconstruction and reconfiguration of the inner and outer lead tracks, including 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.

Status:

The Notice to Proceed for the designer was issued in March 2022. The design validation process is ongoing. The 30% design is expected to be completed by the end of May 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$10,900,000	\$2,903	0%
Total Budget	\$22,858,137	\$249,838	1%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	March 2022	November 2022	On schedule
Original Project Schedule	January 2021	August 2023	Behind schedule

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.

*Expended amounts as of May 2022

CTA – Forest Glen Building Demo

Description:

The purpose of this project is to eliminate building maintenance costs and security liabilities to CTA associated with the vacant buildings at the Forest Glen Bus Garage, as well as to provide additional capacity for bus parking. The project scope includes demolition of the two buildings and the existing salt shed.



Existing Forest Glen Building.

Status:

The design for the project was completed by CTA Engineering in April 2022. Since the buildings are more than 50 years old, coordination with the State Historic Preservation Office (SHPO) was required. This process has been completed. The field survey is ongoing. The Notice to Proceed for the General Contractor was issued in March 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$7,366,852	\$74,038	1%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule	March 2022	October 2022	On schedule
Original Project Schedule	October 2020	November 2022	On schedule

Highlights:

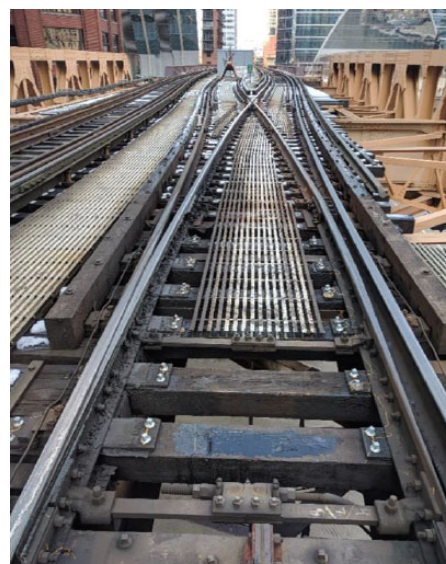
Both vacant buildings at the Forest Glen Bus Garage are in poor condition and pose safety concerns being left vacant. Removal of the structures improves site safety and provides for additional area for future improvements to bus operations.

*Expended amounts as of May 2022

CTA – Green Line – Lake Street Bridge

Description:

The Green Line Improvements project will largely focus on track replacement and structural repairs. This funding would support track improvements on both sides of the Lake Street Bridge, which is scheduled to be completely replaced by the Chicago Department of Transportation in 2023. 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 Trackwork by the Lake Street Bridge.

Status:

The Notice to Proceed for the designer was issued in February 2022. The design activities are ongoing. The 50% design is expected to be submitted in May 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$7,025,296	\$10,391	0%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	February 2022	September 2022	On schedule
Original Project Schedule	November 2020	July 2024	On schedule

Highlights:

This 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.

*Expended amounts as of May 2022

CTA – Kimball Subway – Waterproofing and Track

Description:

This project would address severe water management issues in the Kimball Subway. The scope will include 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, removal of the pre-cast walkway, and replacement of special trackwork at Belmont. 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 at the Kimball Subway.

Status:

The design for this project was completed in February 2022 by CTA Engineering. A procurement package for the Belmont crossover portion of the project is under development. Some of the waterproofing and grout injection work is performed by CTA forces whenever single track access is available.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$5,359,704	\$0	0%
Total Budget	\$9,024,901	\$547,861	6%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	August 2021	February 2022	On schedule
Original Project Schedule	April 2021	February 2023	On schedule

Highlights:

Much of the infrastructure within the Blue Line O'Hare is dilapidated and continued degradation could increase the maintenance and compromise service in the future. Water infiltration has created a damp, corrosive environment the Dearborn and Kimball Subways and has compromised the condition of the track and tunnel infrastructure.

*Expended amounts as of May 2022

CTA – All Stations Accessibility Program – Austin Station

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 station house, add new signage, security cameras and lighting upgrades, and the renovation of platforms to improve clearances and remove obstructions.



and stairs to platform, renovate and expand the Mason Avenue station house, add new signage, security cameras and lighting upgrades, and the renovation of platforms to improve clearances and remove obstructions.

Status:

A design contract has been awarded and the contractor has completed the 30% design. The station has been determined to be a historic resource and the design contract was amended to include a historic architecture consultant. Austin Station has been designated as eligible for the National Register of Historic Places per FTA and State Historic Preservation Office (SHPO) staff. All documentation related to the historic preservation process has been submitted and is under review by the FTA and SHPO. The design process has restarted in April 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$5,300,000	\$193,553	4%
Total	\$26,500,000	\$953,104	4%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	January 2021	October 2021	Behind schedule
Original Project Schedule	January 2020	November 2023	Behind schedule

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.

*Expended amounts as of May 2022.

CTA - Kedzie Bus Garage Façade

Description:

The 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.



Kedzie Bus Garage façade existing condition.

Status:

The Notice to Proceed for the designer was issued in October 2021. Design activities are ongoing and the 100% design is expected to be submitted to CTA by the end of June 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$4,720,701	\$146,223	3%
Total	\$6,340,963	\$146,223	2%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	October 2021	June 2022	On schedule
Original Project Schedule	October 2020	March 2023	Behind schedule

Highlights:

A facilities assessment conducted by CTA staff concluded 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.

*Expended amounts as of May 2022

CTA - Non-Revenue Vehicles – Diesel Locomotives

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.



Rendering of the new Diesel Locomotive.

Status:

The design review of vehicles' major elements is complete except for the broom cart. Shop fabrication and orders have been released for prime mover frame, engine skid, bogies, operator cabs and blower cart frame. Broom cart design is in process. The first engine skid frame and diesel engine were dry-fit assembled and engine pipe routed for review. Several remaining sub-system design packages continued to be reviewed and resubmitted. First delivery is expected in July 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$473,165	\$3,713	1%
Total	\$22,731,013	\$2,274,940	10%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	August 2020	January 2023	On schedule
Original Project Schedule	August 2020	January 2023	On schedule

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.

*Expended amounts as of May 2022.

Metra - New Bi-Level Commuter Cars

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.



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

Status:

A Notice to Proceed for the base order of 200 cars has been issued in April 2021. Project Management Plan has been developed and approved. Design activities are ongoing. The first four milestones for payment have been met. The first two milestones covered documentation submittals. The third milestone was for issuance of purchase orders for all major systems and the fourth milestone was for the submittal of the preliminary design and completion of preliminary design meetings. Metra has received mock ups and the project is proceeding into intermediate design phase, which is the next milestone. The contractor is in the process of building a car shell facility for the assembly of the rail cars. The first cars are expected to arrive at Metra in October of 2024.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$364,339,200	\$45,747,113	13%
2021 PAYGO	\$69,975,000	\$69,974,987	100%
Total	\$556,587,776	\$156,522,247	28%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	April 2021	December 2026	On schedule
Original Project Schedule	March 2021	December 2026	On schedule

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.

*Expended amounts as of May 2022.

Metra – Union Pacific North Line Bridges – Phase II (11 South)

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 existing stone abutments, 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.



Picture of existing conditions of Cornelia Ave bridge.

Status:

Notice to Proceed with the design has been issued by Metra in June 2020. Site surveys and inspections have been completed. The National Environmental Policy Act (NEPA) review process is ongoing. Design activities are 30% complete and will resume once the NEPA process is completed.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$156,100,000	\$2,449,716	2%
Total	\$162,100,000	\$2,552,886	2%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	June 2020	December 2022	Behind schedule
Original Project Schedule	May 2020	December 2025	Behind schedule

Highlights:

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

*Expended amounts as of May 2022.

Metra - Locomotive Purchase

Description:

This project involves the 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.

Status:

The base order for this contract consists of 15 remanufactured diesel locomotives. The Buy America audit has been completed. All 15 locomotive cores are onsite with the contractor. Thirteen have been stripped and major work is being performed on the first four of the locomotives. The first three locomotives



Locomotive in the process of being remanufactured.

are expected to be delivered to Metra in July, September and October. Metra has completed on-site testing at the contractors facility in April. Once the locomotives are delivered to Metra, they will undergo extensive acceptance testing at Metra including revenue service testing. The first locomotives are expected to be put into service by the end of the 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$138,916,300	\$1,615,676	1%
Total	\$185,387,719	\$8,078,380	4%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule (Base Order)	April 2020	October 2023	On schedule
Original Project Schedule	March 2020	December 2025	Behind schedule

Highlights:

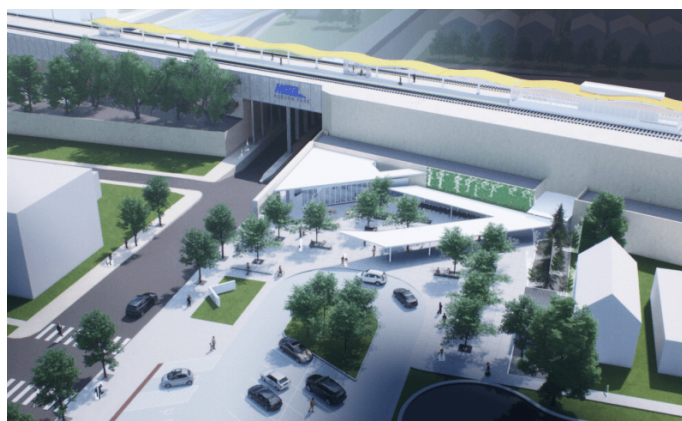
The current Metra locomotive fleet is reaching the end of its useful life, or has exceeded its useful life, and needs replacement. Purchase of additional locomotives will increase Metra's spare ratio, which will improve service reliability. Newer locomotives may reduce maintenance costs.

*Expended amounts as of May 2022.

Metra - Auburn Park New Station

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 asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.



Auburn Park Station Rendering

Status:

This project is in the permitting phase for construction of the building. The contractor is in process of beginning work on the roadway elements as they wait for the city permits for deep foundations and excavations. Community outreach meetings were held in April and May. The groundbreaking is anticipated in June 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$20,000,000	\$820,488	4%
2021 Rebuild Illinois	\$13,000,000	\$288,222	2%
Total	\$33,000,000	\$1,108,710	3%

Schedule:

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

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.

*Expended amounts as of May 2022.

Metra – Rail Car Rehabilitation (Nippon Sharyo)

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

Status:

This project is currently in phase 6 of 10 of the rehabilitation process. As of the beginning of May, 170 rail cars have been completed.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$13,600,000	\$7,466,555	55%
2020 PAYGO	\$7,800,000	\$7,799,830	100%
Total	\$76,622,993	\$48,600,562	63%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	September 2020	December 2022	On schedule
Original Project Schedule	September 2020	December 2022	On schedule

Highlights:

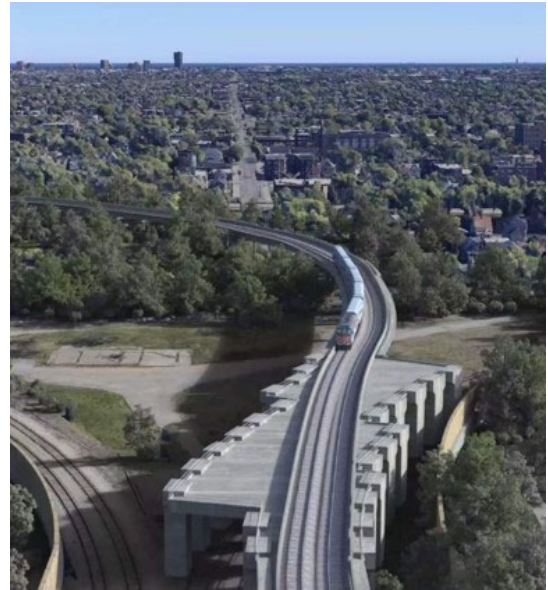
This project is part of a larger Metra Rail Car Rehabilitation Program. Nippon Sharyo Corporation built and delivered these rail cars between 2002 and 2008. This is the first major rehabilitation of these commuter cars and it is performed in multiple phases. Prior PAYGO as well as federal funds were previously allocated to this program.

*Expended amounts as of May 2022.

Metra – 75th Street Corridor Improvement Project (CIP)

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 projects are funding this work. This project is only funding the design portion of the project as well as utility relocations.



Flyover Connection Rendering

Status:

This project is currently in design. The 60% design has been completed and is under review by Metra. Metra developed a solicitation package for Right-of-Way (ROW) acquisition services and the procurement process is ongoing.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$4,700,000	\$0	0%
2020 PAYGO	\$14,500,000	\$2,574,417	18%
2021 PAYGO	\$1,800,000	\$0	0%
Total	\$23,000,000	\$2,574,417	11%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	August 2020	December 2022	On schedule
Original Project Schedule	August 2020	September 2023	On schedule

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.

*Expended amounts as of May 2022.

