



Project Management Oversight Report

June 2021



**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 systemwide projects with budgets of \$10 million or more, regardless of funding source. Information in this report was collected by direct interviews, project meetings, and documented submissions from Service Board project management teams.

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

The Rebuild Illinois and PayGo funding is planned to expedite overdue repair and replacement projects, reduce the backlog of deferred improvements, and move the system toward a state of good repair. The funds enable real progress on the state of good repair, by allowing improvements and in some cases replace aging system assets.

Although this has been a difficult time due to operating funding shortfalls related to COVID-19, the Service Boards are continuing with the implementation of their capital programs. This report includes 20 Rebuild Illinois and 18 PayGo projects representing over \$1.1 billion in state funding. Many of these projects started recently and have ongoing activities. Expenditures are low due to payment milestones on the projects not yet being achieved. There are also many other Rebuild Illinois projects that are in planning or under procurement and will be included in future reports.

The 72 projects detailed in this report together represent over \$6.1 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward compliance with federal requirements or enhancing customer experience, safety, and security.

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

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

Table of Contents

Section I – State-Funded Projects	1
Project List	2
Rebuild IL Program	4
CTA	5
Metra	14
Pace	20
PayGo Program	25
CTA	26
Metra	29
Pace	35
Prior Years Programs	36
CTA.....	37
Metra	38
Pace	44
Budget Performance	46
Schedule Performance	47
Change Orders	48
Section II – Systemwide Projects over \$10,000,000	50
Systemwide	53
CTA	55
Metra	67
Pace	84
Conclusion	91

Section I

State-Funded Projects



Systemwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA-RB	5000-Series Rail Car Rehabilitation	\$221,537,449
CTA-RB	Replace Buses	\$75,964,349
CTA-RB	Cottage Grove Station	\$75,000,000
CTA-RB	Replace Non-Revenue 61st Rail Shop	\$67,500,000
CTA-PG	Elevated Track and Structure Maintenance	\$38,000,000
CTA-PG	Rail Car Maintenance	\$27,074,655
CTA-PG	Bus Maintenance	\$22,000,000
CTA-PG	Open Fare Payment System Equipment Lease - Ventra	\$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-RB	Forest Park - Advance Utility (Phase I)	\$12,075,000
CTA-PG	Facilities Maintenance	\$12,000,000
CTA-RB	Austin Station	\$5,300,000
CTA	98th Street Rail Shop Bridge Replacement	\$5,222,791
CTA-RB	Non-Revenue Vehicles - Diesel Locomotives	\$473,165
Metra-RB	Union Pacific North Line Bridges - South 11 Bridges	\$156,100,000
Metra-RB	Locomotive Purchase	\$138,916,300
Metra	Positive Train Control (PTC)	\$85,000,000
Metra	Union Pacific West Line Expansion	\$44,500,000
Metra	Auburn Park New Station	\$20,000,000
Metra-RB	Crew Facilities	\$16,000,000
Metra-PG	Create P2 - Rock Island District Connection	\$14,500,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$12,668,903
Metra-PG	Yard Improvements - Western Ave.	\$10,500,000
Metra-RB	Central Warehousing	\$10,000,000
Metra-PG	Right-Of-Way Equipment	\$10,000,000
Metra-PG	Car Rehabilitation - Nippon Sharyo - Phase 3	\$7,800,000
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-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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

Metra-RB	Smart Gates	\$1,500,000
Metra-PG	Elevator Replacement	\$300,000
Pace-RB	New I-55 Garage - Plainfield	\$43,752,500
Pace-RB	New Northwest Division Garage - Wheeling	\$43,135,380
Pace	Pace South Campus Project - Markham	\$27,100,000
Pace-RB	River Division Expansion and Improvements	\$21,260,000
Pace-RB	Bus Stop Improvements - Joliet Gateway Center	\$9,509,500
Pace	Purchase 15-Passenger Paratransit Buses	\$7,290,500
Pace-RB	ADA Technology Upgrades and Transfer Centers	\$4,200,000
Pace-PG	Professional Project Management and Oversight Consulting Services	\$425,000

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

In 2020, over \$1.3 billion of Rebuild Illinois State Bond funds were awarded to CTA, Metra and Pace. As of May 2021, 1.3% of the total funding has been expended from the grants. Many of the active projects in the PMO report are in the beginning stages and do not have expenditures yet.

Systemwide

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$18,332,476	1.3%
Unexpended	\$1,353,305,891	98.7%
TOTAL	\$1,371,638,368	100%

CTA

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$5,018,142	0.6%
Unexpended	\$820,416,046	99.4%
TOTAL	\$825,434,188	100%

Metra

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$8,238,266	2.0%
Unexpended	\$408,778,034	98.0%
TOTAL	\$417,016,300	100%

Pace

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$5,076,069	3.9%
Unexpended	\$124,111,811	96.1%
TOTAL	\$129,187,880	100%

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. Schedule 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:

The Phase 1, which addresses the first priority vehicles needs, has been completed on 350 cars. Phase 2 constitutes the major component overhaul. The first material kit for the major overhaul was received in April 2021, next delivery is scheduled for June. CTA is in the process of assessing the materials and hiring the manpower to complete the major overhaul. The startup of the overhaul process is slower due to hiring of manpower and training, however it is expected to ramp up to 14 cars per month.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$221,537,449	\$3,011,856	1%
Total Budget	\$400,000,000	\$23,136,404	6%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Phase 1 Notice-to-Proceed	August 2020	August 2020 (A)
Phase 2 Notice-to-Proceed	October 2020	October 2020 (A)
Substantial Completion	December 2025	December 2025

Highlights:

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

*Expended amounts as of May 2021.

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. Pre-production meetings were held after notice to proceed was issued. The production of the pilot bus has been completed in May. Currently the pilot bus is undergoing initial evaluations, validation, and testing. The pilot bus is scheduled to be delivered to CTA in July 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$48,164,004	\$93,844	0%
PayGo Budget	\$27,800,345	\$0	0%
Total Budget	\$128,842,036	\$93,844	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	April 2021	April 2021 (A)
Pilot Bus Delivery	July 2021	July 2021
100 Bus Delivery Completion	March 2022	March 2022

Highlights:

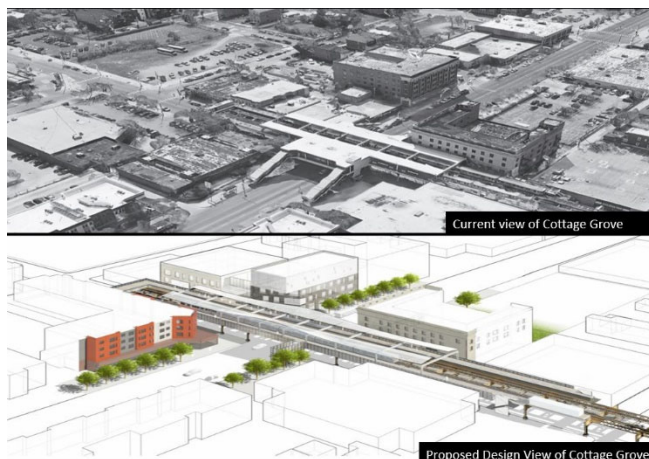
CTA buses manufactured by Nova (6400 Series) in 2000 have reached the industry standard retirement age of 12 years in 2012 and will be replaced. The 1000 Series buses manufactured by New Flyer Industries placed into service between 2004-2007 are on average 13 plus years as of the winter of 2019.

*Expended amounts as of May 2021.

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.

Status:

A contract has been awarded in January 2021 and CTA has issued a notice to proceed. Design validation is ongoing and the contractor is working on 30% design documents which are due in July.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$75,000,000	\$153	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	January 2021	January 2021 (A)
Design Completion	January 2022	January 2022
Substantial Completion	August 2024	August 2024

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 2021.

Replace Non-Revenue 61st Rail Shop

Description:

This project will provide for the construction of a new non-revenue vehicle maintenance facility for the 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 the 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. CTA Engineering has completed the 30% design drawings used in the procurement of the contractor. The contractor is continuing the design work.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$67,500,000	\$78,173	0%
Total Budget	\$75,278,917	\$1,079,760	1%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	March 2021	March 2021 (A)
Substantial Completion	March 2023	March 2023

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 2021.

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 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.



Status:

Design for this project is completed. This project is in the pre-construction phase. Permitting, shop drawings, and process plan submittals are underway with construction estimated to begin in the late summer 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
State-Funded Budget	\$6,000,000	\$7,120	0%
Rebuild Illinois Budget	\$8,782,125	\$0	0%
Total Budget	\$14,782,125	\$7,120	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	March 2021	March 2021 (A)
Substantial Completion	June 2022	June 2022

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 2021.

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.



Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$12,855,446	\$494,206	4%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Project Completion	December 2021	December 2021

Highlights:

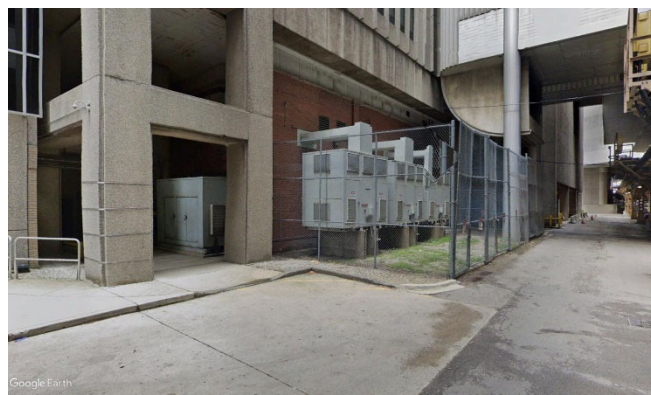
The track and structure elements being replaced as part of this project must be kept in a good state of repair in order to maintain safe and reliable service and minimize slow zones on CTA’s Jackson Park and Englewood Lines.

*Expended amounts as of May 2021.

Forest Park – Advance Utility (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 IMD, an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the Advance Utility portion of the program. As part of this project all the surveying work will be completed for the four Phase I projects.



Status:

Light Detection and Ranging (LIDAR) survey is ongoing with topographic surveying and is expected to be completed by the end of June. The utility survey and inspections started in February and are expected to be completed in August. The site survey for the Morgan substation and the Racine station is also ongoing and is at 30% completion. The geotechnical and environmental survey is expected to be completed in August.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$12,075,000	\$189,410	2%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
LIDAR Survey Completion	June 2021	June 2021
Utility Survey Completion	August 2021	August 2021
Site Survey Completion	September 2021	September 2021
Geotech Survey Completion	August 2021	August 2021

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 2021.

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.



Status:

A design contract has been awarded and the contractor is working towards the 30% design milestone. The 30% design submittal is expected in July. The station has been determined to be a historic resource and the design contract was amended to include a historic architecture consultant.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$5,300,000	\$0	0%
Total Budget	\$25,564,000	\$0	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	April 2021	April 2021 (A)
Design Completion	December 2021	December 2021
Project Completion	January 2024	January 2024

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 2021.

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.



Status:

CTA gave the manufacturer the Notice-to-Proceed in August 2020. The contractor has completed a detailed technical requirements audit with the CTA to verify constructability. The main diesel engines arrived at the assembly factory in March. Currently the contractor team is transitioning from preliminary design to production design and preparing the detailed production schedule.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$473,165	\$1,329	0%
Total Budget	\$22,731,013	\$26,237	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	August 2020	August 2020 (A)
First Locomotive Delivery	July 2022	July 2022
Substantial Completion	January 2023	January 2023

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 2021.

Union Pacific North Line Bridges Phase 2 (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.



Status:

A contract for design was advertised for bid and awarded. A Notice to Proceed with the design has been issued by Metra in June 2020. Site surveys and inspections have been completed. Design activities are ongoing and the 30% design documents have been submitted to Metra. Professional Services contract for NEPA has been awarded and the NEPA process has been initiated. Once the NEPA process is completed, design will start progressing toward the 60% milestone.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$156,100,000	\$106,656	0%
Total Budget	\$162,100,000	\$106,656	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) /Forecast
Design Notice to Proceed	June 2020	June 2020 (A)
Design Completion	September 2022	September 2022
Project Substantial Completion	December 2025	December 2025

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 2021.

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:

As part of this project, Metra has previously purchased 21 F-59H1 Locomotives. All 21 Locomotives have been received and accepted. A new requisition was processed for additional new or remanufactured diesel locomotives. The bids have been received and a contractor has been selected for the purchase of a base order of 15 remanufactured diesel locomotives. The Rebuild Illinois funding is allocated for this purchase. The cores for the first 10 locomotives are currently being built. The first locomotive is expected to be delivered in January 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$138,916,300	\$0	0%
Total Budget	\$186,576,796	\$27,157,500	15%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed (15 Locomotives)	April 2020	April 2020 (A)
15 Locomotive Order Completion	December 2022	December 2022

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 2021.

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 30% design documents for this facility have been approved by Metra in March. Currently the design is 80% complete. Once the design is approved, Metra will advertise a procurement package for construction of the Fox Lake Station Facility. Metra identified three other facility locations for this project: Elgin, Wester Ave and University Park. A procurement package for the design at these three locations is being developed by Metra.



Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$16,000,000	\$0	0%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion – Fox Lake	September 2021	September 2021
Project Completion	December 2024	December 2024

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 2021.

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.



Status:

The property acquisition has been completed. The environmental site assessment has been completed. Metra's PMO is in the process of developing an inside demolition plan and a 30% design for build out. The demolition plan is 90% complete. Once the plan is completed and approved, Metra forces will perform the inside demolition activities. Metra is in the process of securing a contract for asbestos abatement. Metra will bid this project out as a Design Build project once the demolition activities and the 30% design are completed.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$10,000,000	\$6,983,178	70%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Property Acquisition	November 2020	November 2020 (A)
Preliminary Design Completion	December 2021	December 2021
Project Completion	December 2024	December 2024

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 2021.

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.



Status:

Professional Service contract for design was advertised and awarded. A Notice to Proceed was issued by Metra in May 2020. Site surveys and inspections have been completed. The historic assessment has been initiated. Design activities are ongoing and the design is currently at 40% completion. Once design is completed, the station construction contracts will be bid out separately.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$6,381,467	\$1,113,951	17%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Notice to Proceed	May 2020	May 2020 (A)
100% Design	December 2021	December 2021

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 2021.

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.



Status:

Metra has utilized a Blanket Agreement for the purchase of Relay Cases to be utilized at the following Smart Gates locations: 72nd Street, 80th Place, 81st Street, and 90th Street on the Metra Electric District. Metra has completed a portion of the design in-house. The design portion for the remote monitoring solution will be contracted out. The procurement for this portion of the design will be advertised this summer. Hardware and software installations will be done by Metra workforce starting in the fall. At this time the project includes 14 locations, full implementation will be completed with future PayGo funding.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$1,500,000	\$34,480	2%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	December 2021	December 2021
Installation Completion	December 2024	December 2024

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 2021.

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. Pace provided approval for the final design to the Village of Plainfield and the village executed a Design-Build Amendment under the Design-Build Agreement with Northern Builders to construct the facility. Once the construction is completed, Plainfield will transfer ownership of the property to Pace. At this time, mass grading has been completed and perimeter foundations have been constructed. Watermain installation is currently in progress.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$43,752,500	\$2,572,694	6%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	November 2020	November 2020 (A)
100% Design	January 2021	January 2021 (A)
Substantial Completion	December 2022	December 2022

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 2021.

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 Wheeling facility will be equipped with a Compressed Natural Gas (CNG) vehicle fueling station designed to supply an all-CNG bus fleet. 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.



Status:

The design for the facility has been finalized. Pace is currently in the process of finalizing the procurement package for the construction of the facility. The procurement is expected to be published by the end of June. Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling, who is responsible for the design and improvements to Old Willow Road. Construction activities for the road improvements have been completed and this portion of the project is being closed out.

Budget:

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

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$43,135,380	\$1,403,869	3%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
100% Design	December 2020	December 2020 (A)
Construction Notice to Proceed	September 2021	September 2021
Substantial Completion	June 2023	June 2023

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 an all-CNG bus fleet.

*Expended amounts as of May 2021.

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.



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 has been submitted to Pace. It includes assessment and analysis of the existing buildings and sites on both the existing River Division property and new south parcel; a detailed building and site programming study and analysis; preliminary site, building, and construction phasing concept plans; culminating in recommendations for the design/construction scope for the project, including a detailed cost estimate. Site assessments, site surveys and data collection have been completed. Discussions regarding the purchase of the adjacent property continue. The cell tower and associated structure will be removed in lieu of being relocated.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$21,260,000	\$172,453	1%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Notice to Proceed	October 2020	October 2020 (A)
100% Design	December 2024	December 2024

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 2021.

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.



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 has been awarded, notice to proceed was issued in February and construction began in March. Demolition activities, utility hook ups and relocations are currently underway.

Budget:

The budget includes \$1,709,500 from prior years' state program and \$7,800,000 from the Rebuild Illinois state program.

	Budget	Expended*	Expended %
State-Funded Budget	\$1,709,500	\$0	0%
Rebuild Illinois Budget	\$7,800,000	\$6,309	0%
Total Budget	\$9,509,500	\$6,309	0%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	February 2021	February 2021 (A)
Substantial Completion	December 2021	December 2021

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 2021.

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.



