



Regional Transportation Authority

175 West Jackson Blvd.
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Chicago, Illinois 60604
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Public Agenda

Finance Committee

Thursday, June 20, 2019

Board Room

8:30 a.m.

1. Roll Call

2. Approval of Minutes

2.a. From the meeting held on May 16, 2019

3. Information Items

3.a. Report on Monthly Financial Results - April 2019

3.b. Presentation of the Semi-Annual PMO report

4. Action Items

4.a. Ordinances authorizing the execution of 2019 Federal Funding Allocation Agreements between NE-Illinois, NW-Indiana and SE-Wisconsin, amending the 2019-2023 Capital Program, and amending and extending ICE Funded Projects

ADJOURNMENT

MINUTES OF A PUBLIC MEETING OF THE FINANCE COMMITTEE OF THE
BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY

The Finance Committee of the Board of Directors of the Regional Transportation Authority met in public session on Thursday, May 16, 2019 at 8:40 a.m., in Suite 1650, 175 W. Jackson Blvd., Chicago, Illinois, pursuant to notice.

Committee Chairman Magalis presided.

ROLL CALL

Committee members present (7): Coulson, Groven, Holt, Lewis (at item 3a), Magalis, Melvin, Troiani (phone)

Committee members absent (1): Kotel

Other Board members present: Durante, Frega, Higgins, Pang (at item 3a), Ross, Chairman Dillard

Approval of minutes from the meeting held on April 18, 2019

Director Melvin moved, and Director Groven seconded that the minutes from the meeting held on April 18, 2019 be approved as submitted. The motion carried on the following roll call vote:

6 Ayes: Coulson, Groven, Holt, Magalis, Melvin, Troiani

2 Absent: Kotel, Lewis

Quarterly Performance Report

Ms. Jill Leary provided a presentation of regional performance metrics for the first quarter of 2019 to better highlight areas of strategic importance identified in the Regional Transit Strategic Plan, Invest in Transit.

Two new measures were introduced related to capital activities focusing on funding: Annual Capital Funding and Quarterly Capital Expenditures. Two key measures on stewardship of operating funding are: Operating Cost per Passenger Trip and Fare Revenue per Passenger Trip.

Ms. Leary also discussed Vehicle Revenue Miles, which is a measure of the quantity of transit provided. In the first quarter of 2019, the system offered 59 million miles of revenue service, an increase of 2.6 million miles, or 4.5% more in comparison to 2010 and 0.5% more in comparison to last year.

The Chicago region has the weakest population growth among peers, the last three years have included population loss. At the county level, Cook, DuPage and Lake have seen declining populations while Kane, McHenry, and Will counties have been gaining.

For the last goal of Staying Competitive, the ridership measure has been retained. Ridership continues to trend downward and was 4.8% less than the first quarter of last year.

The two new measures introduced are Average Speed and On-Time Performance. The average speed of all transit services in Q1 of 2019 was 15.2 mph which is slightly higher than Q1 of 2018.

On-time performance is collected by all of the agencies and reported periodically:

- Metra reports to their Board each month and their first quarter 2019 on-time performance was 92.2%, which was lower than first quarter of 2018
- Pace's on-time performance for the first quarter of 2019 was 86%.
- CTA's measures include: number of rail delays of 10 or more minutes, percent of track mileage that is subject to slow zone restrictions. On bus side, percentage of bus intervals experiencing gapping and bunching.

TNC data was available in March. Implications of this TNC data:

- Growth of TNC use alongside transit declines could eventually lead to major traffic issues and service problems.
- Growth in TNC trips is impacting CTA bus performance.
- There is no equivalent data for the Suburbs.

Director Higgins asked if Rideshare is in the TNC category. Ms. Leary responded that it is.

Director Melvin commented on the new format. He liked the new data and how it is targeting the goals and measuring them. He questioned the increase of 5% in operating cost per passenger trip if it was a volatile number and if it is expected to jump around. Ms. Leary responded that she may get more data on it and the biggest impact is ridership.