Metra – 147th Street Sibley Boulevard Station

Description:

This project is for the rehabilitation of various elements of the 147th Street, Sibley Boulevard 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.



147th Street Sibley Station Rendering

Status:

The project is in the permitting phase for construction of the building. The contractor is working on the required submittals and is in the process of securing permits with IDOT and the City of Harvey. A groundbreaking event took place in May 2022. The contractor has mobilized equipment and trailers on the job site and have begun preliminary work on the access ramp, temporary fence, erosion control items and project signage.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$10,000,000	\$3,027	0%
2022 PAYGO	\$9,400,000	\$0	0%
Total	\$20,862,735	\$754,722	4%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule	January 2022	March 2023	On schedule
Original Project Schedule	September 2021	December 2022	Behind schedule

Highlights:

The 147th Street Sibley Boulevard 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.

*Expended amounts as of May 2022.

Metra – Substation Improvements - Matteson Substation

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.



Matteson Substation Rendering

Status:

The Matteson Substation project is in the construction phase. The Notice to Proceed has been issued in January 2022. The contractor submitted the required shop drawings and the permitting process is ongoing. The contractor is mobilizing and on site work is expected to begin in June 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$16,000,000	\$0	0%
Total	\$17,192,751	\$0	0%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule (Matteson)	January 2022	August 2023	On schedule
Original Project Schedule	October 2021	March 2025	On schedule

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.

*Expended amounts as of May 2022.

Metra - Crew Facilities

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.

Status:

Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The Intergovernmental Agreement (IGA) with the village has been finalized and the design is nearing 100% design. Once the design is finalized it will be advertised for bid for construction. Metra identified three other facility locations for this project: Elgin, Western Ave and University Park. Task Order negotiations for two of the facilities at Western Ave and Elgin are ongoing and the design is expected to start by the end of second quarter 2022.



Existing Fox Lake crew facility

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$16,000,000	\$367,983	2%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule (Fox Lake)	January 2021	December 2021	Behind schedule
Original Project Schedule	June 2020	December 2024	Behind schedule

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.

*Expended amounts as of May 2022.

Metra – Ticket Vending Machines (TVMs)

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

Status:

A contract has been executed with VenTek International. This project is currently in the design phase. The site surveys have been completed. The preliminary design for the machines is expected to be completed by the end of May 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$10,000,000	\$0	0%
Total	\$12,918,441	\$0	0%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	January 2022	June 2024	On schedule
Original Project Schedule	January 2022	December 2026	On schedule

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.

*Expended amounts as of May 2022.

Metra - Central Warehousing

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.

Status:

The property acquisition has been completed. The environmental site assessment has been completed. The interior demolition is ongoing. The fencing as well as lighting installation is in progress by Metra forces.

Metra has developed a procurement package for the building's roof replacement. This will be the next construction element that will be completed on the warehouse building.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$10,000,000	\$8,616,001	86%
Total	\$14,000,000	\$8,616,001	62%

Schedule:

Schedule	Start Date	End Date	Status
Project Design and Construction Schedule	January 2021	December 2024	On schedule
Original Project Schedule	June 2020	December 2024	On schedule

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.

*Expended amounts as of May 2022.

Metra – Stoney Creek Bridge

Description:

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



Current condition of the Stoney Creek Bridge

Status:

This project is in the design phase. The Notice to Proceed has been issued in April 2022. The preliminary engineering process is ongoing. This project will need to go through the National Environmental Policy Act (NEPA) process, which has also been initiated.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$8,500,000	\$0	0%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	April 2022	April 2023	On schedule
Original Project Schedule	November 2021	March 2024	Behind schedule

Highlights:

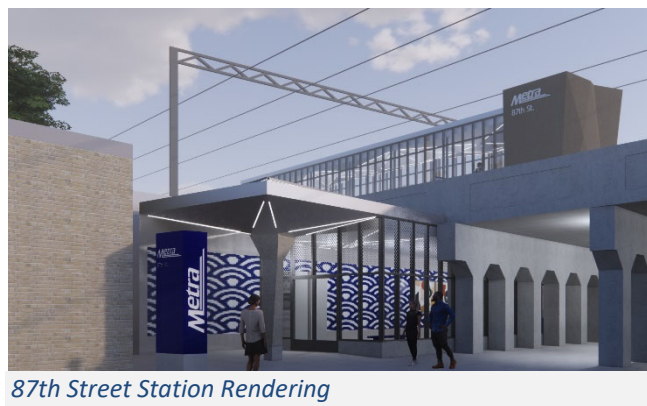
The Stoney Creek Bridge was constructed in 1917 and has reached the end of its expected useful life. This project will result in the reduction of maintenance costs for this bridge.

*Expended amounts as of May 2022.

Metra - 5 Station Design – Electric Line

Description:

This project is for the design of 5 stations on the Metra Electric Line. The project includes the following stations: 79th St, 87th St, 95th St, 103rd St and 111th St. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, gatehouse/head house rehabilitation, replacement of leaking roofs, installation of new warming shelters, new platform amenities, and other related work. The project may also include wayfinding signage or other station identifiers.



87th Street Station Rendering

Status:

A Notice to Proceed was issued by Metra in May 2020. Site surveys and inspections have been completed. The National Environmental Policy Act (NEPA) review process as well as the historic assessment are ongoing. The 100% designs for the 79th Street, 87th Street and 103rd Street locations are expected to be submitted at the end of May. The 95th Street design required more time due to coordination with the Chicago State University and the additional scope at that location. The 50% design has been approved and the 80% is expected by mid-June. The design for 111th Street is currently on hold due to NEPA review and the historical assessments.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$6,381,467	\$2,642,297	41%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule (79 th , 87 th , 103 rd)	May 2020	May 2022	On schedule
Project Design Schedule (95 th)	May 2020	September 2022	Behind schedule
Project Design Schedule (111 th)	May 2020	December 2022	Behind schedule
Original Project Schedule	May 2020	December 2021	Behind schedule

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.

*Expended amounts as of May 2022.

Metra – Clarendon Hills Station (Final)

Description:

This project redevelops the Clarendon Hills Station on the Metra BNSF line. The station improvements include new platform canopies, enclosed shelters, benches, and covered bike parking. The shelters will feature green roofs. The parking lot improvements will feature kiss-and-ride areas on both sides of the tracks. Landscaping improvements will also be included.



Photo of the new Clarendon Hills Station

Status:

Metra entered into an Intergovernmental Agreement (IGA) with the Village of Clarendon Hills for the reconstruction of the station. This project is part of the Village of Clarendon Hills downtown revitalization project. The Village procured a contractor and led the construction project. The substantial completion was reached in the first quarter of 2022. This is the final update on this project.

Budget:

The project is on budget. Most of the funding is provided by the Village of Clarendon Hills with Metra contributing \$3.75 million of Rebuild Illinois funds.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$3,750,000	\$3,750,000	100%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule	January 2020	March 2022	On schedule
Original Project Schedule	July 2020	December 2024	On schedule

Highlights:

The existing Clarendon Hills station was first opened in 1965 and has not been upgraded since then. The redeveloped station will offer more openness and amenities, improve safety, and better integrate with the surrounding landscape. It will have a green roof and rain gardens to reduce pollution-causing stormwater runoff. Additionally, the stations' parallel alignment to the tracks will provide much better visibility of approaching trains.

*Expended amounts as of May 2022.

Metra - Smart Gates

Description:

This project involves upgrades to protected grade crossings to improve safety and reliability of grade crossing protections. 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.



Picture of existing Metra grade crossing.

Status:

Metra has utilized a Blanket Agreement for the purchase of Relay Cases to be utilized at the Smart Gates locations on the Metra Electric District line. Metra has completed the hardware portion of the design in-house. The design portion for the remote monitoring solution will be contracted out. The remote monitoring solution specification was completed and will be advertised for bid. At this time the project includes 14 locations. The installation will be completed by Metra forces.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$1,500,000	\$168,490	11%
Total	\$6,500,000	\$168,490	3%

Schedule:

Schedule	Start Date	End Date	Status
Project Implementation Schedule	April 2020	December 2024	On schedule
Original Project Schedule	April 2020	December 2024	On schedule

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.

*Expended amounts as of May 2022.

Pace - New Northwest Division Garage – Wheeling

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 foot 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. Occupancies will include Pace Vanpool Services and Graphics Department including Pace’s Print Shop.



Improvements to Old Willow Road.

Status:

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The improvements to Old Willow Road have been completed. The design has been finalized and the procurement package for construction has been advertised. Future electrification of this garage may occur pending the recommendation of the ongoing electrification study.

Budget:

The project is on budget. A small portion of the Rebuild Illinois funding is allocated for the design (\$1,882,880). The rest of the state funding is allocated for the construction of the facility as well as the design and construction of Old Willow Road improvements.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$43,135,380	\$1,706,154	4%
2021 Rebuild Illinois	\$35,874,620	\$0	0%
Total	\$81,482,462	\$3,689,016	5%

Schedule:

Schedule	Start Date	End Date	Status
Project Design Schedule	August 2019	December 2020	On schedule
Original Project Schedule	January 2019	June 2023	Behind schedule

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 well beyond its useful life. The new garage will support the implementation of Rapid Transit service on the Pulse Milwaukee and Dempster Lines, increase bus storage capacity as well as future growth. Pace plans on replacing diesel buses at the new facility with a mix of CNG and electric bus fleet.

*Expended amounts as of May 2022.

Pace - New I-55 Garage – Plainfield

Description:

This project is for architectural and engineering services, and construction of a Pace bus maintenance and storage facility in Plainfield. In addition, road improvements using concrete will be funded to accommodate the new facility.

Status:

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Plainfield. Per the IGA, the Village of Plainfield is executing a Design-Build Agreement with Northern Builders to design and construct the Pace I-55 Plainfield Bus Garage on Pace's behalf. Once the construction is completed, Plainfield will transfer ownership of the property to Pace. Currently, the contractor



Inside view of the new facility.

progresses with construction by performing electrical and mechanical connections to the building as well as landscaping activities. Activities also continue with framing, installation of ductwork, and overhead sprinklers for the second floor of the office.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$43,752,500	\$37,860,257	87%
2021 Rebuild Illinois	\$8,300,000	\$0	0%
2020 PAYGO	\$425,000	\$0	0%
Total	\$54,622,973	\$38,056,378	70%

Schedule:

Schedule	Start Date	End Date	Status
Design and Construction Schedule	November 2020	April 2022	Behind schedule
Projected Project Schedule	May 2020	December 2022	On schedule

Highlights:

The current Pace Heritage Division garage was built in 1926 with renovations in 1985 and is exceeding its capacity, useful life, and cannot support further growth of the agency's successful I-55 Bus-on Shoulder service. A new garage in Plainfield will allow further expansion of service on the I-55 corridor, reduce deadhead times and alleviate overcrowding at Heritage.

*Expended amounts as of May 2022.

Pace - River Division Expansion and Improvements

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 and 6 non-revenue vehicles in addition to other improvements to modernize the existing facility.



Existing River Division bus garage.

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 a final pre-design report was submitted to Pace. The adjacent property acquisition has been completed. The contractor is currently working on detailed design activities. The 30% design 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 is currently on hold pending the recommendations from this study.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$21,260,000	\$1,451,357	7%
2021 Rebuild Illinois	\$14,850,000	\$0	0%
Total	\$36,110,000	\$1,451,357	4%

Schedule:

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

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 a facility in East Dundee, eliminating 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.

*Expended amounts as of May 2022.

Pace - ADA Technology Upgrades and Transfer Centers

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 which currently houses a former United States Post Office facility. Pace intends 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.



On-site photo of the Pace Northwest Transfer Center.

Status:

Progress continued with the Taxi Access Program during this reporting period. This project involves two phases with the first being consulting services related to managing the Taxi Access Program and the second is for Taxi Access Program service. Evaluations of proposals for Phase I are ongoing. The RFP for the second phase will be reviewed and finalized once phase one is active. Activity continues on two phases of Trapeze technology enhancements to Pace’s Trapeze paratransit scheduling system. For the transfer center, the design for the Northwest Transfer Center has been completed and the bid package will be advertised by the end of this quarter. Pace is also meeting with Calumet City and working on the Intergovernmental Agreement for the second ADA Transfer Center location.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$4,200,000	\$2,385,426	57%
2021 Rebuild Illinois	\$15,800,000	\$0	0%
Total	\$20,000,000	\$2,385,426	12%

Schedule:

Schedule	Start Date	End Date	Status
Design Schedule	October 2020	February 2022	On Schedule
Original Project Schedule	July 2020	December 2026	On schedule

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.

*Expended amounts as of May 2022.

Pace - Bus Stop Improvements – Joliet Gateway Center

Description:

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



New Joliet Center bus loading island.