Status:

On the technology upgrade projects, Pace has procured the ParaCutter scheduling software to assist with the fall 2020 runcut. Pace is working on a procurement of Trapeze technology enhancements that will include new feature implementations and rider experience improvements to Pace's Trapeze paratransit scheduling system. Pace is also in the process of procuring an Open Standards Farebox System (OSFS) from Cubic Transportation Systems. In addition, Pace is in the process of scope development for the procurement of a contractor to conduct the Taxi Access Program (TAP) Needs Assessment Phase I. On the transfer center, Pace has acquired the property for the new Northwest ADA transfer center facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Rebuild Illinois Budget	\$4,200,000	\$440,053	10%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
ParaCutter implementation	December 2020	December 2020 (A)
Trapeze Technology Enhancements	June 2021	June 2021

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 for an ADA transfer center.

*Expended amounts as of May 2021.

PayGo Funded Projects

In 2020, \$227 million of PayGo funds were awarded to CTA, Metra and Pace. As of May 2021, 28% of the total funding has been expended from the grants. Many of the active projects in the PMO report are in the beginning stages and do not have expenditures yet.

Systemwide

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$63,459,590	28.0%
Unexpended	\$163,540,410	72.0%
TOTAL	\$227,000,000	100%

CTA

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$57,428,287	40.5%
Unexpended	\$84,446,713	59.5%
TOTAL	\$141,875,000	100%

Metra

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$6,031,303	8.2%
Unexpended	\$67,743,697	91.8%
TOTAL	\$73,775,000	100%

Pace

FUNDING STATUS	TOTAL BUDGET	% OF TOTAL BUDGET
Expended	\$0	0%
Unexpended	\$11,350,000	100%
TOTAL	\$11,350,000	100%

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Elevated Track and Structure Maintenance		
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	\$24,397,382	64%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	December 2020	March 2022

PROJECT:	Replace Buses		
SCOPE:	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.		
STATUS:	A contract with Nova Bus has been executed in April of 2021. Engineering activities are ongoing and a pilot bus is scheduled to be delivered to CTA in July 2021.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$27,800,345	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	April 2021	March 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Rail Car Maintenance		
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 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	\$3,036,857	11%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	December 2020	December 2021

PROJECT:	Bus Maintenance (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:	All funds for this grant year have been expended.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$22,000,000	\$22,000,000	100%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	December 2020	March 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Open Fare Payment System Equipment Lease – Ventra (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.		
STATUS:	The annual 2020 payment for the equipment lease has been completed.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$15,000,000	\$15,000,000	100%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	December 2020	December 2020

PROJECT:	Facilities Maintenance		
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.		
STATUS:	Facilities improvements ongoing. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$12,000,000	\$7,994,048	67%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	December 2020	December 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Create P2 – Rock Island District Connection		
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 and is 30% complete. The designer will continue to make headway and go towards 40% completion.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$14,500,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	August 2020	September 2023

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.		
STATUS:	Upgrade activities for Western Ave Yard are underway. The design for the HVAC system is completed. Procurement package for HVAC construction is under review. A Task Order for the design of roof replacement has been approved in February 2021 and design activities have started. Repaving of the parking lot is 40% complete.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$10,500,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	February 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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.		
STATUS:	Contracts are in place for the purchase of 2 track stabilizers and 2 spot tempers. The delivery is due at the end of the year. Two new purchase requisitions for 3 new tie cranes and 4 ballast regulators are in process. Also, a new procurement package for heel loaders in under review.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$10,000,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	October 2020	December 2022

PROJECT:	Car Rehabilitation – Nippon Sharyo – Phase 3		
SCOPE:	This project involves the mid-life rehabilitation of bi-level trailer and cab cars. These cars were built and delivered between 2002 and 2008. This is the first major rehabilitation of these commuter cars and will be performed in multiple phases.		
STATUS:	Work on four rail cars has been completed. Rehabilitation activities continue to progress with more cars.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$7,800,000	\$2,259,184	29%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	September 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Locomotive Rebuild		
SCOPE:	This project implements a life-extending rehabilitation of locomotives. It may include, but not limited to locomotives 100-140 and 215-216. The rehab is required to ensure continued reliable service. These locomotives may decrease fuel usage and/or maintenance costs. Similarly, service liability will improve, and delays or cancellations will decrease.		
STATUS:	Rehabilitation on two locomotives is in process. Metra continues to receive kits and progresses in-house rehabilitation activities.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,875,000	\$2,433,738	35%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	November 2020	March 2022

PROJECT:	Yard Improvements – 47th St.		
SCOPE:	This project involves, but is not limited to, replacing 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 task order was awarded for oversight of the 12 KV and Sprinkle System construction. The construction contractor has initiated work and will begin major site work.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,500,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	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 West Hinsdale has been completed. Platform work is ongoing at the 103 rd Street, New Lenox, Chicago Ridge and Mundelein stations. Work is scheduled to begin at the Franklin Park and Oak Lawn station platforms in Q3.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,000,000	\$970,222	16%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	September 2020	December 2022

PROJECT:	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 design is being done in-house and it is 80% complete. Design activities will continue until 100% completion. Once final design is approved Metra will advertise a procurement for construction.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,300,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	June 2021	September 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	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:	Shelters were installed at Harvey and 75 th St. Stations. Aluminum shelters continue to be installed throughout the system. A design order for other types of shelters to be installed is in negotiations.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$352,083	12%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	October 2020	June 2023

PROJECT:	Cybersecurity Systems		
SCOPE:	This project aims to enhance Metra’s cybersecurity and implement Metra’s cybersecurity strategy. This will be done by purchasing and installation of equipment and software for scanning, prioritization, and remediation of vulnerabilities. This will be used across multiple networks for Metra.		
STATUS:	Contracts for asset management and message broadcast software were awarded and installations will be completed in June and July. Several more requisitions are in process for purchases of security software solutions.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	February 2021	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Seegar Interlocking		
SCOPE:	This project involves the replacement of the Seeger 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:	Union Pacific Railroad finalized scope and continued to work on the design. Metra is working to finalize a cooperative agreement between Metra and Union Pacific.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$2,000,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	November 2020	December 2022

PROJECT:	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 site visits at various stations to evaluate, select and negotiate the highest priorities for the elevator replacements. The 10% design has been completed. Metra’s PMO will complete the design up to 30% and the rest of the design will be completed under a Task Order contract.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$300,000	\$16,076	5%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

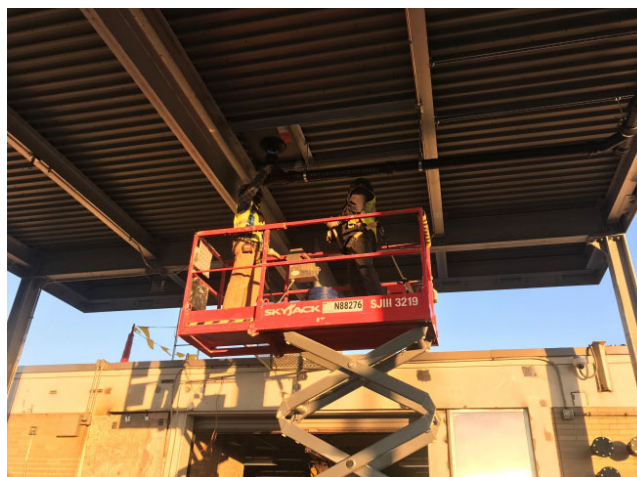
PROJECT:	Professional Project Management and Oversight Consulting Services		
SCOPE:	This project will provide professional management consulting services that are needed to assist internal staff in various departments systemwide in providing various services, such as, program planning and design oversight, construction program planning, and implementation oversight and administration.		
STATUS:	A contract has been executed with STV Construction Inc. for project management consulting services. Initial coordination meetings took place in Q1. Task 1 involves a systems review of Pace's capital projects completion process and recommendations of industry best practices.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$425,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	February 2021	November 2021

Prior Years Programs

98th Street Rail Shop Bridge Replacement (Final)

Description:

The purpose of this project is to repair damage due to a water infiltration condition at the penthouse level employee entrance and receiving room at the 98th Street Rail Shop. The rail shop is approximately 49,000 square feet and was built in 1969 with an expansion in 1993. CTA rail cars are maintained and repaired at this facility, and it is part of the 98th Street Yard, one of the largest yards in the CTA System. This project is intended to bring elements of the rail shop facility to a state of good repair.



Status:

Design for this project is completed. All phases of construction work on the rail shop bridge deck are completed, and final acceptance milestone has been reached in January 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
State-Funded Budget	\$5,222,791	\$3,666,050	70%

Schedule:

The project was completed behind schedule due to delays with procurement of materials.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	January 2020	January 2020 (A)
Substantial Completion	November 2020	December 2020 (A)

Highlights:

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

*Obligated and Expended amounts as of April 2021.