Resolutions certifying financial results – First Quarter 2019

Mr. Doug Anderson opened by stating that the year had started with a significant weather event which impacted ridership and revenue in January, but that the Service Board financial results had subsequently improved in February and March. The regional recovery ratio finished the quarter 0.6 percentage points unfavorable to budget.

RTA system ridership through March was 3.4% unfavorable to budget, and 4.8% lower than prior year. January ridership had the largest decrease from prior year, 9%, and February and March had lesser decreases of 1% and 4%, respectively. Operating revenue was \$9.6 million, or 3.4%, unfavorable to budget, with about 40% of the variance attributable to the lower level of reduced fare reimbursement (RFR) funding from the State, and the balance due to weather-related impacts on ridership. Pace and ADA Paratransit had the largest operating revenue shortfalls due to unfavorable fare revenue, while CTA was most heavily impacted by the reduction in RFR funding.

Mr. Anderson noted that some red has begun to show up in the public funding section of the dashboard. January sales tax was down more than 6% from prior year due to the extreme cold weather, while February showed growth of about 3%, but still came in under budget. CTA's public funding was \$9.6 million unfavorable due to unfavorable sales tax and RETT results. A review of the 2018 sales tax results by merchant category showed that Automotive and Filling stations, RTA's largest source of sales tax, grew by 6.0%, contributing to overall growth of 3.7%. System-wide operating expenses were \$15.1 million or 2.2% favorable to budget, including fuel expense results which were favorable at each Service Board, by a total of \$2.0 million. Pace and ADA Paratransit had the most favorable expense results, at 5.2% and 8.7%, respectively.

The good expense performance did not offset the unfavorable public funding and operating revenue, and the year-to-date system net result was \$7.3 million unfavorable to budget, \$1.6 million worse than last month's result. The regional recovery ratio of 47.1% was 0.6 points unfavorable to budget, but Doug stressed that the recovery ratio variance from budget had improved significantly since January. The fare recovery ratio and all revenue recovery ratio were a full point lower than prior year due primarily to the impact of the severe cold in January. Metra, Pace, and ADA Paratransit each had favorable operating deficit variances, while CTA's operating deficit variance was 1.4% unfavorable, well within the substantial accordance guidelines. As a result, Doug recommended that each of the Service Boards and the region as a whole be found in substantial accordance with budget through the first quarter.

Director Magalis observed that the Service Boards continue to control expenses, and that January was a particularly bad month for ridership and revenue, which should be considered as the committee votes on substantial accordance.

Director Holt asked if the State was taking any subsequent actions on internet sales tax collections after the Wayfair decision last year. Ms. Lacombe replied that while she wasn't aware of any specific proposals, the State is considering a variety of options, and she would follow up with RTA Government Affairs.

Director Lewis noted that the recovery ratio doesn't look so good, and asked if we should be taking action now to avoid a problem at year end. He noted that the Service Boards have met the recovery ratio in recent years by reducing expenses, and he is concerned they may run out of room to cut additional expenses. Ms. Redden responded that it is still early in the year, and the operating results are improving rather than worsening. She noted that the current situation is not as serious as the shortfalls faced in 2017 with the initial State funding cuts.

Director Magalis stated that Service Board and RTA cooperation has been excellent, and that in his opinion, it is important to be comfortable at mid-year that the system is on track to meet the year-end requirement. Mr. Anderson interjected that the recovery ratio was 2 points unfavorable in January, 1.2 points unfavorable through February, and 0.6 points unfavorable through March, so it is moving in the right direction.