Status:

The City of Joliet and Pace entered into an Intergovernmental Grant Agreement for this project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and bid the larger Intermodal

Transportation Project, of which the Bus Turnaround Component is a part of. A construction contract was awarded, notice to proceed was issued in February, and construction began in March. Substantial completion and beneficial occupancy for the depot building was achieved in December 2021, after a walk-through inspection of depot building. The Scott Street pedestrian tunnel was completed in April 2022. Pace bus operations are using the new facilities, but there is additional work remaining including punch list items on building, passenger platforms and site landscaping. All site work is scheduled to be completed by June 15, 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$1,709,500	\$1,709,500	100%
2020 Rebuild Illinois	\$7,800,000	\$5,140,576	66%
Total	\$9,509,500	\$6,850,076	72%

Schedule:

Schedule	Start Date	End Date	Status
PMO Project Implementation Schedule	February 2021	December 2021	Behind schedule
Original Project Schedule	February 2020	December 2022	On schedule

Highlights:

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

*Expended amounts as of May 2022.

PAYGO Funded Projects

The table below shows the status of the \$454 million of PAYGO funds that were awarded to CTA, Metra and Pace for 2020 and 2021. The amounts awarded do not reflect the 2022 PAYGO grant applications. As of May 2022, 60.6% of the total funding has been expended from the grants. Expenditures are trending upwards with over \$102 million expended since the last report, which is the period from December 2021 to May 2022.

Regionwide

SERVICE BOARD	TOTAL AWARDED	TOTAL EXPENDED	EXPENDED THIS REPORTING PERIOD
CTA	\$283,750,000	\$172,143,160	\$76,636,890
Metra	\$147,550,000	\$101,653,459	\$25,429,221
Pace	\$22,700,000	\$1,346,378	\$691,031
TOTAL	\$454,000,000	\$275,142,997	\$102,757,142

The 2020 and 2021 PAYGO funding was allocated to 34 projects approved in the grant applications submitted by CTA, Metra and Pace. As shown below, 22 of those projects are active and included in this report. Eight projects have been completed to date and the remaining 4 projects are in the planning or procurement phases at the Service Boards.

SERVICE BOARD	PMO ACTIVE PROJECTS	NOT ACTIVE PROJECTS	COMPLETED PROJECTS
CTA	4	1	6
Metra	10	0	1
Pace	8	3	1
TOTAL	22	4	8

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	CTA – Elevated Track and Structure Maintenance – 2020 (Final)			
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 work was completed, and final billing remains. This will be the final update on this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$38,000,000		\$36,539,463	96%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	December 2020	March 2022
	Original Schedule	On Schedule	December 2020	March 2022

PROJECT:	CTA – Elevated Track and Structure Maintenance – 2021			
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		\$17,813,844	47%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	June 2023
	Original Schedule	On Schedule	October 2021	June 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

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:	CTA completed bus maintenance activities and final billing remains. This will be the last update on this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$33,365,222		\$33,073,276	99%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	March 2022
	Original Schedule	On Schedule	October 2021	March 2022

PROJECT:	CTA – Rail Car Maintenance – 2021			
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of keeping rail cars in service through systematic inspection, detection, and prevention of incipient failure. The major systems that must be maintained on CTA’s rail cars include the following: Propulsion, Safety, HVAC, Braking, Battery/Charging, Signage, Doors, Windows, Traction Power, RCA, Lighting, Automatic Train Control, Communication , Suspension, Car body/Structure.			
STATUS:	Rail car maintenance activities are ongoing. Major elements include, but are not limited to, rail car inspection and engineering; vehicle wiring; and body work.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$30,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2022	June 2025
	Original Schedule	On Schedule	October 2021	June 2025

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	CTA – Rail Car Maintenance – 2020			
SCOPE:	This is part of an ongoing capital maintenance program that keeps rail cars in service through routine inspection, detection, and prevention of failure. Major systems being maintained on CTA’s rail cars include the following: Propulsion, Safety, HVAC, Signage, Doors, Windows, Lighting, Communication, Suspension, Car body/Structure.			
STATUS:	Rail car maintenance activities ongoing. Major elements include, but are not limited to, rail car inspection and engineering, vehicle wiring, and body work.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$27,074,655		\$16,755,516	62%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2020	December 2021
	Original Schedule	Behind Schedule	December 2020	December 2021

PROJECT:	CTA – Facilities Maintenance – 2021			
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:	Facilities improvements are ongoing. 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.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$20,000,000		\$5,205,552	26%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	June 2023
	Original Schedule	On Schedule	October 2021	June 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	CTA – Replace Buses – 2020			
SCOPE:	The project provides for the engineering, purchase, and inspection of fully accessible, Clean Diesel buses; including spare parts inventory. Included are spec development, onsite inspections, inspection of buses, and post-delivery vehicle acceptance.			
STATUS:	Familiarization training completed in January and inspections are ongoing. Currently, 41 buses completed milestone #1 and five completed milestone #2. Contractor continues to make headway with production of the buses.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$18,184,873		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	April 2021	May 2022
	Original Schedule	On Schedule	August 2020	September 2025

PROJECT:	CTA – Open Fare Payment System Equipment Lease – Ventra – 2021 (Final)			
SCOPE:	The capital share of the annual Ventra Base component cost is \$15 million which provides for design, testing, purchase and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and all software applications, and back-end hardware.			
STATUS:	The annual 2021 payment for the equipment lease has been completed. This will be the final update on this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$15,000,000		\$15,000,000	100%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	December 2021
	Original Schedule	On Schedule	January 2021	December 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	CTA – Facilities Maintenance – 2020 (Final)			
SCOPE:	This project targets preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.			
STATUS:	Work for this project is completed and final billing remains. This will be the final update on this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$12,000,000		\$10,755,509	90%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2020	December 2021
	Original Schedule	Behind Schedule	December 2020	December 2021

PROJECT:	CTA – Replace Buses – 2021			
SCOPE:	The project provides for the engineering, purchase, and inspection of fully accessible, Clean Diesel buses; including spare parts inventory. Included are spec development, onsite inspections, inspection of buses, and post-delivery vehicle acceptance.			
STATUS:	Familiarization training completed in January and inspections are ongoing. Currently, 41 buses completed milestone #1 and five completed milestone #2. Contractor continues to make headway with production of the buses.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$5,509,778		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	April 2021	May 2022
	Original Schedule	On Schedule	August 2020	September 2025

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Metra – New Bi-Level Commuter Cars (Final)			
SCOPE:	This project involves the purchase of up to 500 new bi-level commuter, wheelchair accessible cars. The base order is 200 cars with options to purchase up to an additional 300 cars. It also includes spare parts and activities related to manufacturing, delivery, testing, and placing vehicles into service.			
STATUS:	This funding was used to pay for milestone payments to the contractor with final bills remaining. This will be the final update on this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$69,975,000		\$69,974,987	100%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	April 2021	December 2026
	Original Schedule	On Schedule	April 2021	December 2026

PROJECT:	Metra – Create P2 – Rock Island District Connection – 2020			
SCOPE:	This project will provide for design engineering and utility coordination for the Rock Island Connection as part of the 75th St. Corridor Improvement Project. This project will relieve rail congestion by separating freight and passenger rail lines.			
STATUS:	The design of the P2 continues as Metra reviews the 60% design comments. Metra developed the solicitation package for Right-of-Way Acquisition services.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$14,500,000		\$2,574,417	18%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2020	September 2023
	Original Schedule	On Schedule	August 2020	September 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

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 HVAC system design was completed and the construction permitting activities are in process. The roof replacement construction activities are to begin shortly.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,500,000		\$1,020,934	10%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2020	December 2023
	Original Schedule	Behind Schedule	February 2020	December 2022

PROJECT:	Metra – Right-of-Way Equipment			
SCOPE:	This project allows 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.			
STATUS:	Metra is currently waiting delivery of spot tempers and wheel loaders. The order for 15 bobcats and skid steers were received. A new high rail excavators procurement package is under review.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,000,000		\$4,212,337	42%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2020	December 2022
	Original Schedule	On Schedule	October 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Metra – Locomotive Rebuild			
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 is in process and one completed. Metra continues to receive kits and in-house rehabilitation activities are in progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,875,000		\$5,422,692	79%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	November 2020	December 2022
	Original 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 47 th St. Yard 12KV Distribution System.			
STATUS:	A 12 KV and Sprinkler System construction work is ongoing. The 12KV is at 80% completion and sprinkler System is at 90% complete. The contractor is expected to be completed before the end of the year.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,500,000		\$3,825,569	59%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2021	December 2022
	Original Schedule	On Schedule	January 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 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 was completed. Work continues at the 103 rd St., Barrington, Jefferson Park, Franklin Park, Mundelein, and Willow Springs stations.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,000,000		\$3,835,713	64%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	September 2020	December 2022
	Original Schedule	On Schedule	September 2020	December 2022

PROJECT:	Metra – Evanston Bridge Repainting			
SCOPE:	This project involves the sanding, abatement and repainting of the Dempster St. and Davis St. bridges in Evanston on the Union Pacific North Line.			
STATUS:	The construction contract was awarded, and Metra is working on awarding the task order for Construction Management. The contractor aims to complete the project by the next reporting period; however they are having supply chain issues.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,300,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	June 2021	September 2022
	Original Schedule	Behind Schedule	June 2021	September 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Metra – Shelters			
SCOPE:	This project involves replacing of existing shelters that are deteriorated at stations across the system. Shelters will be pre-fabricated and may include on-demand heating elements.			
STATUS:	Aluminum shelters continue to be installed throughout the system. A design order for other types of shelters to be installed is in process. Similarly, preliminary engineering and NEPA activities are in process as well.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,000,000		\$977,001	33%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2020	June 2023
	Original Schedule	On Schedule	October 2020	June 2023

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 4 contracts. Procurement activities are in process for SharePoint Architect and work continues on Cyber Security.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,000,000		\$626,725	21%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2021	December 2023
	Original Schedule	On Schedule	February 2021	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Metra – Seegar Interlocking (Final)			
SCOPE:	This project involves the replacement of the Seegar Interlocking on Metra’s UP Northwest Line. This replacement will allow for increased train speeds and upgrade the switch layouts to meet current railroad design specifications.			
STATUS:	The status for this project is completed and final bills remain. This will be the final update on this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$2,000,000		\$1,162,461	58%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	November 2020	December 2022
	Original Schedule	On Schedule	November 2020	December 2022

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 design contract was awarded. Initial meetings were held, and the contractor was given high rail testing. Design work continues to progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$2,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2022	December 2023
	Original Schedule	On Schedule	January 2022	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Metra – Create P2 – Rock Island District Connection – 2021			
SCOPE:	This project will provide for design engineering and utility coordination for the Rock Island Connection as part of the 75th St. Corridor Improvement Project. This project will relieve rail congestion by separating freight and passenger rail lines.			
STATUS:	The design of the P2 continues as Metra reviews the 60% design comments. Metra developed the solicitation package for Right-of-Way Acquisition services.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,800,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2020	September 2023
	Original Schedule	On Schedule	August 2020	September 2023

PROJECT:	Metra – Elevator Replacement			
SCOPE:	This project replaces and renovates elevators at various locations throughout the Metra system. New and renovated elevators will reduce maintenance costs and improve ADA access to platforms and stations. This project funds the design portion of the project.			
STATUS:	Metra completed the site visits to select and negotiate the highest priorities for the elevator replacements. The design development process continues, and Metra is preparing final design task orders for elevator replacement.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$300,000		\$220,793	74%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	January 2021	December 2021
	Original Schedule	Behind Schedule	January 2021	December 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Pace – South Campus Project – Markham			
SCOPE:	This project is for the design, engineering, construction, project management, and equipment and services for three facilities located in Markham. The three facilities are the Active Transit Management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.			
STATUS:	The design for the Acceptance Facility and office building have been finalized. The construction contract has been awarded and Notice to Proceed was issued in January 2022. The contractor has mobilized on site and has been working to obtain permits.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$7,100,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2022	July 2023
	Original Schedule	Behind Schedule	July 2019	January 2023

PROJECT:	Pace – Shelters, Benches and Pads – 2020			
SCOPE:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.			
STATUS:	The installation of shelters and benches is in progress. Similarly, the contractor continues to make headway with installation of concrete pads. Finally, A/E services for bus stop infrastructure continues to progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,550,000		\$313,850	20%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2020	April 2023
	Original Schedule	On Schedule	October 2020	April 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Pace – Shelters, Benches and Pads – 2021			
SCOPE:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities and other related equipment. In also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.			
STATUS:	The installation of shelters and benches is in progress. Similarly, the contractor continues to make headway with installation of concrete pads. Finally, A/E services for bus stop infrastructure continues to progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,330,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2022	October 2023
	Original Schedule	On Schedule	February 2022	October 2023