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

Description:

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



Status:

The overall project achieved federal PTC system certification in December 2020. All required Metra lines are running in Revenue Service Demonstration (RSD) and testing has been completed with all tenant operators. Under the system integrator portion of the project funded with state bonds, the contractor is in the process of turning over submittals and final documentation to Metra. The contractor will provide maintenance support while closing activities for the contract are underway.

Budget:

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

	Budget	Expended*	Expended %
State-Funded Budget	\$85,000,000	\$82,191,672	97%
Total Budget	\$406,489,445	\$339,497,754	84%

Schedule:

The project is on schedule.

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

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

*Expended amounts as of March 2021.

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

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

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

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

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

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

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

Highlights:

There are 4 core elements of the PTC system:

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

*Expended amounts as of March 2021.

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).



Status:

Construction for the eastern section has reached substantial completion in December 2020. The construction portion for the western section of the project will go out for bid in Q3 of 2021 once Metra and UPRR finalize the agreement. The procurement efforts and the project will be 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 %
State-Funded Budget	\$44,500,000	\$15,098,721	34%
Metra Portion	\$47,261,212	\$17,789,841	38%
Total Budget**	\$124,939,627		

Schedule:

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

	Milestone	Baseline Schedule	Actual (A) /Forecast
	Design Completion	March 2016	March 2016 (A)
Eastern Section Construction	Notice to Proceed	November 2017	November 2017 (A)
Eastern Section Construction	Substantial Completion	December 2020	December 2020 (A)
Western Section Construction	Notice to Proceed	October 2021	October 2021
Western Section Construction	Substantial Completion	December 2025	December 2025

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.

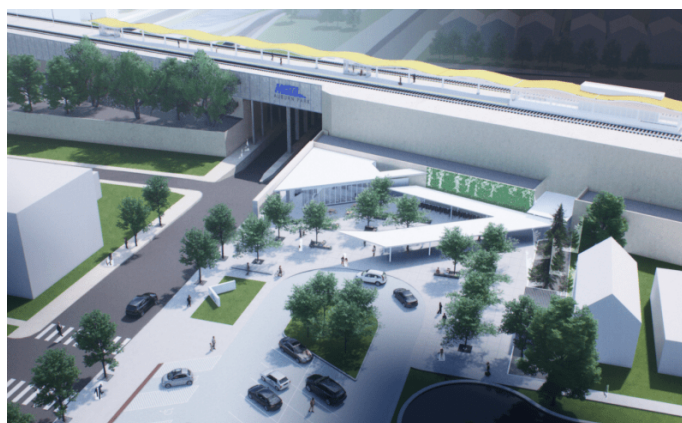
*Expended amounts as of May 2021.

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

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.



Status:

The demolition has been completed in April 2021. The design has been finalized and the procurement package for construction has been published. Bids for the construction portion of the project are due to Metra July 8, 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
State-Funded Budget	\$20,000,000	\$192,151	1%
Total Budget	\$21,572,495	\$1,739,647	8%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Award	April 2019	April 2019 (A)
Construction Award	October 2021	October 2021
Substantial Completion	June 2022	June 2022

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 2021.

Union Pacific North Line Bridges and Ravenswood Station

Description:

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

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

Status:

The bridge contractor made significant progress this reporting period and construction is almost complete. Remaining items are receiving and installing of poly-deck panels and applying anti-graffiti coating.

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 the platform work.



Budget:

The project is on budget.

	Budget	Expended*	Expended %
State-Funded Budget	\$12,668,903	\$12,608,903	100%
Total Budget	\$47,699,764	\$32,888,369	71%

*Obligated and Expended amounts as of April 2021.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

The bridge and station projects are behind schedule due to Union Pacific review time and approve the project drawings as well as issues obtaining permits for the project. The Ravenswood station schedule is also behind schedule due to extended time for UP to perform the track shift and delays on the bridge work.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	February 2013	December 2013 (A)
Notice of Award – Station	July 2017	July 2017 (A)
Notice to Proceed – Station	August 2017	August 2017 (A)
Substantial Completion – Station	January 2020	April 2022
Notice of Award – Bridges	September 2017	September 2017 (A)
Notice to Proceed – Bridges	November 2017	November 2017 (A)
Substantial Completion – Bridges	May 2020	June 2021

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.



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. Pace issued a construction procurement and bids are expected to be received by the end of May.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
State-Funded Budget	\$27,100,000	\$1,116,041	4%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
100% Design	December 2020	December 2020 (A)
Construction Notice to Proceed	August 2021	August 2021
Substantial Completion	July 2023	July 2023

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 2021.

Purchase 15-Passenger Paratransit Buses

Description:

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



Status:

The initial contract was executed with Midwest Transit for the purchase of 84 paratransit vehicles in August 2017. All 84 vehicles have been delivered and accepted. The final vehicle was delivered on June 18, 2018. A grant amendment was executed to increase the scope quantity to allow for purchase of additional vehicles. Pace has completed a second procurement process and a contract has been awarded in November 2020 to Shepard Bros Inc. All activities are currently on hold due to a bid protest and a pending lawsuit.

The first order under the contract with Shepard Bros Inc is planned for 210 vehicles. The state funds remaining in this grant will be used for 23 of the paratransit vehicles in this order, the other vehicles will be purchased with federal funding.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
State-Funded Budget	\$7,290,500	\$5,248,294	72%

Schedule:

The project is behind schedule due to an ongoing lawsuit regarding vendor selection.

Milestone	Baseline Schedule	Actual (A) /Forecast
First Vehicle Delivery	November 2015	March 2018 (A)
Last Vehicle Delivery	May 2016	June 2018 (A)
23 Additional Vehicles Delivery	October 2021	October 2021

Highlights:

Cost savings from previous paratransit vehicle purchases have been reallocated to this project, allowing Pace to purchase more vehicles.

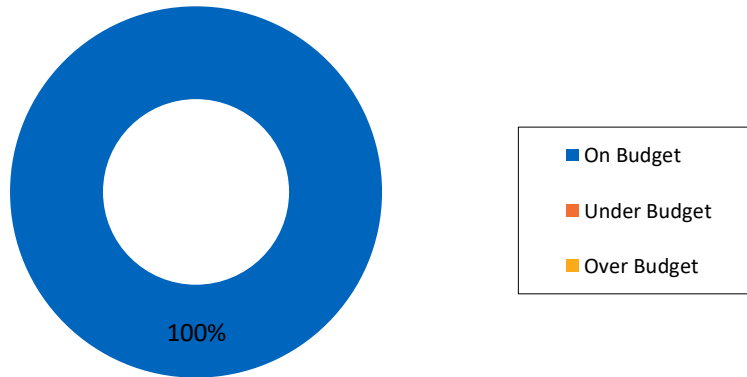
*Expended amounts as of May 2021.

Systemwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	45
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS

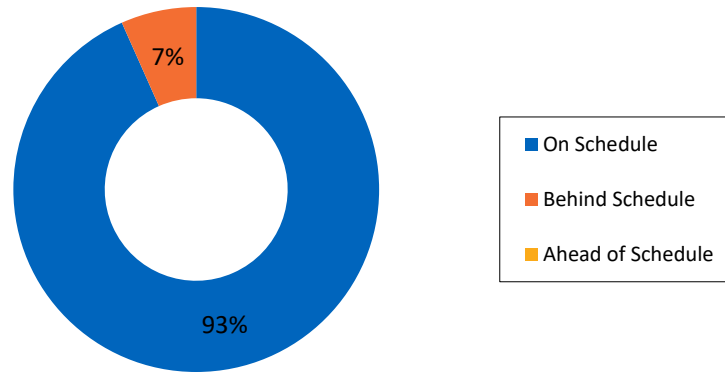


Systemwide

STATE FUNDED PROJECTS – SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	42
Behind Schedule	3
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



Projects Behind Schedule

SB	PROJECT	REASON
CTA	98 th Street Rail Shop Bridge Replacement	Contractor was unable to procure material in time.
Metra	Union Pacific North Line Bridges and Ravenswood Station	Additional time needed for Union Pacific approval as well as obtaining permits
Pace	Purchase 15-Passenger Paratransit Buses	Pending litigation regarding contractor selection.