Director Melvin moved, and Director Lewis seconded that the proposed resolutions be recommended for Board approval. The motion carried on the following roll call vote:

7 Ayes: Coulson, Groven, Holt, Lewis, Magalis, Melvin, Troiani
1 Absent: Kotel

Ordinance approving the 2020 Budget Call for the annual budget, two-year financial plan and the five-year capital program

Mr. Bill Lachman stated that the annual budget process begins in May and culminates with Board adoption of the regional budget and capital program in December. The RTA and Service Boards will face many of the same challenges that were present during the development of the 2018 and 2019 budgets: uncertain State funding levels, declining ridership, and insufficient capital funding. The 1.5% sales tax surcharge and potential 5% PTF cut could result in a total funding reduction of \$39 million from traditional levels. Bill said that the fare increases undertaken by the Service Boards in 2018 have strengthened regional operating revenue, but expenses are expected to increase as well.

The Budget Call document itself is very similar to last year's. The Service Boards will be required to submit their revenues and expenses by category, recovery ratios, staffing levels, service plans, operating statistics, and details on any planned bond issuances. The capital submittals must outline the scope, justification, and cost of each new project to be undertaken in the 2020-2024 program. The Service Boards are also asked to identify any capital funding from local sources and Service Board bond proceeds. RTA staff will consolidate the operating and capital submittals into a proposed regional budget, providing sufficient information to the Board to ensure that the budgets allocate resources effectively.

Mr. Lachman reviewed some important milestones on the 2020 budget calendar. The preliminary funding levels will be sent to the Service Boards in July for further discussion, and the resulting proposed funding levels will be presented to the RTA Board for consideration at the August 22nd Board meeting. Proposed Service Board budgets and capital program submittals are due to the RTA staff on October 11th, in advance of the Service Board public hearing and County Board presentations. After the Service Boards submit their adopted 2020 budgets by November 15th, the RTA will conduct the required public hearings and County Board presentations in late November and early December. A special Finance Committee meeting will be held on November 21st, a week prior to the Thanksgiving holiday, at which the Service Boards will present their budgets and capital programs and field questions from the RTA Board. Finally, the regional budget and five-year capital program will be considered for adoption at the December 19th RTA Board meeting.

Director Magalis noted that the entire budget process has improved over the years, and moved up to a month earlier. He said that in past budgets, some of the State funding assumptions have been overly optimistic, and he asked staff to consider using more realistic assumptions when setting the 2020 funding levels.

Director Melvin moved, and Director Lewis seconded that the proposed resolutions be recommended for Board approval. The motion carried on the following roll call vote:

7 Ayes: Coulson, Groven, Holt, Lewis, Magalis, Melvin, Troiani
1 Absent: Kotel

ADJOURNMENT

There being no further business to come before the meeting of the Finance Committee, Director Melvin moved, and Director Lewis seconded that the meeting adjourn. The motion carried on the following leave for last unanimous roll call vote.

7 Ayes: Coulson, Groven, Holt, Lewis, Magalis, Melvin, Troiani
1 Absent: Kotel

The meeting ended at 9:20 a.m.

AUDREY MACLENNAN
Secretary of the Authority

To: Board of Directors

From: Leanne P. Redden, Executive Director

Date: June 13, 2019

Re: Report on Monthly Financial Results – April 2019



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Staff will make a presentation in dashboard format to the Finance Committee of financial results (ridership, operating revenues, public funding, expenses, and recovery ratios) for the budget year through April 2019. Results will be presented for the consolidated RTA system as well as for the individual Service Boards. Complete results are not yet available and therefore are not included in this memo.

Prepared by: Finance, Innovation, and Technology

LPR/BRH/WDL/DKA

To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: June 5, 2019

Re: Report on Project Management Oversight



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Staff will present the current Report on Project Management Oversight (PMO). No action is requested at this time; the report is presented for information only.


Background

RTA has been performing PMO for Service Board capital projects since 1992, when the program was originally established. PMO is designed to accomplish the goals established by the RTA Act and implemented through the standard grant agreement with the Service Boards. These goals specifically include:

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

In 2010, the RTA PMO program developed a more stringent level of oversight for projects funded by the State of Illinois. This funding is appropriated for Service Board projects through RTA grants. RTA PMO is heavily involved in the implementation of all state-funded projects and will continue this involvement as projects are ongoing.