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 update the Pace website.			
STATUS:	The project is underway, and Pace executed a contract for redesigning Pace’s website. Additional tasks will be added throughout the duration of this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2022	December 2023
	Original Schedule	On Schedule	May 2022	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Pace – Bus Tracker Sign Deployment – 2020			
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:	Activity continues with the real time bus information signage and electrical connections. Supply chain issues have caused some slight issues with the project however it is expected to wrap up before the end of the year.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$750,000		\$607,528	81%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2020	October 2022
	Original Schedule	Behind Schedule	October 2020	October 2021

PROJECT:	Pace – Intelligent Bus System (IBS) Upgrades			
SCOPE:	This project will provide for IBS system enhancements 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:	The project includes a Quantar replacement which is used to convert wave from digital to analog and vice-versa. The Quantar bus tracking system hardware and software completed installation and updates. Pace is working on the scope of work for a new project involving IBS servers and SAN software.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$625,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2021	April 2022
	Original Schedule	Behind Schedule	December 2021	April 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Pace – Bus Tracker Sign Deployment – 2021			
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:	Activity continues with the real time bus information signage and electrical connections. Supply chain issues have caused some slight issues with the project however it is expected to wrap up before the end of the year.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$600,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2022	December 2022
	Original Schedule	On Schedule	February 2022	December 2022

PROJECT:	Pace – New I-55 Garage – Plainfield			
SCOPE:	This project is for architectural and engineering services, and construction of a Pace bus maintenance and storage facility in Plainfield. In addition, road improvements using concrete will be funded to accommodate the new facility.			
STATUS:	The contractor progresses with construction by performing electrical and mechanical connections to the building and landscaping activities. Activities continued for framing, installation of ductwork, and overhead sprinklers for the second floor of the office. The contractor aims to have turnover in late Spring of 2022 for substantial completion.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$425,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	November 2020	April 2022
	Original Schedule	On Schedule	May 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Pace – 2020 Project Management and Oversight Consulting Services (Final)			
SCOPE:	This project provides professional management consulting services such as program planning and design oversight, construction program planning, and implementation oversight and administration to assist internal staff in various departments systemwide.			
STATUS:	A contract was executed with STV Construction Inc. for project management consulting services. Task 1 involved a systems review of Pace's capital projects completion process and recommendations of industry best practices. The consultant completed the task order for this funding. This will be the final update of this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$425,000		\$425,000	100%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	July 2021	November 2021
	Original Schedule	Behind Schedule	July 2021	November 2021

PROJECT:	Pace – Construct Salt Shed			
SCOPE:	Pace is in need of a stand-alone storage solution and will construct a shed to store and secure up to 10 tons of bulk rock salt that is used during the winter season.			
STATUS:	A construction contract has been awarded and the vendor is addressing complications with permits related to the construction.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$75,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	October 2021	April 2022
	Original Schedule	Behind Schedule	October 2021	April 2022

Prior Years Programs



Metra - Union Pacific West Line Expansion

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 install light fixtures at Melrose Park Station on the UP-West line.

Status:

Construction for the eastern section reached substantial completion in December 2020. The construction portion for the western section of the project was advertised for bid and a contractor has been selected. The contract is expected to be executed after the concurrence review process is completed. The procurement efforts and the project are led by UPRR.

Budget:

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

	Budget	Expended*	Expended %
Prior Years State Funds	\$44,500,000	\$15,098,721	34%
Total Metra Portion	\$47,295,423	\$17,788,724	38%
Total**	\$124,939,627		

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule (Western Section)	July 2022	July 2024	On schedule
Original Project Schedule (Western Section)	May 2021	December 2025	On schedule

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.

*Expended amounts as of May 2022.

** Expenditures are tracked for the Metra portion of the project cost and do not include Union Pacific costs.

Metra - Union Pacific North Line Bridges and Ravenswood Station

Description:

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

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



Completed bridge over Berteau Ave. along UP-North line.

Status:

The contractor reached substantial completion in the last reporting period after the bridge contractor installed the poly-deck panels and applied the anti-graffiti coating. This will be the final update on this project.

The station contractor continued to make major progress toward building the station. Civil, structural, electrical and mechanical elements were installed and addressed during this reporting period. The contractor also continues to make headway with roofing installation, window installation, and platform tactile grinding and installation. The contractor is facing supply chain issues for the structurally glazed for the station.



Track level construction of platform and canopy at Ravenswood Station.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$12,668,903	\$12,608,903	100%
Total	\$50,255,463	\$38,628,078	77%

*Obligated and Expended amounts as of May 2022.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

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

Highlights:

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

Pace - South Campus Project – Markham

Description:

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



Rendering of the new Pace South Campus Facility.

Status:

Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The design for the Acceptance Facility and office building have been finalized. The construction contract has been awarded and Notice to Proceed was issued in January 2022. The contractor has mobilized on site and has been working to obtain permits.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$27,100,000	\$2,164,427	8%
2021 PAYGO	\$7,100,000	\$0	0%
Total	\$36,916,905	\$2,273,332	6%

Schedule:

Schedule	Start Date	End Date	Status
Project Construction Schedule	January 2022	July 2023	On schedule
Original Project Schedule	July 2019	January 2023	Behind schedule

Highlights:

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

*Expended amounts as of May 2022.

Pace - Purchase 15-Passenger Paratransit Buses

Description:

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

Status:

The Pace has completed the procurement process on this project and a contract has been awarded in November 2020 to Shepard Bros Inc. The project was on hold due to a bid protest and a pending lawsuit however activities have restarted. The first order under this contract is planned for 210 vehicles. The state funds remaining in this grant will be used for the purchase of 23 of the paratransit vehicles in this order, the other vehicles will be purchased with federal funding. At this time, Pace has received 10 vehicles. Additional vehicles are currently in production.



Rendering of a paratransit bus.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$7,290,500	\$6,272,218	86%

Schedule:

Schedule	Start Date	End Date	Status
PMO Project Implementation Schedule	November 2020	March 2022	Behind schedule
Projected Project Schedule	April 2020	October 2021	Behind schedule

Highlights:

The cost savings from the previous paratransit vehicles purchases have been reallocated to this project, allowing Pace to purchase more vehicles.

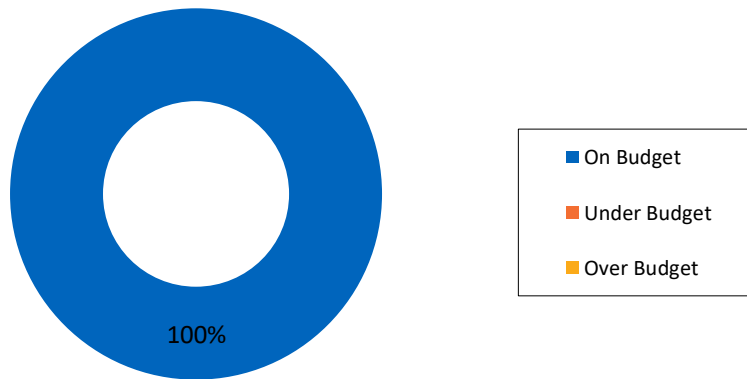
*Expended amounts as of May 2022.

Regionwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	72
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS



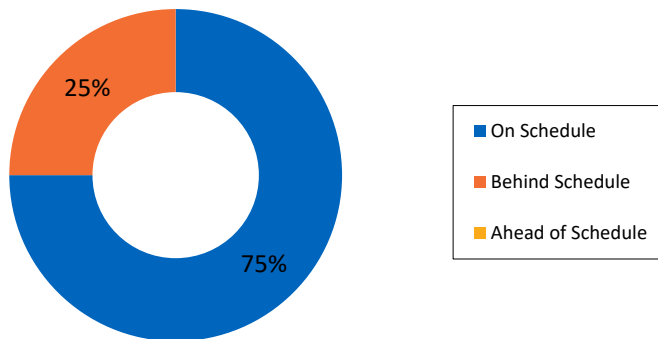
Regionwide

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.

STATE FUNDED PROJECTS – PROJECT IMPLEMENTATION SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	54
Behind Schedule	18
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



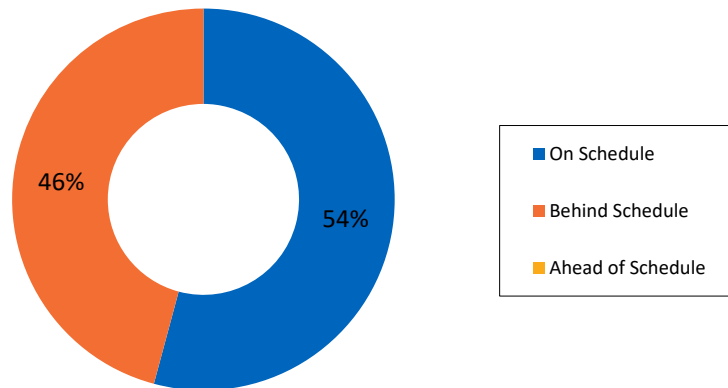
Regionwide

The table and pie chart below show how the state funded projects performed with respect to the Original 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.

STATE FUNDED PROJECTS – ORIGINAL SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	39
Behind Schedule	33
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



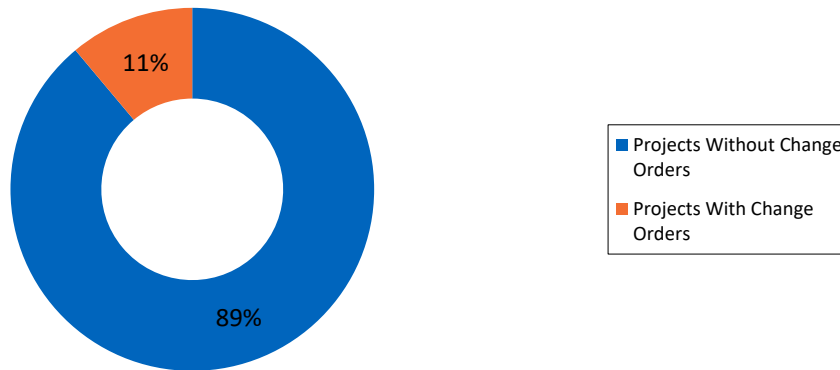
Regionwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	8
Projects Without Change Orders	64

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
CTA	Replace Buses	1
Metra	Ravenswood Station	4
Metra	5 Station Design	2
Metra	Locomotive Purchase	1
Metra	Union Pacific North Line Bridges – Phase II (11 South)	1
Pace	Bus Stop Improvements - Joliet Gateway Center	1
Pace	River Division Expansion and Improvements	1
Pace	New I-55 Garage - Plainfield	1

Regionwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	5	\$11,574,737
Unforeseen Conditions	2	\$58,154
Errors and Omissions	2	\$210,399
No cost Time Extensions/Revisions	3	\$0
TOTAL	12	\$11,843,290

The change order quantities and cost amounts represent the cumulative total for the 72 currently ongoing state-funded projects. The total cost of change orders represents less than 1% of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

In this reporting period, Metra executed a change order for the 5 Station Design Project on the Metra Electric Line. This change order was executed for additional work and coordination related to FTA section 106 documentation, modified topographic study requirements and additional traffic design work as required by project stakeholders.

CTA executed a change order on their project to Replace Buses. Change Order #1 was for the escalation of the producer price index for Option 1 execution for additional 100 buses as well as additional spare parts.

Pace executed a change order on the River Division Expansion project for additional scope after the adjacent property purchase has been finalized.