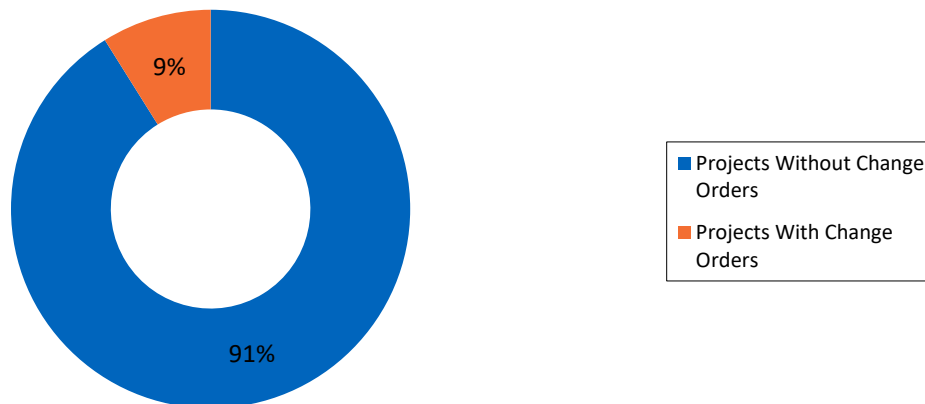
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	4
Projects Without Change Orders	41

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
CTA	98 th Street Rail Shop Bridge Replacement	1
Metra	Positive Train Control (PTC)	14
Metra	Union Pacific North Line Bridges and Ravenswood Station	9
Metra	5 Station Design	1

Systemwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	14	\$16,131,166
Unforeseen Conditions	6	\$162,101
Errors and Omissions	4	\$352,557
Time Extensions	1	\$0
TOTAL	25	\$16,645,824

The change order quantities and cost amounts represent the cumulative total for the 45 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. Fourteen of the total change orders were for the Positive Train Control project, which was a complex projects using new software and requiring integration that has not been done before, therefore it was not unusual for changes to occur.

In this reporting period, Metra executed a change order for the 5 Station design project on the Metra Electric Line. Change Order 1 includes design changes to eliminate the platforms shelters and replaces them with larger enclosed headhouses, extends the platform canopies, provides a 1,500 sq.ft. tenant space at 95th Street, and adds a second south entrance to the 95th Street Station. Metra also executed a change order on the Union Pacific North Line Bridges project to adjust the waterproofing method.

CTA executed a change order for the 98th Street Shop Bridge Replacement project due to unforeseen field conditions and to provide a credit for unused allowances.

Section II

Systemwide Projects over \$10,000,000



Systemwide

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
Metra	Positive Train Control (PTC)	\$406,489,445
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	O'Hare Line - Signal Upgrades & Special Trackwork	\$207,100,000
Metra	Locomotive Purchase	\$186,576,796
Metra	Union Pacific North Line Bridges - South 11 Bridges	\$162,100,000
CTA	Replace Buses	\$128,842,036
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,278,505
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
CTA	Replace Non-Revenue 61st Rail Shop	\$75,278,917
Metra	New Bi-Level Cars	\$75,232,683
CTA	Cottage Grove Station	\$75,000,000
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$55,055,522
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$47,699,764
Metra	Financial System Replacement	\$44,569,931
Pace	New I-55 Garage - Plainfield	\$43,752,500
Pace	New Northwest Division Garage - Wheeling	\$43,135,380
Pace	Purchase 40' Low-Floor Diesel Buses	\$41,786,531
Metra	Yard Improvements	\$40,272,115
Metra	Bridge A-32 Reconstruction	\$38,041,561
CTA	Elevated Track and Structure Maintenance	\$38,000,000
Metra	Commuter Car Rehabilitation - Budd	\$33,319,746
Metra	Traction Power System Augmentation - Metra Electric District	\$32,264,285
Metra	Locomotive Rehabilitation - MP36	\$30,802,491
Pace	Pace South Campus Project - Markham	\$27,100,000
CTA	Rail Car Maintenance	\$27,074,655
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$26,362,697
Metra	GPS Train Tracking	\$26,277,383
CTA	Austin Station	\$25,564,000
CTA	Rail Car Overhaul - 2600-Series	\$25,314,552
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
CTA	Bus Maintenance	\$22,000,000
Metra	Auburn Park New Station	\$21,572,495
Pace	River Division Expansion and Improvements	\$21,260,000
Pace	Purchase Vanpool Vehiclesn	\$20,011,499

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

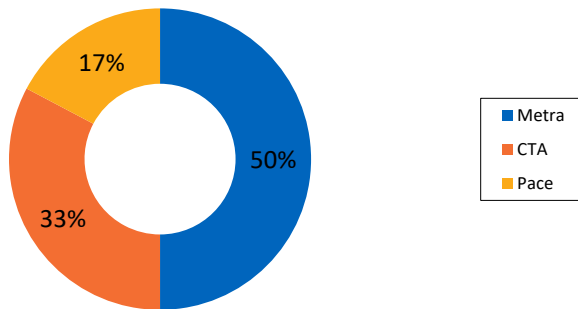
Metra	Peterson-Ridge New Station	\$18,629,765
Metra	Revenue Accounting System	\$17,752,747
Metra	Program Management	\$16,800,000
Metra	Crew Facilities	\$16,000,000
CTA	Systemwide Traction Power Upgrades	\$15,166,629
CTA	Open Fare Payment System Equipment Lease - Ventra	\$15,000,000
Metra	Car and Locomotive Cameras	\$14,805,891
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
Metra	Create P2 - Rock Island District Connection	\$14,500,000
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
CTA	Green Line - Jackson Park	\$12,855,446
Metra	IT Components and Services	\$12,384,813
CTA	Forest Park - Advance Utility (Phase I)	\$12,075,000
CTA	Facilities Maintenance	\$12,000,000
Metra	Yard Improvements - Western Ave.	\$10,500,000
Metra	Central Warehousing	\$10,000,000
Metra	Van Buren St. Station	\$10,000,000
Metra	Right-Of-Way Equipment	\$10,000,000

Systemwide

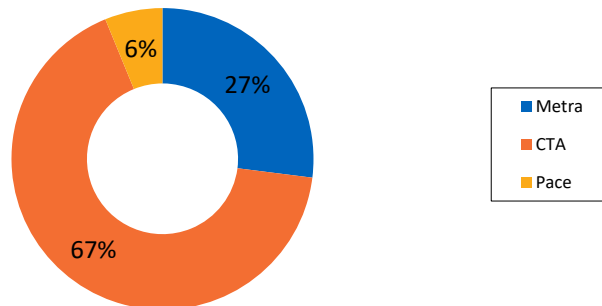
PROJECTS OVER \$10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	19	\$4,052,010,367
Metra	29	\$1,636,789,813
Pace	10	\$374,142,380
TOTAL	58	\$6,062,942,560

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Systemwide

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

TYPE OF PROJECT	QUANTITY	COMBINED BUDGET
Construction	24	\$3,211,715,816
Maintenance / Rehabilitation	15	\$946,135,012
Procurement	19	\$1,905,091,732

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	6	\$2,406,108,268
Maintenance / Rehabilitation	9	\$759,511,282
Procurement	4	\$886,390,817
TOTAL	19	\$4,052,010,367

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	14	\$670,359,668
Maintenance / Rehabilitation	6	\$186,623,730
Procurement	9	\$779,806,415
TOTAL	29	\$1,636,789,813

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$135,247,880
Maintenance / Rehabilitation	0	\$0
Procurement	6	\$238,894,500
TOTAL	10	\$374,142,380

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	O'Hare Line - Signal Upgrades & Special Trackwork	\$207,100,000
CTA	Replace Buses	\$128,842,036
CTA	Replace Non-Revenue 61st Rail Shop	\$75,278,917
CTA	Cottage Grove Station	\$75,000,000
CTA	Elevated Track and Structure Maintenance	\$38,000,000
CTA	Rail Car Maintenance	\$27,074,655
CTA	Austin Station	\$25,564,000
CTA	Rail Car Overhaul - 2600-Series	\$25,314,552
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
CTA	Bus Maintenance	\$22,000,000
CTA	Systemwide Traction Power Upgrades	\$15,166,629
CTA	Open Fare Payment System Equipment Lease - Ventra	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA	Green Line - Jackson Park	\$12,855,446
CTA	Forest Park - Advance Utility (Phase I)	\$12,075,000
CTA	Facilities Maintenance	\$12,000,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Red Purple Modernization (RPM) – Phase I
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 on this project. Foundation renewal work at Montrose continued. Temporary station construction is almost completed with only a few final items to be address. The Pre-Stage Signal System Commissioning is in progress. This includes 4 new signal houses and 2 interlockings for Pre-Stage. Steel setting for the new bypass track was completed and deck pours started. Construction of the new temporary track started as well as renovation work on the existing structure continued.

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 may exercise options to increase the budget and purchase additional cars if funding is available. A design consultant will assist with quality control.
BUDGET:	\$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	<p>Status conferences continued with CRRC to address/track various items. Technical meetings were held to discuss the brake calipers and open technical issues.</p> <p>Non-revenue service was completed, and revenue service began during this reporting period as well. ATC Software certification was completed this reporting period and is now installed and approved for use in Revenue Service.</p> <p>CTA inspection personnel are working in China and continue to conduct welded subassembly checks and car body shell inspections. There are 10 assembled car body shells and 26 cars total in various stages of completion.</p>

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	5000-Series Rail Car Rehabilitation
SCOPE:	<p>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.</p> <p>Schedule 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.</p>
BUDGET:	\$400,000,000; on budget.
SCHEDULE:	On schedule; estimated completion June 2025.
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.