The current PMO program also involves oversight for all systemwide projects with budgets of \$10 million or more. Some of these projects are also in the state bond program and subject to a high level of oversight. Taken together, RTA PMO is currently reporting on over \$5.7 billion in construction, maintenance, rehabilitation, and procurement projects.



The semi-annual PMO Report is based on information obtained primarily through collaboration with Service Board project managers and attendance by the PMO team at periodic project progress meetings. PMO consultants also serve as an extension of RTA staff and provide technical expertise and assistance in ongoing project monitoring, periodic reporting, and risk assessment.

Performance

Service Board project management efforts in this reporting period have seen considerable progress. Many of the currently ongoing projects 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.

Budget

None of the reported state funded projects are currently over budget. RTA PMO, together with the Service Boards' project management teams, monitors project risks to manage budgets and ensure continued positive budget and cost management.

Schedule

Five out of the seventeen state funded projects are behind schedule. The delays are outside of the project management team's control, such as the CTA Yellow Line closure, increased scope of work and additional review time for Union Pacific to review and approve drawings for Metra projects on the UP North Line, and a long term Pace project that was on hold but is finally moving. Just as with project budgets, RTA PMO monitors and advises on potential schedule risks to maintain performance in accordance with established baselines.

Scope

The vast majority of added cost to transit projects within our region has been opportunistic addition of value to the project by Service Board upper management. There were 6 change orders executed during the current reporting period. Executed change orders were for ongoing projects, mostly to add value, address unforeseen conditions and provide credit for unused allowance and deleted work. The total cost of change orders executed to date represents less than 1.7% of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

Conclusion

The Service Boards are investing funds in a wide variety of projects, including infrastructure, rolling stock, systems, and technology, geared toward maintaining, enhancing, and expanding the region's transit capital assets. These efforts are detailed in the PMO Report.

Prepared by: Finance, Innovation and Technology

LPR/BRH/VUG/AJN
Attachment



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PROJECT MANAGEMENT OVERSIGHT

June 2019

Prepared by the Department of Finance, Innovation & Technology



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.

After nearly a decade without a State of Illinois capital program, transit in the RTA region will get a much-needed infusion from the Rebuild Illinois bill passed on June 1, 2019 by the General Assembly. The RTA is looking forward to the implementation of this new state capital plan however there is a concern that the proposed funding for transit does not meet the current needs as identified in *"Invest in Transit."*

The 55 projects detailed in this report together represent \$5,712,260,030 worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward compliance with federal requirements or enhancing customer experience, safety, and security.

All of the state funded projects are within budget. Three state funded projects were completed during this reporting period. There were six change orders executed during the current reporting period. All executed change orders were for ongoing projects, mostly to add value, address unforeseen conditions and provide credit for unused allowance and deleted work.

RTA recognizes the commitment, collaboration, cooperation, and level of effort each Service Board provided for the Report on Project Management Oversight to be a success. 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
CTA	3
Metra	10
Pace	18
Budget Performance	23
Schedule Performance	24
Change Orders	25
Section II – Systemwide Projects over \$10,000,000	27
Systemwide	28
CTA	32
Metra	43
Pace	59

Section I

State-Funded Projects

Systemwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	95 th Street Terminal Improvements	\$90,000,000
CTA	Rail Car Overhaul and Mid-Life Rehabilitation	\$53,182,149
CTA	Belmont and Jefferson Park Stations Improvements	\$15,236,957
CTA	Dearborn Subway Improvements	\$11,028,240
CTA	Bus Rehabilitation Project	\$3,873,205
CTA	Rail Shop Roofs and Washer Replacements Design	\$3,073,202
Metra	Positive Train Control (PTC) – System Integrator	\$85,000,000
Metra	Rehabilitation of Rolling Stock	\$56,428,075
Metra	Union Pacific West Line Expansion	\$44,500,000
Metra	Reconstruction of Deering Bridge	\$19,800,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$12,668,903
Metra	Hazel Crest Station	\$4,868,483
Pace	Purchase 40' Compressed Natural Gas Buses	\$49,000,000
Pace	Pace South Campus Project - Markham	\$27,100,000
Pace	Purchase of Paratransit Vehicles	\$7,290,500
Pace	Toyota Park Transportation Center	\$2,029,239
Pace	Bus Stop Improvements – Joliet Gateway Center	\$1,709,500

Note: Amounts shown represent only the IDOT/RTA-funded portions of overall project budgets.