Regionwide Projects over \$10,000,000



Regionwide

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
Metra	New Bi-Level Commuter Cars	\$833,880,207
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	Replace Buses	\$355,708,255
CTA	O'Hare Line - Signal Upgrades and Special Trackwork	\$207,100,000
Metra	Locomotive Purchase	\$185,387,719
Metra	Union Pacific North Line Bridges - Phase II (11 South)	\$162,100,000
Metra	Union Pacific West Line Expansion	\$124,939,627
CTA	Blue Line Traction Power - Barry, Damen and Canal	\$123,378,171
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,282,161
CTA	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
Pace	New Northwest Division Garage - Wheeling	\$81,482,462
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$76,622,993
CTA	Cottage Grove Station	\$76,447,966
Pace	Purchase 40' Low-Floor CNG Buses	\$75,896,625
CTA	Replace Non-Revenue 61st Rail Shop	\$70,017,063
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Pace	New I-55 Garage - Plainfield	\$54,622,973
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$50,255,463
Metra	Van Buren St. Station	\$48,126,300
CTA	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
Metra	Financial System Replacement	\$41,941,373
CTA	Harlem Station Bus Bridge	\$40,207,917
Metra	Bridge A-32 Reconstruction	\$38,041,561
CTA	Elevated Track and Structure Maintenance - 2020	\$38,000,000
CTA	Elevated Track and Structure Maintenance - 2021	\$38,000,000
Pace	Pace South Campus Project - Markham	\$36,916,905
Pace	River Division Expansion and Improvements	\$36,110,000
CTA	Purchase Electric Buses	\$35,475,352
CTA	Forest Park - Racine Station - Phase I	\$34,300,000
CTA	Bus Maintenance - 2021	\$33,365,222
Metra	Auburn Park New Station	\$33,000,000
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$32,592,930
Metra	Commuter Car Rehabilitation - Budd	\$32,382,492
Metra	GPS Train Tracking	\$31,742,146
CTA	All Stations Accessibility Program – California Station	\$30,330,000
CTA	Rail Car Maintenance - 2021	\$30,000,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

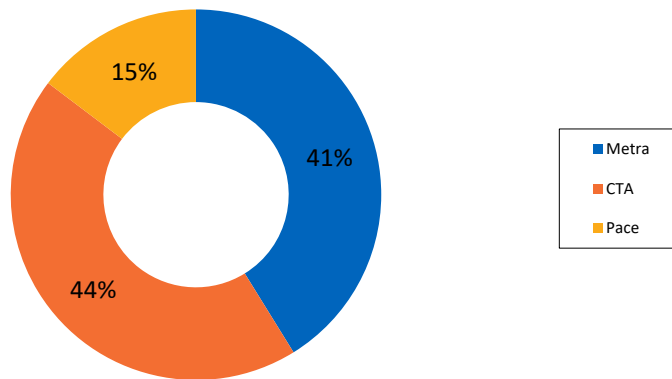
Metra	Program Management	\$28,365,976
CTA	Rail Car Maintenance - 2020	\$27,074,655
CTA	All Stations Accessibility Program – Austin Station	\$26,500,000
CTA	Rail Car Overhaul - 2600-Series	\$25,314,552
Metra	75th Street Corridor Improvement Project (CIP)	\$23,000,000
CTA	Rail Facilities - Des Plaines Yard	\$22,858,137
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
Metra	Peterson-Ridge New Station	\$22,629,765
Metra	147th Street Sibley Blvd Station	\$20,862,735
CTA	Facilities Maintenance - 2021	\$20,000,000
Pace	ADA Technology Upgrades and Transfer Centers	\$20,000,000
Metra	Substation Improvements - Matteson Substation	\$17,192,751
Metra	Car and Locomotive Cameras	\$16,155,891
Metra	Crew Facilities	\$16,000,000
Metra	Gresham Area Bridges	\$15,057,849
CTA	Open Fare Payment System Equipment Lease - Ventra - 2021	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
Metra	Create P2 – Rock Island District Connection - 2020	\$14,500,000
Metra	Central Warehousing	\$14,000,000
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Metra	Homewood Station	\$13,561,551
Pace	Transit Signal Priority (TSP) Equipment and Installation Services	\$12,943,374
Metra	Ticket Vending Machines (TVMs)	\$12,918,441
CTA	Green Line - Jackson Park	\$12,855,446
Metra	IT Components and Services	\$12,124,073
CTA	Traction Power Upgrades - Kedvale, Edmunds & Sacramento Substations	\$12,030,427
CTA	Facilities Maintenance - 2020	\$12,000,000
Metra	Yard Improvements - Western Ave.	\$11,600,000
Metra	Right-of-Way Equipment	\$10,694,765
CTA	Skokie Shops - Electronic & Hydraulic Repair Room Expansions	\$10,293,685

Regionwide

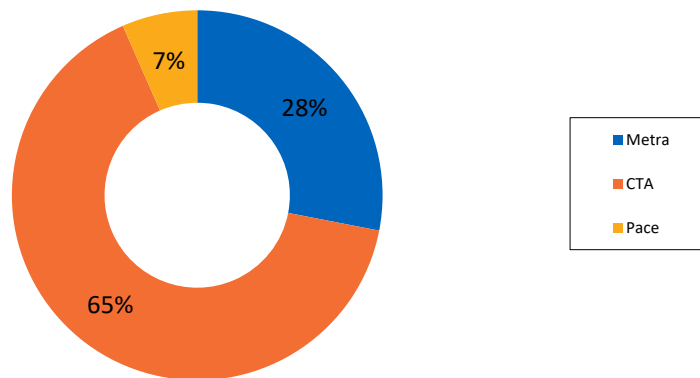
PROJECTS OVER \$10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	30	\$4,797,646,980
Metra	28	\$2,059,958,769
Pace	10	\$482,125,435
TOTAL	68	\$7,339,731,184

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Regionwide

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

TYPE OF PROJECT	QUANTITY	COMBINED BUDGET
Construction	33	\$3,730,986,820
Maintenance / Rehabilitation	16	\$1,033,206,327
Procurement	19	\$2,561,038,037

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	14	\$2,805,204,717
Maintenance / Rehabilitation	11	\$843,709,875
Procurement	5	\$1,148,732,388
TOTAL	30	\$4,797,646,980

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	15	\$716,649,763
Maintenance / Rehabilitation	5	\$189,496,452
Procurement	8	\$1,139,312,554
TOTAL	28	\$2,045,458,769

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$209,132,340
Maintenance / Rehabilitation	0	\$0
Procurement	6	\$272,993,095
TOTAL	10	\$482,125,435

CTA

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	Replace Buses	\$355,708,255
CTA	O'Hare Line - Signal Upgrades and Special Trackwork	\$207,100,000
CTA	Blue Line Traction Power - Barry, Damen and Canal	\$123,378,171
CTA	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
CTA	Cottage Grove Station	\$76,447,966
CTA	Replace Non-Revenue 61st Rail Shop	\$70,017,063
CTA	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
CTA	Harlem Station Bus Bridge	\$40,207,917
CTA	Elevated Track and Structure Maintenance - 2020	\$38,000,000
CTA	Elevated Track and Structure Maintenance - 2021	\$38,000,000
CTA	Purchase Electric Buses	\$35,475,352
CTA	Forest Park - Racine Station - Phase I	\$34,300,000
CTA	Bus Maintenance - 2021	\$33,365,222
CTA	All Stations Accessibility Program – California Station	\$30,330,000
CTA	Rail Car Maintenance - 2021	\$30,000,000
CTA	Rail Car Maintenance - 2020	\$27,074,655
CTA	All Stations Accessibility Program – Austin Station	\$26,500,000
CTA	Rail Car Overhaul - 2600-Series	\$25,314,552
CTA	Rail Facilities - Des Plaines Yard	\$22,858,137
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
CTA	Facilities Maintenance - 2021	\$20,000,000
CTA	Open Fare Payment System Equipment Lease - Ventra - 2021	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA	Green Line - Jackson Park	\$12,855,446
CTA	Traction Power Upgrades - Kedvale, Edmunds & Sacramento Substations	\$12,030,427
CTA	Facilities Maintenance - 2020	\$12,000,000
CTA	Skokie Shops - Electronic & Hydraulic Repair Room Expansions	\$10,293,685

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Red Purple Modernization (RPM) – Phase 1
SCOPE:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.
BUDGET:	\$2,203,408,226; on budget.
SCHEDULE:	On schedule; estimated completion January 2025.
HIGHLIGHTS:	Walsh-Fluor Design-Build Team (WFDBT) continues to progress. For the Lawrence to Bryn Mawr Modernization (LBMM), drilling operations resumed in January with 25 shafts drilled thus far. the loading bay gantry and launching gantry were tested and commissioned with seven spans have been erected. The Red-Purple Bypass (RPB) portion of the project continued to make progress. The RVT structure was completed and track & systems infrastructure nearing completion. The Kenmore Relay House was factory tested.

PROJECT:	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:	\$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Status conferences continued with CRRC to address/track various items. Technical meetings are held to discuss open technical issues and quality control procedures. Revenue service testing continued on the Green Line. Cars transferred to Blue Line at the end of March and will continue revenue testing until end of May. Operation/functionality is being monitored by CTA and CRRC personnel. CTA inspection personnel are working in China and continue to conduct welded subassembly checks and production car body shell inspections for production cars. There are approximately 27 assembled car body shells and 48 cars total in various stages of completion.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	5000-Series Rail Car Rehabilitation
SCOPE:	This project will provide for the Quarter-Life Overhaul on 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 assessment.
BUDGET:	\$400,000,000; on budget.
SCHEDULE:	Behind schedule; estimated completion March 2026.
HIGHLIGHTS:	This overhaul will improve the comfort, quality, and service reliability of the rail cars while reducing operating maintenance costs. Unscheduled maintenance will be noticeably reduced as more rail cars are cycled through the overhaul program. As of the end of May 2022, 112 cars have completed the overhaul process. CTA continues to receive material kits and overhaul.

PROJECT:	Replace Buses
SCOPE:	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 base order is for 100 buses with five options for up to an additional 500 buses. Exercising the options will be determined based on funding availability.
BUDGET:	\$355,708,255; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
HIGHLIGHTS:	CTA's 6400-Series Nova buses are 22 years old which surpasses the 12 years industry standard retirement age and will be replaced. The 1000 Series New Flyer buses placed into service between 2004-2007 are on average 15 plus years as of 2022. CTA has received the first 10 buses as of the beginning of May. Remaining vehicles are in various stages of production and will be delivered regularly with the last buses expected to be delivered by June. CTA exercised Option 1 of the contract and production of the new buses is expected to start in September.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	O’Hare Line – Signal Upgrades and Special Trackwork
SCOPE:	This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented with the O'Hare Extension in 1984 and has become obsolete. NTSB analyzed CTA's signal systems after the 2009 WMATA incident and uncovered a similar design flaw with this generation system. NTSB recommended adding a slow zone. Phase work will allow the slow zone to be lifted and improve safety and reliability on the branch overall. Replacement of two special track-work elements to facilitate train movements and allow for increased operational flexibility and reduced maintenance.
BUDGET:	\$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2023.
HIGHLIGHTS:	Factory Acceptance Testing is ongoing and relay houses are being delivered. The contractor continues to install and test wayside signal equipment and perform cutovers. Jefferson Park, Central, Foster, Nagle, Harlem, Old Mannheim, Cumberland, and River Road have been completed and turned over to CTA.

PROJECT:	Blue Line Traction Power – Barry, Damen and Canal
SCOPE:	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 ridership demands 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.
BUDGET:	\$123,378,171; on budget.
SCHEDULE:	On schedule; estimated completion April 2024.
HIGHLIGHTS:	The new substations on the O’Hare Branch of the Blue Line will provide the necessary power capacity to accommodate the ridership demand and higher power requirements for the planned 7000-series new rail cars. The General Contractor was issued the Notice to Proceed in October 2021. Soil boring investigations were performed at Damen and Barry locations. The contractor has begun permitting, submittals, process plans and pre-activity meetings with CTA.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Forest Park – Trackwork – Halsted to Illinois Medical District – Phase I
SCOPE:	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 Halsted 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:	\$92,871,000; on budget.
SCHEDULE:	On schedule; estimated completion November 2023.
HIGHLIGHTS:	Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating back to the opening of the branch. The Notice to Proceed was issued in June 2021. The 100% design has been submitted and is under CTA’s review. CTA is in the process of developing a construction procurement package to advertise for bids. CTA is also working on placing material purchases for long lead time items for this project. A contract has been executed for the Construction Management of all three Forest Park projects.

PROJECT:	Cottage Grove Station
SCOPE:	This project is a partnership between CTA and the Preservation of Affordable Housing (POAH) to revitalize the southeast corner of 63rd Street and Cottage Grove Ave. with a new office/retail space, which will contain a new Cottage Grove station house. The station house will be relocated, existing platforms and other related rail infrastructure will remain in place, and a new pedestrian bridge and canopy will be added to connect the existing platforms to POAH's Woodlawn Crossing building.
BUDGET:	\$76,447,966; on budget.
SCHEDULE:	On schedule; estimated completion August 2024.
HIGHLIGHTS:	This project will increase operational safety at the station by bringing station infrastructure to a state of good repair. A contract was awarded in January 2021 and CTA issued a notice to proceed. The 60% design has been completed. Negotiations with POAH and City of Chicago Department of Planning and Development on final design for building where station entrance will be located is ongoing. POAH recently procured their own designer to support this project. Design is currently on hold until POAH’s designer is onboarded.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Replace Non-Revenue 61st Rail Shop
SCOPE:	This project will construct a new non-revenue vehicle maintenance facility for maintenance and repair of non-revenue equipment. Facility will also include covered storage tracks for track maintenance equipment. The purpose of the new Non-Revenue Rail Vehicle Maintenance Facility is to provide facilities for maintenance and repair of over 125 pieces of non-revenue equipment used for right-of-way maintenance and other rail-mounted non-revenue vehicles.
BUDGET:	\$70,017,063; on budget.
SCHEDULE:	On schedule; estimated completion October 2023.
HIGHLIGHTS:	The design build contract was awarded to Clark Construction Group in March 2021. The Construction Management contract was also been awarded in March 2021. The work was divided into two packages. Package 1 covers the site preparation, utility and foundation work. Package 2 is for the construction of the facility. Both Design Package 1 and 2 are completed and submitted to City of Chicago for permitting. Preliminary construction activities are to begin shortly.