PROJECT:	O'Hare Line – Signal Upgrades & Special Trackwork
SCOPE:	<p>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 systems across the country after the WMATA incident in 2009, including CTA's signal systems. NTSB uncovered a similar design flaw with this generation system and recommended that a slow zone be added. Phase five work will address these issues, allowing the slow zone to be lifted, and improving safety and reliability on the branch overall. Replacement of two special track-work elements to facilitate train movements and allow for increased operational flexibility and reduced maintenance.</p>
BUDGET:	\$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion May 2021.
HIGHLIGHTS:	Central and Foster cutover completed. The contractor started discrepancy closure at Jefferson Park, Central, and Foster Relay Houses. Wayside Signal Equipment Installation continues. Alstom continued work on the Book of Plans and reviewed by CTA. Factory Acceptance Testing continues to progress. The contractor is continuing to develop an achievable schedule to meet substantial completion.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Replace Buses
SCOPE:	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.
BUDGET:	\$128,842,036; on budget.
SCHEDULE:	On schedule; estimated completion March 2022.
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 13 plus years as of the winter of 2019.

PROJECT:	Replace Non-Revenue 61st Rail Shop
SCOPE:	This project will provide for the construction 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:	\$75,278,917; on budget.
SCHEDULE:	On schedule; estimated completion March 2023.
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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$75,000,000; 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. 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.

PROJECT:	Elevated Track and Structure Maintenance
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system.
BUDGET:	\$38,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2022.
HIGHLIGHTS:	The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Rail Car Maintenance
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary 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:	\$27,074,655; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
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.

PROJECT:	Austin Station
SCOPE:	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.
BUDGET:	\$25,564,000; on budget.
SCHEDULE:	On schedule; estimated completion January 2024.
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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Rail Car Overhaul – 2600-Series
SCOPE:	This project is for an overhaul of ninety 2600 Series rail cars in order to extend their useful life.
BUDGET:	\$25,314,552; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
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. The first delivery of material is expected to arrive in May 2021 and the overhaul is expected to take place in the first half of 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 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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Bus Maintenance (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:	\$22,000,000; on budget.
SCHEDULE:	On schedule; Completed in March 2021.
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. All funding related to this project has been expended. This will be the final update for this project.

PROJECT:	Systemwide Traction Power Upgrades
SCOPE:	The purpose of this project is to implement tactical traction power system improvements that will enable the CTA to continue to meet existing traction power needs and also increase traction power capacity to meet future demand. These improvements will address state of good repair by repairing or replacing worn or obsolete equipment. A priority for this project is to implement tactical traction power improvements to meet the future traction power demand of the 7000 series railcar fleet on the Blue Line.
BUDGET:	\$15,166,629; on budget.
SCHEDULE:	On schedule; estimated completion September 2022.
HIGHLIGHTS:	Seven of the fourteen transformers completed installation at the 17 th , Washington, Harding, and Lotus substations. Construction continued with activities on the Franklin Substation. KEMA testing for oil type transformers, post factory testing for the Franklin substation transfer 1, and site preparation at Franklin substation were completed during this reporting period.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Open Fare Payment System Equipment Lease – Ventra (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; Completed in December 2020.
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. All funds for this have been paid and this project is considered closed. 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 aging escalators and elevator at the O’Hare 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.
BUDGET:	\$14,782,125; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Green Line – Jackson Park
SCOPE:	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.
BUDGET:	\$12,855,446; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
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.

PROJECT:	Forest Park – Advance Utility (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 IMD, an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the Advance Utility portion of the program. As part of this project all the surveying work will be completed for the four Phase I projects.
BUDGET:	\$12,075,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2021.
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.

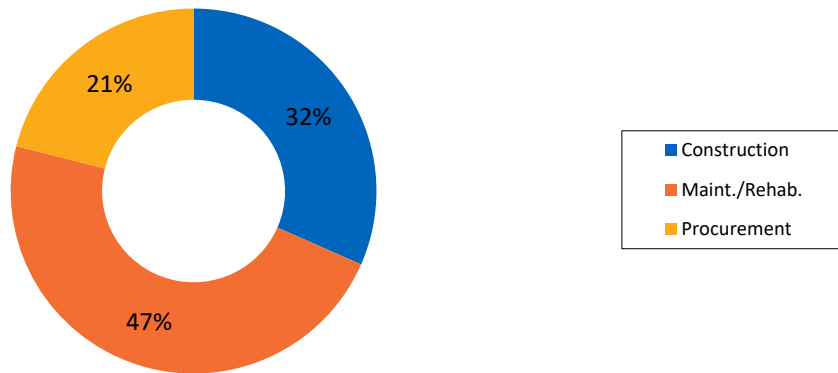
REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Facilities Maintenance
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; estimated completion December 2021.
HIGHLIGHTS:	The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear & tear, and bearing failures.

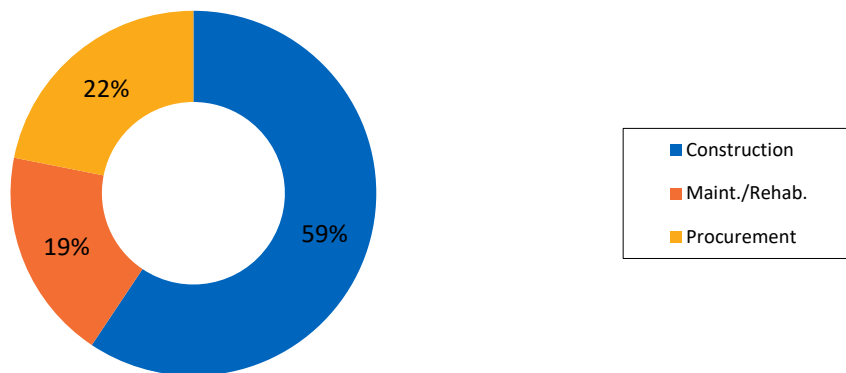
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	6	\$2,406,108,268
Maintenance / Rehabilitation	9	\$759,511,282
Procurement	4	\$886,390,817

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	Positive Train Control (PTC)	\$406,489,445
Metra	Locomotive Purchase	\$186,576,796
Metra	Union Pacific North Line Bridges - South 11 Bridges	\$162,100,000
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,278,505
Metra	New Bi-Level Cars	\$75,232,683
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$55,055,522
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$47,699,764
Metra	Financial System Replacement	\$44,569,931
Metra	Yard Improvements	\$40,272,115
Metra	Bridge A-32 Reconstruction	\$38,041,561
Metra	Commuter Car Rehabilitation - Budd	\$33,319,746
Metra	Traction Power System Augmentation - Metra Electric District	\$32,264,285
Metra	Locomotive Rehabilitation - MP36	\$30,802,491
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$26,362,697
Metra	GPS Train Tracking	\$26,277,383
Metra	Auburn Park New Station	\$21,572,495
Metra	Peterson-Ridge New Station	\$18,629,765
Metra	Revenue Accounting System	\$17,752,747
Metra	Program Management	\$16,800,000
Metra	Crew Facilities	\$16,000,000
Metra	Car and Locomotive Cameras	\$14,805,891
Metra	Create P2 - Rock Island District Connection	\$14,500,000
Metra	Homewood Station	\$13,561,551
Metra	IT Components and Services	\$12,384,813
Metra	Yard Improvements - Western Ave.	\$10,500,000
Metra	Central Warehousing	\$10,000,000
Metra	Van Buren St. Station	\$10,000,000
Metra	Right-Of-Way Equipment	\$10,000,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Positive Train Control (PTC) (Final)
SCOPE:	Pursuant to the US Rail Safety Improvement Act of 2008, the United States railroad network, which includes all Metra lines, is required to implement PTC. In addition to this legislative mandate, justification for PTC also involves several safety improvements.
BUDGET:	\$406,489,445; on budget.
SCHEDULE:	On schedule; Substantial completion reached on December 2020.
HIGHLIGHTS:	The overall project achieved federal PTC system certification in December 2020. All required Metra lines are running in Revenue Service Demonstration (RSD) and testing has been completed with all tenant operators. Under the system integrator portion of the project funded with state bonds, the contractor is in the process of turning over submittals and final documentation to Metra. The contractor will provide maintenance support while closing activities for the contract are underway. This will be the final update on this project.