95th Street Terminal Improvements

Description:

This project will expand and greatly improve the 95th/Dan Ryan Red Line station as well as its bus terminal with a new stationhouse comprising north and south bus terminal facilities for the 14 CTA and 5 Pace bus routes that serve the station, in addition to improved pedestrian access.



Status:

The main terminal design-build contract has continued design, bid and construction activities. North terminal building final design, and pedestrian bridge final design are approved. Bidding and award of construction work orders is on-going. For the south terminal, building is open and operational but the platform is closed for the installation of stairs and an escalator. For the north terminal, it is open and functional while the punchlist work is ongoing. The photo above shows the work in the south terminal, installing stairs and an escalator down to platform.

Budget:

The project is within budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$90,000,000	\$90,000,000	\$90,000,000	100%
Overall Project Total	\$280,000,000	\$278,165,905	\$257,279,479	92%

Schedule:

Project is behind schedule due to delays in the work package bidding process for the South Terminal and Value Engineering on the design for the North Terminal.

Milestone	Baseline Schedule	Actual (A) / Forecast
Prime Contract Award	March 2015	December 2015 (A)
Complete Construction Phase 1	January 2018	January 2019 (A)
Substantial Completion	December 2018	April 2019**

**Contractor submitted for substantial completion in April, yet to be approved by CTA.

Highlights:

The terminal design features improvements in safety and amenities for CTA and Pace customers:

- Pedestrian overpass bridge between terminals to avoid the need for street level crossings.
- Wider bus lanes and increased spacing between bus bays for upgraded traffic flow.
- Expanded platforms and wider sidewalks to ease passenger congestion.
- Bright, airy and glass enclosed station for clear sightlines in a comfortable space.
- Additional escalators, elevators and pay area space for reduced wait times.
- Sound panels at platform level to provide noise mitigation.

Rail Car Overhaul and Mid-Life Rehabilitation (Final)

Description:

A programmed rail car overhaul program will provide for renewal of truck, propulsion, and other subsystem equipment on rail cars in the 3200-Series rail car fleets to maintain a state of good repair. CTA is also retrofitting the 3200 Series cars with new air conditioning units, auxiliary power supply, destination signs, LED lighting, and security cameras.

Status:

The 3200 Series project covers 256 cars. One of the 257 car pairs was deemed damaged beyond repair and reduced the project scope by one car. The component rebuild, car overhaul work, and equipment installation is being done by CTA Skokie Shop staff. All of the 256 cars have undergone the base overhaul as of October 31, 2018. There has been an increase in the scope of repairs based on car condition observed during the program. CTA brought the required cars back for the work remaining and completed the overhaul in December 2018.



Budget:

The project was completed on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$53,182,149	\$53,165,223	\$52,703,997	99%
Overall Project Total	\$185,000,000	\$183,830,102	\$182,872,921	99%

Schedule:

The project was completed behind schedule. The Yellow Line closure disrupted and delayed the project about 12 months. To mitigate this delay and maintain continuous employment of the staff assigned to this project, CTA assigned some staff to work in the maintenance shops to get an early start on some modifications.

Milestone	Baseline Schedule	Actual (A) / Forecast
First 3200-Series Kits Received	March 2015	March 2015 (A)
Complete 257 3200-Series Cars	July 2017	December 2018 (A)

*Obligated and Expended amounts as of March 2019.