PROJECT:	Forest Park – Morgan Substation and Hermitage Traction Power Improvements
SCOPE:	Funding is programmed for the first of four phases of CTA’s Forest Park Blue Line Upgrades Project. Phase I provides for new track-work from Halsted to Illinois Medical District (IMD), an accessible Racine station, advanced utility work, and a new substation and Hermitage traction power equipment upgrades. This project funds the Morgan substation and Hermitage traction power improvements.
BUDGET:	\$47,780,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2025.
HIGHLIGHTS:	The Notice to Proceed was issued in July 2021. The design activities are ongoing. CTA has completed a review of the 75% design and provided comments to the contractor. The 75% design documents need to be resubmitted with all the comments addressed in the third quarter.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Harlem Station Bus Bridge
SCOPE:	This project will replace the Harlem Bus Bridge at the O'Hare Line Harlem Station. The work includes all 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 I LED lighting, signage, pavement stripping, and curb lane painting.
BUDGET:	\$40,207,917; on budget.
SCHEDULE:	On schedule; estimated completion February 2024.
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. A Notice to Proceed for the designer was issued in July 2021. The design activities are ongoing. The 60% design has been completed and it is advancing to 100% design.

PROJECT:	Elevated Track and Structure Maintenance – 2020 (Final)
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.
BUDGET:	\$38,000,000; on budget.
SCHEDULE:	On schedule; substantial completion reached in March 2022.
HIGHLIGHTS:	The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system. Track and structure work was completed, and final billing remains. This will be the final update on this project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Elevated Track and Structure Maintenance – 2021
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.
BUDGET:	\$38,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system. Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.

PROJECT:	Purchase Electric Buses
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:	\$35,475,352; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
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. Post-delivery inspections were completed. Across all 17 production buses, custom farebox mounting plates were fabricated in-house and used to install fareboxes, modems were activated, and radio equipment was installed. Vendor acceptance testing for Clever vehicle network system in progress with five of 17 buses completed to date. Post-delivery inspections were completed. Equipment installations and testing are in progress. This brings the total of Proterra e-buses delivered-to-date to 23, which includes the 20 base order buses (6 Pilots, and 17 production).

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Forest Park – Racine Station – Phase I
SCOPE:	This project funds the new station at Racine. It includes adding an elevator to make the station accessible to people with mobility impairments as well as other customer-facing improvements.
BUDGET:	\$34,300,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2025.
HIGHLIGHTS:	The Notice to Proceed was issued in July 2021. The design activities are ongoing. The 30% design has been completed. Since the station is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review. Based on the feedback received from SHPO an agreement has been reached to rehabilitate and restore the station instead of doing a complete tear down. The 75% design has been reviewed by CTA and comments were provided to the designer.

PROJECT:	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.
BUDGET:	\$33,365,222; on budget.
SCHEDULE:	On schedule; substantial completion reached in December 2022.
HIGHLIGHTS:	The maintenance program is design to prevent correct major mechanical, electrical, and structural problems on a plan basis. Similarly, the maintenance program will improve the comfort, quality, and reliability of its service while reducing operating expenses. As more buses are cycled through the scheduled maintenance program, unscheduled work on buses will be significantly reduced. CTA completed bus maintenance activities and final billing remains. This will be the last update on this project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	All Stations Accessibility Program – California Station
SCOPE:	This project will provide for the renovation and expansion of the 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.
BUDGET:	\$30,330,000; on budget.
SCHEDULE:	On schedule; estimated completion February 2024.
HIGHLIGHTS:	The Notice to Proceed has been granted to the designer in February 2022. The design validation process is ongoing. A real estate survey is also underway that will determine property acquisition needs for the placement of the elevators. This station is eligible for the National Register of Historic Places and will require State Historic Preservation Office (SHPO) coordination.

PROJECT:	Rail Car Maintenance – 2021
SCOPE:	This project provides for an ongoing capital maintenance program aimed to keep rail cars in service through systematic inspection, detection, and prevention of incipient failure. The major systems that must be maintained on CTA's rail cars include the following: Propulsion, Safety, HVAC, Braking, Battery/Charging, Signage, Doors, Windows, Traction Power, RCA, Lighting, Automatic Train Control, Communication, Suspension, Car body/Structure.
BUDGET:	\$30,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The maintenance on these rail cars is designed to prevent and correct major mechanical, electrical, and structural problems on a plan basis. As more rail cars are cycled through the scheduled maintenance program, unscheduled work on rail cars will be significantly reduced. This enables the agency to keep these assets functioning safely to meet service objectives despite their age. Rail car maintenance activities are ongoing.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Rail Car Maintenance – 2020
SCOPE:	This project provides for an ongoing capital maintenance program that keeps rail cars in service through systematic inspection, detection, and prevention of incipient failure. The major systems that must be maintained on CTA’s rail cars include the following: Propulsion, Safety, HVAC, Braking, Battery/Charging, Signage, Doors, Windows, Traction Power, RCA, Lighting, Automatic Train Control, Communication , Suspension, Car body/Structure.
BUDGET:	\$27,074,655; on budget.
SCHEDULE:	On schedule; estimated completion March 2022.
HIGHLIGHTS:	The maintenance on these rail cars is designed to prevent and correct major mechanical, electrical, and structural problems on a plan basis. As more rail cars are cycled through the scheduled maintenance program, unscheduled work on rail cars will be significantly reduced. This enables the agency to keep these assets functioning safely to meet service objectives despite their age. Rail car maintenance activities are ongoing.

PROJECT:	All Stations Accessibility Program – Austin Station
SCOPE:	This project provides for the complete renovation and expansion of the stationhouse at Austin Boulevard. It will include, but not limited to, an ADA compliant ramp between street level and the stationhouse, add an elevator connecting the stationhouse to the platform, and remove existing escalator to increase the platform width for wheelchair passage. It will also reopen the auxiliary Mason Avenue stationhouse exit and stairs to the platform, renovate and expand the Mason Avenue station house, add new signage, security cameras and lighting upgrades, and platform renovations.
BUDGET:	\$26,500,000; on budget.
SCHEDULE:	On schedule; estimated completion January 2024.
HIGHLIGHTS:	A design contract has been awarded and the contractor has completed the 30% design. The station has been determined to be a historic resource and the design contract was amended to include a historic architecture consultant. The design process has restarted in April 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Rail Car Overhaul – 2600-Series
SCOPE:	This project is for an overhaul of ninety 2600-Series rail cars in order to extend their useful life.
BUDGET:	\$25,314,552; on budget.
SCHEDULE:	On schedule; Substantial completion reached in March 2022.
HIGHLIGHTS:	This project consists of three phases. Phase A is for rail car motor replacement and was completed in October 2019. Phase B is for procurement and installation of the propulsion kits with the parts contract was executed, and kits were received. Work for this phase began in November 2019 and all 90 cars were completed in August 2020. Phase C is for the procurement of material contracts and installation. The contract was approved at the October 2020. All cars have completed the overhaul as of March 2022 and this project is considered complete. This will be the final update on this project.

PROJECT:	Rail Facilities – Des Plaines Yard
SCOPE:	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 systems and lighting. The Des Plaines Yard project will include the reconstruction and reconfiguration of the inner and outlet lead tracks, including associated special trackwork. It also will include the replacement and reconfiguration of the special trackwork in the east yard storage, including the road crossings to the yard shops.
BUDGET:	\$22,858,137; on budget.
SCHEDULE:	On schedule; estimated completion August 2023.
HIGHLIGHTS:	The Notice to Proceed for the designer was issued in March 2022. The design validation process is ongoing. The 30% design is expected to be completed by the end of May 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Non-Revenue Vehicles – Diesel Locomotives
SCOPE:	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.
BUDGET:	\$22,731,013; on budget.
SCHEDULE:	On schedule; estimated completion January 2023.
HIGHLIGHTS:	The design review of vehicles' major elements is complete except for the broom cart. Shop fabrication and orders have been released for prime mover frame, engine skid, bogies, operator cabs and blower cart frame. Broom cart design is in process. The first engine skid frame and diesel engine were dry-fit assembled and engine pipe routed for review. Several remaining sub-system design packages continued to be reviewed and resubmitted. First delivery is expected in July 2022.

PROJECT:	Facilities Maintenance – 2021
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.
BUDGET:	\$20,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Facilities improvements are ongoing. 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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Open Fare Payment System Equipment Lease – Ventra – 2021 (Final)
SCOPE:	The capital share of the annual Ventra Base component cost is \$15 million which provides for necessary 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.
BUDGET:	\$15,000,000; on budget.
SCHEDULE:	On schedule; substantial completion reached in March 2022.
HIGHLIGHTS:	CTA, Metra, and Pace’s implementation of Ventra places the Service Boards in compliance with an Illinois law that requires a unified fare system between transit agencies in Northeastern Illinois. Ventra helps improve efficiency in several areas of the CTA system including reduced boarding time and ease and convenience for riders for loading and paying. The annual 2021 payment for the equipment lease has been completed. This will be the final update on this project.

PROJECT:	Irving Park Station – Escalator and Canopy Replacement
SCOPE:	The purpose of this project is to replace the escalators and elevator at the O’Hare Irving Park Station. The project involves the installation of two (2) escalators in the existing openings at the Irving Park Road stationhouse and the Pulaski Road stationhouse. It also involves the full replacement of the station canopy. The work for this project will be phased to allow for 24/7 operation of the station.
BUDGET:	\$14,782,125; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
HIGHLIGHTS:	This project is in the construction phase. The contractor continues to perform canopy work at the station, including painting and installation of flashing and purlin. One of the two escalators has been installed. The Irving Park entrance is closed for remaining escalator installation and controller relocation, painting, and other elements. Once the Irving Park entrance re-opens the Pulaski stationhouse closure will begin at the end of May for construction and escalator replacement work.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Green Line – Jackson Park
SCOPE:	The Green Line Improvements project will largely focus on track replacement and structural repairs. Repair is focused on critical track, power, and structural issues identified by CTA staff. This 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.
BUDGET:	\$12,855,446; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The track and structure elements must be kept in a good state of repair in order to maintain safe and reliable service and minimize slow zones on CTA’s Jackson Park and Englewood Lines. Work started in April 2021. The work is being performed by CTA in-house work force. Activities related to tie replacement, cross girder and flange replacements are ongoing and material purchases continue.

PROJECT:	Traction Power Upgrades – Kedvale, Edmunds & Sacramento Substations
SCOPE:	This project will Provide for AC breaker replacement at Kedvale, Edmunds and Sacramento substations. This will also include the replacement of oil (non-PCB) transformer and rectifiers along with roof and doors replacement at the Kedvale and Sacramento substations.
BUDGET:	\$12,030,427; on budget.
SCHEDULE:	On schedule; estimated completion January 2023.
HIGHLIGHTS:	The design for this project is completed and construction activities are ongoing. Installation of transformers and rectifiers are ongoing at Kedvale. Initial field work for bus duct wall openings and transformer pads is complete. Retesting is complete. Installation work continues of equipment at the Sacramento and Edmunds substations.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

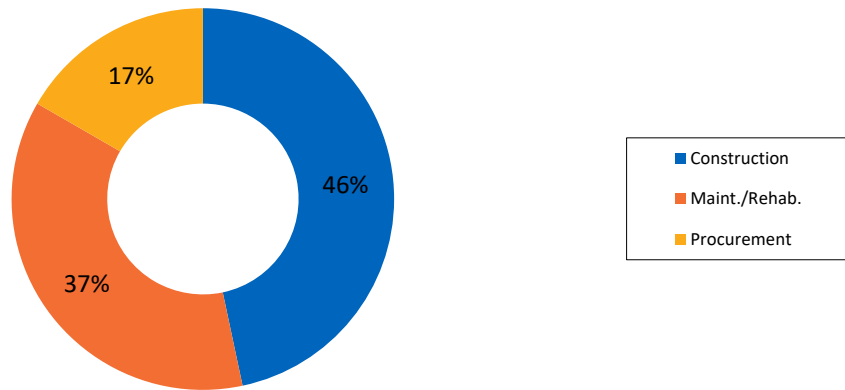
PROJECT:	Facilities Maintenance – 2020 (Final)
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.
BUDGET:	\$12,000,000; on budget.
SCHEDULE:	On schedule; substantial completion reached in December 2021.
HIGHLIGHTS:	Facilities improvements are ongoing. 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. Work for this project is completed and final billing remains. This will be the final update on this project.

PROJECT:	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 spaces to be enclosed, well lit, properly grounded, and conditioned.
BUDGET:	\$10,293,685; on budget.
SCHEDULE:	On schedule; estimated completion September 2023.
HIGHLIGHTS:	The design for this project is ongoing while striving to reach the 100% designs and IFB documents. Once the IFB drawings for design are resubmitted, the team will submit them to the Village of Skokie for permits.