PROJECT:	Locomotive Purchase
SCOPE:	This project involves the purchase of at least twelve (12) and up to forty-two (42) new and/or remanufactured diesel locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average.
BUDGET:	\$186,576,796; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Metra has recently given a Notice-to-Proceed for the purchase of 21 F-59H1 Locomotive. 21 Locomotives have been received and conditionally accepted. A new requisition was processed for additional new or remanufactured diesel locomotives. The bids have been received and a contractor has been selected for the purchase of a base order of 15 remanufactured diesel locomotives. The Rebuild Illinois funding is allocated for this purchase. The cores for the first 10 locomotives are currently being built. The first locomotive is expected to be delivered in January 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Union Pacific North Line Bridges – South 11 Bridges
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 2024.
HIGHLIGHTS:	A contract for design was put out for bids and awarded. Metra issued the designer a Notice to Proceed in June 2020. Site surveys and inspections were completed. Design activities continue with 30% design submitted to Metra. NEPA Professional Services contract were awarded and the NEPA process has begun. Design will begin progressing to the 60% milestone 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 2020 for Eastern Section.
HIGHLIGHTS:	Construction for the eastern section reached substantial completion in December 2020. The construction portion for the western section of the project will go out for bid in Q3 of 2021 once Metra and UPRR finalize the agreement. The procurement efforts and the project will be led by UPRR.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Replace Bridges, 18th to 55th Streets – Rock Island District
SCOPE:	Project funding provides for the replacement of bridges between 18th Street and 60th Street on the Rock Island District. It will also include new tracks, signal systems, flagging, and management and inspection work for the project.
BUDGET:	\$120,278,505; on budget.
SCHEDULE:	On schedule; estimated completion 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 estimated project completion date for construction is December 2021 to allow enough time for phase 3 construction.

PROJECT:	New Bi-Level Cars
SCOPE:	The long-term proposed rail car program will purchase 367 new diesel cars to replace 318 cars with an average age of 43 years and increase the number of spare cars by 49.
BUDGET:	\$75,232,683; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Metra has completed final specification in early 2017 and had went out for RFP in mid-2017. In Mid-2018, Metra decided to cancel the previous Bid and to go for rebid. Metra’s Mechanical department finalized specification, opened up the RFP, and awarded the contract to Alstrom. NTP was given in April 2021 and the contractor has initiated manufacturing activities.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 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 62 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:	\$55,055,522; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	This phase of program began in November 2018 and expected to be finish by December 2024. Seventy-seven cars completed the rehab with four cars in progress.

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:	\$47,699,764; on budget.
SCHEDULE:	Behind schedule; estimated completion April 2022.
HIGHLIGHTS:	<p>Construction of bridges is at near completion with final punch-list items remaining. These include anti-graffiti coatings and installation of polydeck panels.</p> <p>The station contractor resumed work and is progressing with work beginning on construction of the station itself.</p> <p>Union Pacific has completed the scheduled track work.</p>

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$44,569,931; on budget.
SCHEDULE:	On schedule; estimated completion date extended to December 2024.
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 2020. A requisition for new ticket vending machines is aiming to be awarded in Q3 this year. Migration of AX 2012 to Dynamics 365 is 50% complete.

PROJECT:	Yard Improvements (Final)
SCOPE:	This project includes, but not limited to, the rehabilitation of the 49th Street Car Shop on the Rock Island line to enable additional shift work for rail car and locomotive rehabilitation. Work could also include, but not be limited to, expanding office space, crew facilities, transfer table, and locker rooms.
BUDGET:	\$40,272,115; on budget.
SCHEDULE:	On schedule; Substantial completion reached March 2021.
HIGHLIGHTS:	Track work undertaken by Metra forces is substantially complete. Construction on this project started in April 2018 and reached substantial completion in March 2021. Metra has a change order for mechanical equipment and punch list items remaining. These items will make the new facilities fully functional for its intended purposes. This will be the final update for this project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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 extended to December 2024.
HIGHLIGHTS:	The construction contract was awarded in October 2020 and construction management contract was awarded in February 2021. Permitting is in process, which will follow with construction site work soon after.

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:	\$33,319,746; on budget.
SCHEDULE:	On schedule; estimated completion extended to June 2022.
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-three 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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Traction Power System Augmentation – Metra Electric District (Final)
SCOPE:	Four existing tie stations (51st Street, 95th Street, Riverdale, and Homewood) will be converted into power substations with substantially greater power capacity and installing a new prefabricated substation at 31st Street.
BUDGET:	\$32,264,285; on budget.
SCHEDULE:	On schedule; Substantial completion reached April 2021.
HIGHLIGHTS:	Converting the tie stations into substations and installing a new substation will increase capacity and reliability on the Metra Electric District. Construction was performed moving from north to south. Construction was completed at 31st Street and 51st Street. Design for 95 th Street and Riverdale are 100% complete. Bids were received and contract was awarded for both 95 th St. and Riverdale substation construction. The contractor was issued an NTP in October 2018 and reached substantial completion this reporting period. This will be the final update on this project.

PROJECT:	Locomotive Rehabilitation – MP36 (Final)
SCOPE:	This project involves the mid-life rehabilitation of 27 locomotives that were delivered between 2003 and 2004.
BUDGET:	\$30,802,491; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Work related to this project is almost all completed with few punchlist items remaining. All work was performed in-house where locomotives were being strategically removed from service to undergo rehabilitation with minimal impact to revenue service. All locomotives completed the rehabilitation and painting of three locomotives is all that remains. This will be the final update for this project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$26,362,697; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2025.
HIGHLIGHTS:	This project is underway with procurements for materials and parts are underway. The first two cars have initiated rehab activities under this program and are in progress in the shop. Additional budget was added from various completed projects to support ongoing purchasing of materials.

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:	\$26,277,383; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Contract has been awarded and project kick-off meeting was held. The project is in the conceptual design phase is 100% complete. The preliminary design phase is at 100% completion and final design is at 100% completion. The First Article of Inspection and training have been completed. Similarly, all installation work on the MED and RID yards are completed as well. Production installation phase has begun for backbone for APC's.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$21,572,495; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The contract to demo the bridge was awarded and Notice-to-Proceed was given in August 2020 and is expected to be completed by the end of the year. Metra finalized the real estate acquisition of the building in November and demolition will continue to February 2021. The demolition was completed in April 2021. The design was finalized and the procurement package for construction has been published. Bids for the construction portion of the project are due to Metra July 8.

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:	\$18,629,765; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to December 2021.
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 this year, respectively. Notice to Proceeds were issued in June for the Construction Manager and August for the Construction Contractor. The Contractor for the station construction was issued a stop work order due to pending permitting approvals and is expected to resume activities by next quarter.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Revenue Accounting System
SCOPE:	Metra will implement a new and updated revenue accounting system and will also provide funding for Metra to scope and release an RFP to integrate its current financial system into an Enterprise Resource Planning (ERP) system that will be compliant with current best practices.
BUDGET:	\$17,752,747; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to December 2021.
HIGHLIGHTS:	The Phase 4 of the Financial System Replacement, the Revenue Accounting module, went live as of October 2020. A requisition is in process for ticket vending machines. Bids have been received and are currently under review and anticipating award in Q3 of this year.

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:	\$16,800,000; 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.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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 December 2024.
HIGHLIGHTS:	Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. Metra identified three other facility locations for this project: Elgin, Wester Ave and University Park. A procurement package for the design at these three locations is being developed by Metra. 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.

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:	\$14,805,891; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The new technology will allow recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. In addition, individual frames will not be grainy or distorted. Currently, the DVR system is in full scale installation by Metra Forces. The contractor received Notice-to-Proceed in November 2019 for the installation. The installation of passenger area cameras is completed on three passenger cars and currently being installed on the three passenger cars.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Create P2 – Rock Island District Connection
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.
BUDGET:	\$14,500,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2023.
HIGHLIGHTS:	This project will relieve rail congestion by separating freight and passenger rail lines.

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% design for the station is under review by Metra and PMO. The Consultant is reviewing construction bid documents before it goes out to bid. Relocation of electrical service work is underway by Metra Forces.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$12,384,813; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	This is a multiple year and multiple project type of capital project. Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Purchase Order Releases for computer hardware and software continue in process and deliveries will continue over the next several years.

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:	\$10,500,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The design for the HVAC system is completed. Procurement package for HVAC construction is under review. A Task Order for the design of roof replacement was approved in February 2021 and design activities have started. Repaving of the parking lot is 40% complete. The improvement items are required to upgrade the existing facilities to meet present-day Metra standards for working conditions. The improvements will lower operating costs due to improved maintenance efficiency.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	<p>The property acquisition and environmental site assessment were completed. Metra’s PMO are developing a demolition plan and a 30% design. The demolition plan is 90% complete. Once completed and approved, Metra forces will perform the work. Metra is securing an asbestos abatement contract. This will go out for bid as a Design-Build project once the demolition and 30% design are completed.</p> <p>This project will consolidate all warehouse operations to provide a singular, central location for materials. This will allow Metra to better manage its inventory of materials through better tracking and reduction of ordering redundancies.</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:	\$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Metra awarded the consultant contract for station concept design. The concept design is at 100% completion. The second phase of concept design is underway, and the 30% design has been submitted. Additional changes to specifications were submitted and received Board approval during this reporting period.