Rail Car Overhaul and Mid-Life Rehabilitation (continued)

Highlights:

In addition to the purchase of new rail cars, CTA has embarked on an aggressive rail car overhaul program to restore these cars to a state of good repair. Performing overhauls as scheduled reduces unscheduled maintenance, improves reliability, and preserves comfort and ride quality. This will also increase the life of the vehicles by 10 years. Many underfloor components will not require overhaul for another 12 to 15 years. A Quality Assurance process is in place both at the Contractor and at CTA for this project. CTA's innovative use of an outside contractor to provide kitted material has reduced the workload on CTA Procurement and Materials Management and has avoided mixing program material with CTA spare parts. All material was procured from CTA pre-approved vendors. For the 3200 Series project, CTA is modernizing subsystems to increase reliability and security including:

- Air Conditioning System
 - New Air Conditioning Unit
 - New AC Controller
- Propulsion System
 - Rebuilt Cam Control Group
 - New Resistor Bank
- Trucks
 - New Wheels
 - Rebuilt Motors, new Armatures
- Interiors
 - New LED Lighting
 - End Door Floor Panels
 - New Ribbed Flooring
- Doors
 - New Door Motors
 - New Door Hangers
 - New Thresholds
- Cab
 - Rebuilt Master Controller
 - Rebuilt Hydraulic Pressure Control
- Auxiliary Power Supply
- Systems
 - Security Cameras
 - Programmable Message Signs
 - LED Side and End Signs
 - Digital Route Number Signs

CTA has found that they needed to increase the scope of the floor renewal and is renewing most of the ribbed flooring on the car in addition to floor panels near the end doors.

CTA needed to rebid the replacement air-conditioning units and controls. Notice to proceed was given in September 2015. Prototype units were received in September 2016 and the first production units arrived in November 2016. The delay in receiving new air-conditioning units has necessitated returning 100 cars to Skokie Shop to complete the installation of that system and its controls.

An issue was discovered with deterioration of some undercar wiring and has caused renewal of that wiring to be added to the scope of work and a modification to be made to the Auxiliary Power Supply.

Belmont and Jefferson Park Stations Improvements

Description:

The proposed scope of work includes upgrades on Blue Line Stations. Belmont Station improvements include a new station canopy, site improvements, enlarged bus prepaid boarding area, renovated station electrical and finishes as well as refurbished platform furniture. Jefferson Station improvements include reconstructed bus turnaround pavement and canopies, renovated entrance and customer waiting areas, enhanced lighting, improved signage, new public art, updated communication elements, lead abatement and repaired roofing, platform edge & curtain wall.



Status:

This is a design-build project that is in the construction phase. The 3 design packages for Belmont canopy, Jefferson Park Station improvements and Belmont Station improvements have been finalized. Scoping, pricing, letting, bidding and awarding of construction trade work packages is ongoing. Belmont Station and Canopy work is complete, while landscaping and punchlist work is ongoing. Jefferson Park Station work and West Bus turnaround work is complete, while East Bus turnaround demolition and foundation work is ongoing.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$15,236,957	\$15,081,603	\$10,157,533	67%
Overall Project Total	\$42,226,054	\$37,020,983	\$23,066,411	55%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design-Build Notice to Proceed	October 2017	October 2017 (A)
Design Complete	April 2018	July 2018 (A)
Complete Station Work	December 2018	March 2019 (A)
Substantial Completion	July 2019	July 2019

Highlights:

This project is part of a larger capital improvement program known as “Your New Blue” for the O’Hare Blue Line, which includes additional track and station renewal projects. The estimated overall budget for the entire program is \$492 million. Jefferson Park is a multi-modal station that provides a vital link between CTA rail, CTA bus, Metra, and Pace.

*Obligated and Expended amounts as of March 2019.