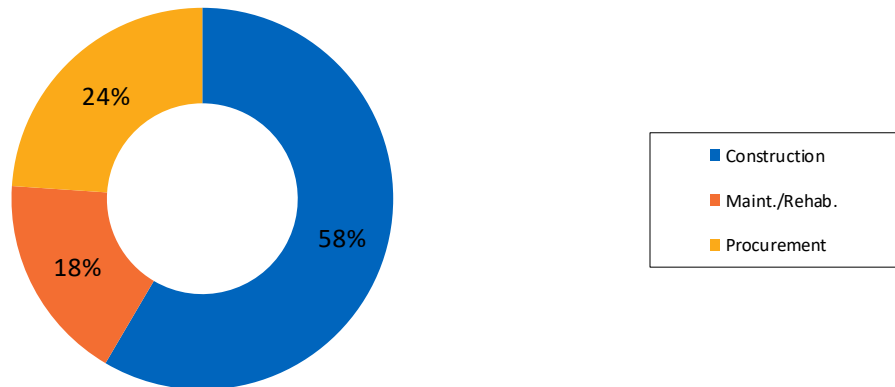
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	14	\$2,805,204,717
Maintenance / Rehabilitation	11	\$843,709,875
Procurement	5	\$1,148,732,388

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	New Bi-Level Commuter Cars	\$833,880,207
Metra	Locomotive Purchase	\$185,387,719
Metra	Union Pacific North Line Bridges - Phase II (11 South)	\$162,100,000
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,282,161
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$76,622,993
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$50,255,463
Metra	Van Buren St. Station	\$48,126,300
Metra	Financial System Replacement	\$41,941,373
Metra	Bridge A-32 Reconstruction	\$38,041,561
Metra	Auburn Park New Station	\$33,000,000
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$32,592,930
Metra	Commuter Car Rehabilitation - Budd	\$32,382,492
Metra	GPS Train Tracking	\$31,742,146
Metra	Program Management	\$28,365,976
Metra	Peterson-Ridge New Station	\$22,629,765
Metra	75th Street Corridor Improvement Project (CIP)	\$23,000,000
Metra	147th Street Sibley Blvd Station	\$20,862,735
Metra	Substation Improvements - Matteson Substation	\$17,192,751
Metra	Car and Locomotive Cameras	\$16,155,891
Metra	Crew Facilities	\$16,000,000
Metra	Gresham Area Bridges	\$15,057,849
Metra	Create P2 – Rock Island District Connection - 2020	\$14,500,000
Metra	Central Warehousing	\$14,000,000
Metra	Homewood Station	\$13,561,551
Metra	Ticket Vending Machines (TVMs)	\$12,918,441
Metra	IT Components and Services	\$12,124,073
Metra	Yard Improvements - Western Ave.	\$11,600,000
Metra	Right-of-Way Equipment	\$10,694,765

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	New Bi-Level Commuter Cars
SCOPE:	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.
BUDGET:	\$833,880,207; on budget.
SCHEDULE:	On schedule; estimated completion April 2027.
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. Design activities are ongoing. The first four milestones for payment have been met. Metra has received mock ups and the project is proceeding into intermediate design phase, which is the next milestone. The contractor is in the process of building a car shell facility for the assembly of the rail cars. The first cars are expected to arrive at Metra in October of 2024.

PROJECT:	Locomotive Purchase
SCOPE:	This project involves the purchase of at least fifteen (15) and up to forty-two (42) new and/or remanufactured diesel locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average.
BUDGET:	\$185,387,719; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	The base order for this contract consists of 15 remanufactured diesel locomotives. The Buy America audit has been completed. All 15 locomotive cores are onsite with the contractor. Thirteen have been stripped and major work is being performed on the first four of the locomotives. The first three locomotives are expected to be delivered to Metra in July, September and October. Metra has completed onsite testing at the contractors facility in April. Once the locomotives are delivered to Metra, they will undergo extensive acceptance testing at Metra including revenue service testing. The first locomotives are expected to be put into service by the end of the 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Union Pacific North Line Bridges – Phase II (11 South)
SCOPE:	This project involves the replacement of 11 bridges on the UP North Line from Cornelia Avenue southward to Fullerton Avenue, and the rehabilitation of the Addison Street bridge. The structural work will include replacement of existing stone abutments, steel spans, new ballasted bridge decks, and retaining wall construction and embankment landscaping. Track work will be accomplished between the bridges, such as replacement of wood ties with concrete ties to ensure reliable train operations.
BUDGET:	\$162,100,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	Notice to Proceed with the design has been issued by Metra in June 2020. Site surveys and inspections have been completed. The National Environmental Policy Act (NEPA) review process is ongoing. Design activities are 30% complete and will resume once the NEPA process is completed.

PROJECT:	Union Pacific West Line Expansion
SCOPE:	This project, a Public-Private Partnership funded 50% by Metra and 50% by the Union Pacific Railroad, involves the expansion and extension of the UP West Line, including the addition of a third main line track.
BUDGET:	\$124,939,627; on budget.
SCHEDULE:	On schedule; estimated completion December 2025 for Western Section.
HIGHLIGHTS:	Construction for the eastern section reached substantial completion in December 2020. The construction portion for the western section of the project was advertised for bid and a contractor has been selected. The contract is expected to be executed after the concurrence review process is completed. The procurement efforts and the project are led by UPRR.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Replace Bridges, 18th to 55th Streets – Rock Island District (Final)
SCOPE:	Project funding provides for the replacement of bridges between 18th Street and 60th Street on the Rock Island District. It will also include new tracks, signal systems, flagging, and management and inspection work for the project.
BUDGET:	\$120,282,161; on budget.
SCHEDULE:	On schedule; substantial completion reached in December 2021.
HIGHLIGHTS:	Phase 1 and 2 design and construction are complete. The Phase 3 design task was issued an NTP in August 2018. The Phase 3 design was completed in July 2019. The Phase 3 construction contract and construction management contract were both awarded in September 2020. Construction started with site work in March 2021 and is ongoing. Current activities are related to obtaining permits. The project reached substantial completion in December 2021.

PROJECT:	Car Rehabilitation – Nippon Sharyo - Phase 3
SCOPE:	The overall project involves the mid-life rehabilitation of multiple bi-Level electric commuter cars delivered between 2002 and 2008. This portion of the project originally involved the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. Scope has increased and an additional 77 cars have been identified to be rehabilitated as part of this phase. This is the first major rehabilitation of these cars and is the third phase in a multi-year program to complete the rehabilitation of all 302 cars.
BUDGET:	\$76,622,993; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	This project is currently in phase 6 of 10 of the rehabilitation process. As of the beginning of May, 170 rail cars have completed the rehab with more in progress.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Union Pacific North Line Bridges and Ravenswood Station
SCOPE:	The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.
BUDGET:	\$50,255,463; on budget.
SCHEDULE:	Behind schedule; estimated completion September 2022.
HIGHLIGHTS:	<p>The contractor reached substantial completion in the last reporting period. This will be the final update on this project.</p> <p>The station contractor continued with civil, structural, electrical and mechanical elements installed during this reporting period. Roofing installation, window installation, and platform tactile grinding and installation continued as well. The contractor is facing supply chain issues for the structurally glazed for the station.</p>

PROJECT:	Van Buren St. Station
SCOPE:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but is not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
BUDGET:	\$48,126,300; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Financial System Replacement
SCOPE:	This project will provide funding for Metra to implement an Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices”. This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.
BUDGET:	\$41,941,373; on budget.
SCHEDULE:	On schedule; estimated completion date December 2025.
HIGHLIGHTS:	Phase 1 went live in January 2016 for Charts of Accounts and General Ledger modules. Phase 2 went live in June 2017 with the Budget, Procurement, Inventory, Projects and Grants, Accounts Payable and Receivable Modules. Phase 3, Payroll Module, went live in March 2019. Phase 4, Revenue Accounting, went live in October 2021. Conversion to Dynamics 365 were completed. The vendor continues to work on additional scope for post-software implementation.

PROJECT:	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; project completion date has been December 2024.
HIGHLIGHTS:	The construction contract was awarded in October 2020 and construction management contract was awarded in February 2021. The contractor has mobilized on site and continues to perform construction activities on site.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Auburn Park New Station
SCOPE:	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 asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.
BUDGET:	\$33,000,000; on budget.
SCHEDULE:	On schedule; estimated completion date December 2025.
HIGHLIGHTS:	The new station will increase transit accessibility for the surrounding neighborhood. Benefits of this new station will reduce congestion on the Dan Ryan Expressway. This project is in the permitting phase for construction of the building. The contractor is in process of beginning work on the roadway elements as they wait for the city permits for deep foundations and excavations. Community outreach meetings were held in April and May.

PROJECT:	Car Rehabilitation – Nippon Sharyo Highliners
SCOPE:	This project involves the mid-life rehabilitation of up to 26 multiple-unit bi-level electric cars. The unit 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:	\$32,592,930; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	This project is progressing with procurements for materials and parts underway. Two cars have completed rehab activities under this program and 2 more are in process. Additional cars will continue with rehabilitation process. Additional budget was added from various completed projects to support ongoing purchasing of materials.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Commuter 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:	\$32,382,492; on budget.
SCHEDULE:	On schedule; estimated completion June 2023.
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. Sixty-eight cars completed the rehabilitation with one currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars. Additional cars are being completed as a more precise and limited rehab program.

PROJECT:	GPS Train Tracking
SCOPE:	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.
BUDGET:	\$31,742,146; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The project conceptual design phase, preliminary design, and final design are 100% complete. The First Article of Inspection and training were completed. All installation work on the MED and RID yards were also completed. Station control unit for station announcements installations have completed installation. Field testing is ongoing. Production installation phase is ongoing for all districts with cab car installation at 40% completion and trailer car installation just beginning.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	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 the 2020-2024 Capital Program.
BUDGET:	\$28,365,976; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	The Project Management Oversight contract has been awarded to WSP. WSP and Metra staff are working through the process to support capital project 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 of March 2022.

PROJECT:	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:	\$22,629,765; on budget.
SCHEDULE:	On schedule; estimated completion March 2023.
HIGHLIGHTS:	Design for the new station has been completed. The contracts for construction management and construction contractor were procured and awarded in June and July of 2021, respectively. Notice to Proceeds were issued in June 2021 for the Construction Manager and August 2021 for the Construction Contractor. Construction is in progress and continues to make headway with access ramps installed as well as retaining wall installation ongoing.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	147th Street Sibley Blvd Station
SCOPE:	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 asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.
BUDGET:	\$20,862,735; on budget.
SCHEDULE:	On schedule; estimated completion March 2023.
HIGHLIGHTS:	This project is in the permitting phase for construction of the building. The contractor is in the processing of beginning work on the roadway elements as they wait for the city permits for deep foundations and excavations. Community outreach meetings were held in April and May. Groundbreaking took place in May 2022.

PROJECT:	Substation Improvements – Matteson Substation
SCOPE:	This project is for the replacement of the rectifiers at substation 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.
BUDGET:	\$17,192,751; on budget.
SCHEDULE:	On schedule; estimated completion March 2025.
HIGHLIGHTS:	The Matteson Substation project is in the construction phase. The Notice to Proceed has been issued in January 2022. The contractor submitted the required shop drawings and the permitting process is ongoing. The contractor is mobilizing and on site work is expected to begin in June 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Car and Locomotive Cameras
SCOPE:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes but not limited to an inward facing camera which includes facial recognition, outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.
BUDGET:	\$16,155,891; 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. The contractor received Notice-to-Proceed in November 2019 for installation of passenger area cameras. Five passenger cars have been completed. Project is on-going and continuing installation activities.

PROJECT:	Crew Facilities
SCOPE:	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.
BUDGET:	\$16,000,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2025.
HIGHLIGHTS:	Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The Intergovernmental Agreement (IGA) with the village has been finalized and the design is nearing 100% design. Once the design is finalized it will be advertised for bid for construction. Metra identified three other facility locations for this project: Elgin, Western Ave and University Park. Task Order negotiations for two of the facilities at Western Ave and Elgin are ongoing and the design is expected to start in by the end of second quarter 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Gresham Area Bridges
SCOPE:	This project consists of the rehabilitation of bridges on both the main line and the Beverly Branch. The concrete, steel, and waterproofing have deteriorated on and around these bridges and require replacement. Thus, the work will include rehabilitation of deteriorated concrete and steel, removal and replacement of existing waterproofing.
BUDGET:	\$15,057,849; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	Design work for the Vincennes Ave. Bridge #98 and Morgan St. Bridge #S-102 were completed. City land swap negotiations are ongoing. Metra is proceeding without the property swap and is investigated the original elevation ordinance for the legal right to construct on City property. The designer submitted 100% drawings for review and coordination with the City of Chicago is ongoing. Bid documents are in process.