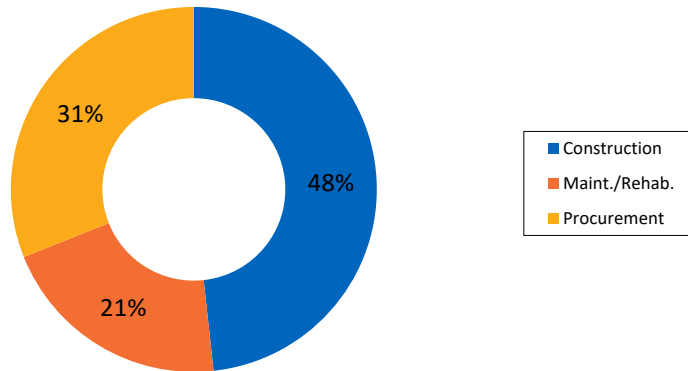
REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	<p>Contracts are in place for the purchase of 2 track stabilizers and 2 spot tempers. The delivery is due at the end of the year. Two new purchase requisitions for 3 new tie cranes and 4 ballast regulators are in process. Also, a new procurement package for heel loaders in under review.</p> <p>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.</p>

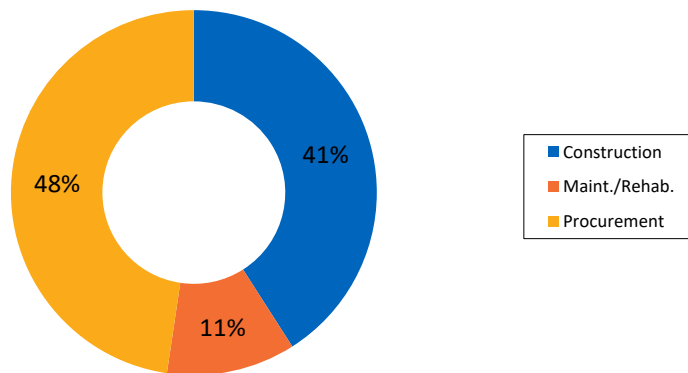
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	14	\$670,359,668
Maintenance / Rehabilitation	6	\$186,623,730
Procurement	9	\$779,806,415

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Pace	New I-55 Garage - Plainfield	\$43,752,500
Pace	New Northwest Division Garage - Wheeling	\$43,135,380
Pace	Purchase 40' Low-Floor Diesel Buses	\$41,786,531
Pace	Pace South Campus Project - Markham	\$27,100,000
Pace	River Division Expansion and Improvements	\$21,260,000
Pace	Purchase Vanpool Vehiclesn	\$20,011,499
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 2021

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. The vendor is expected to begin production in December 2021 and have all buses delivered in June 2022. The buses are expected to service the areas currently serviced by Fox Valley and MV Batavia.

PROJECT:	Purchase 15-Passenger Paratransit Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. 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 that will be utilized in the ADA Paratransit Service Program was awarded in November 2020. The minimum quantity to be purchased under this contract is 170 buses and the total number of buses procured will not exceed the maximum amount of 753.
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. The project is currently on hold due to a case related to this project. Once the case is resolved, a production schedule will be determined.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

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:	\$43,752,500; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
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. Pace provided approval for the final design to the Village of Plainfield and the village executed a Design-Build Amendment under the Design- Build Agreement with Northern Builders to construct the facility. Once the construction is completed, Plainfield will transfer ownership of the property to Pace. At this time, mass grading has been completed and perimeter foundations have been constructed. Watermain installation is currently in progress.

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 Wheeling facility will be equipped with a Compressed Natural Gas (CNG) vehicle fueling station designed to supply an all-CNG bus fleet. 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 Departments including Pace's Print Shop.
BUDGET:	\$43,135,380; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The design for the facility has been finalized. Pace is currently in the process of finalizing the procurement package for the construction of the facility. The procurement is expected to be published by the end of June. Pace entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling, who is responsible for the design and improvements to Old Willow Road. This portion of the project for the road improvements were completed and are being closed out.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	Purchase 40' Low-Floor Diesel Buses (Final)
SCOPE:	This project is a new contract in June 2019 for the one-time purchase of (75) 40' low-floor diesel transit buses. A change order was issued to increase the value by (10) buses, bringing the total to (85) buses.
BUDGET:	\$41,786,531; on budget.
SCHEDULE:	On schedule; estimated completion November 2020.
HIGHLIGHTS:	Pace placed an order for the delivery of a total of 85 buses. To date, all 85 buses have been received and are in service. The buses are expected to service the routes currently serviced by West Division. This will be the final update on this project.

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

PROJECT:	River Division Expansion and Improvements
SCOPE:	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.
BUDGET:	\$21,260,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
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. Site assessments, site surveys and data collection were completed. Discussions continued regarding the purchase of the adjacent property. The cell tower and associated structure will be removed in lieu of being relocated.

PROJECT:	Purchase Vanpool Vehicles (Final)
SCOPE:	The vanpool procurement for conversion vehicles allowed for multiple awards based on van types. Therefore, this procurement was awarded to two vendors, each with a five-year indefinite delivery/indefinite quantity contract. They have a combined minimum of 70 and maximum of 525 conversion vans. The contracts are for purchasing of 7, 10, and 14 passenger conversion vans.
BUDGET:	\$20,011,499; on budget.
SCHEDULE:	On schedule; completed in June 2021.
HIGHLIGHTS:	To date, a total of 278 conversion vehicles have been ordered and all have been received and are in service. There were 70 Seven-Passenger, 30 Ten-Passenger and 178 Fourteen-Passenger vehicles purchased under this contract. These contracts expire in June and are now considered complete. This will be the final update on this project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2021

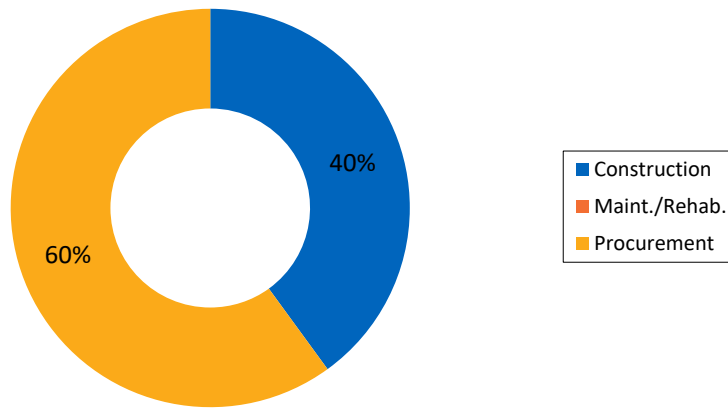
PROJECT:	Purchase 7-Passenger Vanpool Vehicles
SCOPE:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured 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. The vans are not yet in service due to necessary vehicle modifications currently taking place. Pace is in process of executing a sole source contract with the vendor to install passenger running boards on all vehicles in this, and future, orders. This is expected to take place in Q3-2021. 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:	Activities continue to progress with the implementation phase of the TSP project. The vendor received another response on the permit application for Dempster Street and Grand Avenue. The vendor is currently updating permits to address the new comments from IDOT. IDOT requested minor changes in design plans of the permit for Grand Avenue TSP and discussed starting the install at various intersections for testing purposes. The vendor continues to work on submitting remaining permit applications.

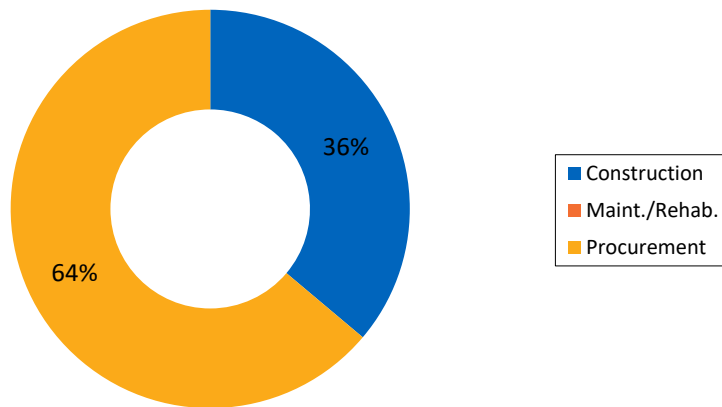
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$135,247,880
Maintenance / Rehabilitation	0	\$0
Procurement	6	\$238,894,500

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 have started and are included in this report. The current projects underway will improve the region's state of good repair, while others are directed to improvements in customer convenience, safety and security, or compliance with federal requirements. It continues to show the results of great efforts made by collaboration between the RTA, the Service Boards, various governmental entities and local municipalities.



175 W. Jackson Blvd., Ste. 1550
Chicago, Illinois 60604
Phone: (312) 913-3200
www.rtachicago.org