Dearborn Subway Improvements

Description:

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



Status:

This project is in the design phase. The Design-Build-Contractor (DBC) met their goal of submitting the final designs in March 2019. The plans are currently being reviewed and being commented on by CTA. The DBC is responding to comments and has begun to compile the Trade Work Package Log by reaching out to subcontractors for pricing. The actual construction work is to begin in July 2019.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$11,028,240	\$10,258,600	\$433,014	4%
Overall Project Total	\$39,000,000	\$26,603,543	\$569,655	2%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Final Design Completion	March 2019	March 2019 (A)
Substantial Completion	March 2020	March 2020
Final Acceptance	July 2020	July 2020

Highlights:

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

*Obligated and Expended amounts as of March 2019.

Bus Rehabilitation Project (Final)

Description:

This bus rehabilitation project will require a complete overhaul of (207) 4000-Series New Flyer buses. The overhaul is to include installation of engines, transmissions, suspensions, and HVACs on these 60FT buses. The total buses undergoing rehab decreased by one due to the bus being involved in an accident and removed from project scope.

Status:

The 207 buses have been received and accepted by CTA. All of the buses were put in service as of 03/03/2019.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$3,873,205	\$3,873,205	\$3,873,205	100%
Overall Project Total	\$54,505,637	\$54,200,783	\$53,347,783	98%

Schedule:

The project was completed ahead of schedule. The contractor was able to perform lessons learned early on and went from behind schedule to completing the project ahead of schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast*
Advertise for Proposals	09/08/2016	09/08/2016 (A)
Notice to Proceed	07/28/2017	07/28/2017 (A)
Milestone #1: Delivery of Pilot Bus	11/25/2017	11/22/2017 (A)
Milestone #2: Delivery of 55 Buses	03/25/2018	04/15/2018 (A)
Milestone #3: Delivery of 103 Buses	07/23/2018	07/15/2018 (A)
Milestone #4: Delivery of 153 Buses	11/20/2018	10/30/2018 (A)
Milestone #5: Substantial Completion w/ Delivery of 207 Buses	03/30/2019	02/28/2019 (A)

Highlights:

The project overhauled the longest buses currently in CTA's fleet. The project will provide more efficient, cleaner, and reliable buses to riders. The overhaul is expected to increase the life of the buses by six years. Similarly, the project is expected to have additional cost savings by reducing the hours needed to repair the buses by 20%.

*Obligated and Expended amounts as of March 2019.

Rail Shop Roofs and Washer Replacements Design

Description:

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



Status:

Construction work on rail shop roofs at both Harlem and Des Plaines Shops is complete. Design is ongoing for the rail car washer replacement at Harlem shop. Track and yard design work scope was modified. Project phasing is being established. Design documents are being advanced for the 60% yard and track complete milestone.

Budget:

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

	Budget	Obligated*	Expended*	Expended %
State-Funded	\$3,073,202	\$3,073,202	\$2,080,108	68%
Overall Project	\$25,523,142	\$7,233,893	\$5,676,054	22%

Schedule:

The project has phases for the 2 shop elements being replaced: roofs and rail washers. The roof phase is complete. The washer phase is on schedule taking into account the schedule modifications for added design scope.

Milestone	Baseline Schedule	Actual (A) / Forecast
Roof Replacement Start	June 2015	June 2015 (A)
Roof Replacement Complete	June 2016	June 2016 (A)
Rail Washer Design Complete	November 2018	November 2019

Highlights:

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

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

*Obligated and Expended amounts as of March 2019.

Positive Train Control (PTC) – System Integrator

Description:

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



Status:

System integrator planning and work activities support PTC implementation. Testing is ongoing and has been completed at Belt Railway Company Chicago for back office network connectivity. Interagency project status reports are being submitted. Technical meetings for project schedule, communication architecture, mechanical and configuration management are being held. Training continues and recently included locomotive engineer training for the South West Service. Controls and indications testing at puzzle switches is advancing with development of configurations.

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	Obligated*	Expended*	Expended %
State-Funded Budget	\$85,000,000	\$85,000,000	\$58,273,629	69%
Overall Project Total	\$385,879,609	\$307,766,017	\$255,498,948	66%

Schedule:

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

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	August 2020

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

*Obligated and Expended amounts as of March 2019.