PROJECT:	75th Street Corridor Improvement Project (CIP)
SCOPE:	This project is for the engineering and construction of various elements for the 75th Street Corridor Improvement Project (CIP). Bottlenecks will be eliminated and train idling will be reduced. This project specifically is for the flyover connection from the existing tracks in the 75 th Street corridor to the existing Rock Island tracks. Multiple PAYGO and Rebuild Illinois projects are funding this work. This project is only funding the design portion of the project as well as utility relocations.
BUDGET:	\$23,000,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2023.
HIGHLIGHTS:	The design is ongoing and is 60% complete and under review by Metra. Metra developed a solicitation package for Right-of-Way acquisition services and the procurement process is ongoing. This project will relieve rail congestion by separating passenger rail lines.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Central Warehousing
SCOPE:	This project includes an acquisition of an existing warehouse facility 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.
BUDGET:	\$14,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The property acquisition has been completed. The environmental site assessment has been completed. The interior demolition is ongoing. The fencing as well as lighting installation is in progress by Metra forces. Metra has developed a procurement package for the building's roof replacement. This will be next construction element that will be completed on the warehouse building.

PROJECT:	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, addition 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:	\$13,561,551; 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 permitting process has begun and IFB package for construction services for station renovation was submitted to procurement. The IFB package will be advertised and bids will be submitted next.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Ticket Vending Machines (TVMs)
SCOPE:	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 and first year support and hosting for 300 TVMs.
BUDGET:	\$12,918,441; on budget.
SCHEDULE:	On schedule; estimated completion December 2026.
HIGHLIGHTS:	A contract has been executed with VenTek International. This project currently in the design phase. The site surveys have been completed. The preliminary design is expected to be completed by the end of May 2022.

PROJECT:	IT Components and Services
SCOPE:	This project will provide for purchase of various types of computer hardware and software for utilization at Metra Headquarters and outlying areas. Purchases will include, but are not limited to, mainframe terminal and printer replacement, mainframe tape system, replacement of obsolete network switches, computers, printers, copiers, and new servers.
BUDGET:	\$12,124,073; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	This is a multiple year and multiple project type of capital project. Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Purchase Order Releases for computer hardware and software continue in process and deliveries will continue over the next several years.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

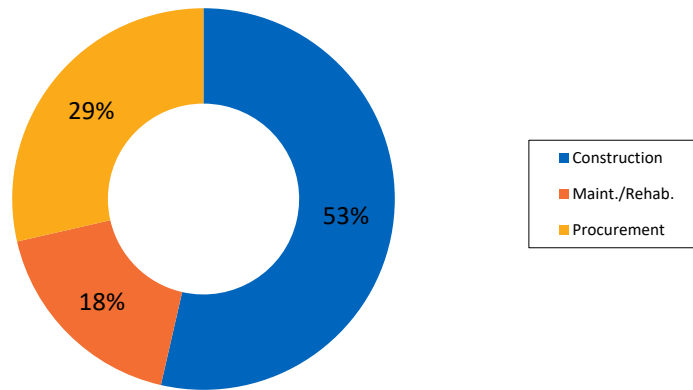
PROJECT:	Yard Improvements – Western Ave.
SCOPE:	Upgrades under this project will include, but not limited to, installation of electric heating elements for switches and the installation of steel grated boardwalks at the Western Ave. Yard, replacing the HVAC systems, and upgrading the power distribution and wayside power in the Elgin Yard. Track work within the MWD yards may include rail, ties, ballast and switches.
BUDGET:	\$11,600,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Upgrade activities for Western Ave Yard are underway. The design for the HVAC system was completed and the construction contract was awarded in October 2021. The construction permitting activities are in process. The roof replacement construction activities are to begin shortly.

PROJECT:	Right-of-Way Equipment
SCOPE:	This project will be 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.
BUDGET:	\$10,694,765; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Metra is currently waiting delivery of spot tempers and wheel loaders. The order for 15 bobcats and skid steers were received. A new high rail excavators procurement package is under review. 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.

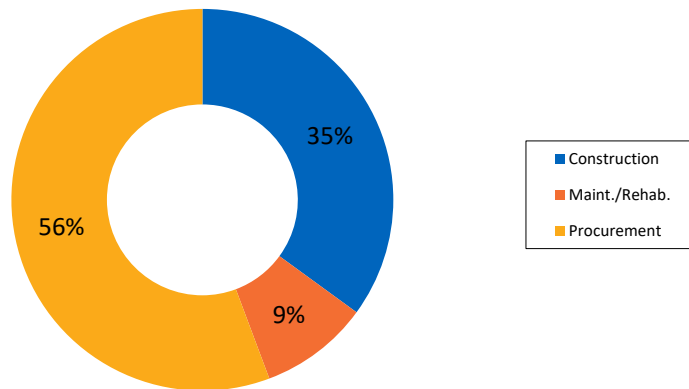
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	15	\$716,649,763
Maintenance / Rehabilitation	5	\$189,496,452
Procurement	8	\$1,139,312,554

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	New Northwest Division Garage - Wheeling	\$81,482,462
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Pace	Purchase 40' Low-Floor CNG Buses	\$75,896,625
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Pace	New I-55 Garage - Plainfield	\$54,622,973
Pace	Pace South Campus Project - Markham	\$36,916,905
Pace	River Division Expansion and Improvements	\$36,110,000
Pace	ADA Technology Upgrades and Transfer Centers	\$20,000,000
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Pace	Transit Signal Priority (TSP) Equipment and Installation Services	\$12,943,374

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	New Northwest Division Garage – Wheeling
SCOPE:	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 foot 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. Occupancies will include Pace Vanpool Services and Graphics Department including Pace’s Print Shop.
BUDGET:	\$81,482,462; on budget.
SCHEDULE:	Behind schedule; estimated completion June 2023.
HIGHLIGHTS:	Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The improvements to Old Willow Road have been completed. The design has been finalized and the procurement package for construction has been advertised. Future electrification of this garage may occur pending the recommendation of the ongoing electrification study.

PROJECT:	Purchase 30’ Low-Floor Diesel Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 30’ low-floor diesel buses. The minimum quantity to be purchased under this contract is 67 buses and the total number of buses procured will not exceed the maximum amount of 164.
BUDGET:	\$80,261,908; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 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 consists of 44 and has been executed with the vendor. Work continues with 10 buses currently in production, 6 of which are almost complete. The buses are expected to service the areas currently serviced by Fox Valley and Batavia.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	Purchase 40' Low-Floor 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 for a quantity of 47 CNG buses. The vendor will be working on a production schedule and will provide it to Pace as soon as it's established.

PROJECT:	Purchase 15-Passenger Paratransit Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. 159 buses have been purchased under this contract. A new 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 exceed the maximum amount of 753 total buses.
BUDGET:	\$69,991,388; on budget.
SCHEDULE:	Behind schedule; estimated completion September 2024.
HIGHLIGHTS:	These buses are expected to service the counties of DuPage, Kane, Lake, Will and Cook. Pace awarded a new contract for the purchase of additional vehicles in November 2020. The first order was for a quantity of 210 paratransit buses. Chassis availability has delayed production. Pace received the 10 vehicles as of Q1-2022 and the remainder of this order will hit the production line in late Q2-2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	New I-55 Garage – Plainfield
SCOPE:	This project is for the architectural and engineering services, and construction of a Pace bus maintenance and storage facility in Plainfield. In addition, road improvements using concrete will be funded to accommodate the new facility.
BUDGET:	\$54,622,973; on budget.
SCHEDULE:	Behind schedule; estimated completion September 2022.
HIGHLIGHTS:	Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Plainfield. Per the IGA, the Village of Plainfield is executing a Design-Build Agreement with Northern Builders to design and construct the Pace I-55 Plainfield Bus Garage on Pace's behalf. Once the construction is completed, Plainfield will transfer ownership of the property to Pace. Currently, the contractor progresses with construction by performing electrical and mechanical connections to the building as well as landscaping activities. Activities also continue with framing, installation of ductwork, and overhead sprinklers for the second floor of the office.

PROJECT:	Pace South Campus Project – Markham
SCOPE:	This project is for the design and engineering, construction, project management, and any associated equipment and services for three facilities for the Pace South Campus in Markham. The three facilities are the Active Transit Management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.
BUDGET:	\$36,916,905; on budget.
SCHEDULE:	On schedule; estimated completion July 2023.
HIGHLIGHTS:	Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The design for the Acceptance Facility and office building have been finalized. The construction contract has been awarded and Notice to Proceed was issued in January 2022. The contractor has mobilized on site and has been working to obtain permits.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

PROJECT:	River Division Expansion and Improvements
SCOPE:	Pace aims to expand and improve its existing River Division bus garage onto newly acquired property south of the existing garage. The design will accommodate storage, servicing, maintenance, and associated program areas for an additional 75 buses, 26 paratransit and 6 non-revenue vehicles.
BUDGET:	\$36,110,000; on budget.
SCHEDULE:	On schedule; estimated completion June 2025.
HIGHLIGHTS:	Pace entered into a contract for Architectural and Engineering services for pre-design and design services. The contractor completed the pre-design activities and a final pre-design report was submitted to Pace. The 30% design has been completed and the contractor is currently working on detailed design activities. 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 is currently on hold pending the recommendations from this study.

PROJECT:	ADA Technology Upgrades and Transfer Center
SCOPE:	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. This also includes a transfer location project in Schaumburg. Pace intends 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.
BUDGET:	\$20,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2026.
HIGHLIGHTS:	This project involves two phases with the first being consulting services related to managing the Taxi Access Program and the second is for Taxi Access Program service. Progress continued with the Taxi Access Program during this reporting period. Evaluations of proposals for Phase I are ongoing. The RFP for the second phase will be reviewed and finalized once phase one is active. Activity continues on two phases of Trapeze technology enhancements to Pace’s Trapeze paratransit scheduling system. For the transfer center, the design for the Northwest Transfer Center has been completed and the bid package will be advertised shortly.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2022

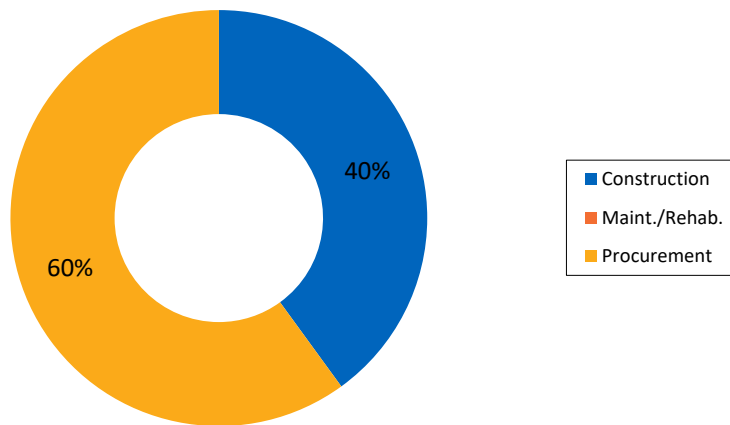
PROJECT:	Purchase 7-Passenger Vanpool Vehicles
SCOPE:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured will not exceed the maximum amount of 400.
BUDGET:	\$13,899,800; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	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 of the running boards have been installed and are in the active fleet. The vans will be utilized in the six county Pace service area.

PROJECT:	Transit Signal Priority (TSP) Equipment and Installation Services
SCOPE:	A 3 year contract for the purchase of regional TSP equipment and installation services for the implementation phase of the TSP project covering nine corridors was executed on December 17, 2019.
BUDGET:	\$12,943,374; on budget.
SCHEDULE:	On schedule; estimated completion October 2022.
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 33 of the 58 signalized intersections and continue construction along six intersections. The vendor received approval from the City of Evanston to implement TSP along Grand and Sheridan. The contractor received IDOT permit for full deployment along Roosevelt road and is mobilizing for construction. The vendor also received IDOT design approval for TSP deployment along 95 th St., 147 th St., and Cicero Ave and expects permits soon. The contractor submitted IDOT permit applications for Rand Road, Cermak Road, and 159 th St. TSP corridors.

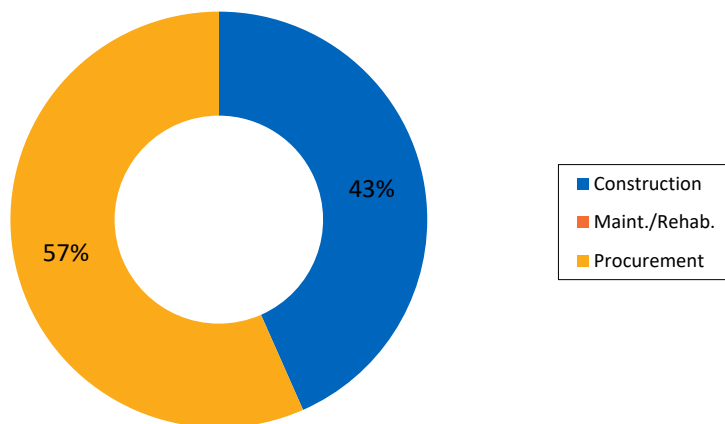
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$209,132,340
Maintenance / Rehabilitation	0	\$0
Procurement	6	\$272,993,095

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Conclusion

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



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