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
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

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)	February 2020
Milwaukee District West (MD-W)	May 2019
Metra Electric District (MED)	October 2019
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.

Rehabilitation of Rolling Stock

Description:

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



Status:

Project locomotive and rail car units are being rebuilt as part of an ongoing rolling stock rehabilitation program. 27 of the 42 F40PH-2 locomotives are complete. 20 of the 27 MP36 locomotives are complete. 72 of the 302 Nippon Sharyo rail cars are complete. 20 of the 20 Budd rail cars are complete. 11 of the 57 BNSF Budd rail cars are complete.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
Locomotives	\$30,000,000	\$30,000,000	\$29,601,979	99%
Rail Cars	\$26,428,075	\$26,428,075	\$23,429,972	89%
Project Total	\$56,428,075	\$56,428,075	\$53,031,951	94%

Schedule:

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

Vehicle	Baseline Production	Actual Production
F40PH-2 Locomotive	30 weeks	30-31 weeks
MP36 Locomotive	103 days	103 days
Nippon Sharyo Rail	28 days	28 days
Budd Rail Car	100 days	Program Complete
BNSF Budd Car	15 days	15 days

Highlights:

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

*Obligated and Expended amounts as of May 2019.

Union Pacific West Line Expansion

Description:

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



Status:

Currently construction is in progress on the eastern section. The project is continuing with work on the 5th Ave. crossing. This entails new signals, crossing panels, and pavement. Work along the Des Plaines Bridge and 19th Ave. crossing were completed. Finally, Melrose Park station will be reconfigured for the installation of the third track. The construction of the western section will go out for bid in 2019-Q4 or 2020-Q1.

Budget:

The project is on budget. RTA/IDOT funding below provides for portions of the project design, environmental study, land acquisition, and construction. Metra and the Union Pacific Railroad are sharing these costs.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$44,500,000	\$15,102,256	\$10,647,258	24%
Metra Portion	\$47,679,184	\$17,863,468	\$13,498,750	28%
Overall Project Total **	\$124,939,627			

Schedule:

The project is on schedule. The schedule will extend due to UP forces unable to perform track cutover until October/November timeframe. A revised schedule will be established once there is a confirmed cutover date. 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	September 2019	November 2019

Highlights:

The addition of a third main line track will eliminate key bottlenecks and allow Metra to add more service, including more express trains, on the line. The potential for freight interference will also be mitigated. The NEPA review, land acquisitions, expanded parking deck in Geneva, and the new pedestrian underpass in Lombard were completed through separate projects. These projects are part of the overall Union Pacific West Line program and not tracked in this specific project.

*Obligated and Expended amounts as of April 2019.

** Obligations and Expenditures are tracked for the Metra portion of the project cost

Reconstruction of Deering Bridge

Description:

The project scope consists of the rehabilitation of the Deering Bridge over the North Branch of the Chicago River. It also includes the rehabilitation of the Webster Avenue Bridge just south of the Deering Bridge and the fill of the bridge over the former Milwaukee Road just north of Deering Bridge.

Status:

Construction is ongoing with this project. Work on Webster Bridge continues with deck repairs, subballast installation, and waterproofing. Installation of the retaining walls and backfilling on the east and west side were completed.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
Project Total	\$19,800,000	\$19,573,393	\$12,827,705	65%

Schedule:

This project is on schedule. A revised schedule with change of workflow has been approved.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice of Award	July 2017	July 2017 (A)
Notice to Proceed	August 2017	August 2017 (A)
Substantial Completion	July 2019	August 2019

Highlights:

The Deering Bridge and Webster bridge represent a major investment of the Union Pacific North Line. The rehabilitation of the bridges includes replacement of various bridge components with similar materials in an effort to maintain the original design intent. Rehabilitating outdated infrastructure will reduce operating maintenance costs.

*Obligated and Expended amounts as of April 2019.

Union Pacific North Line Bridges and Ravenswood Station

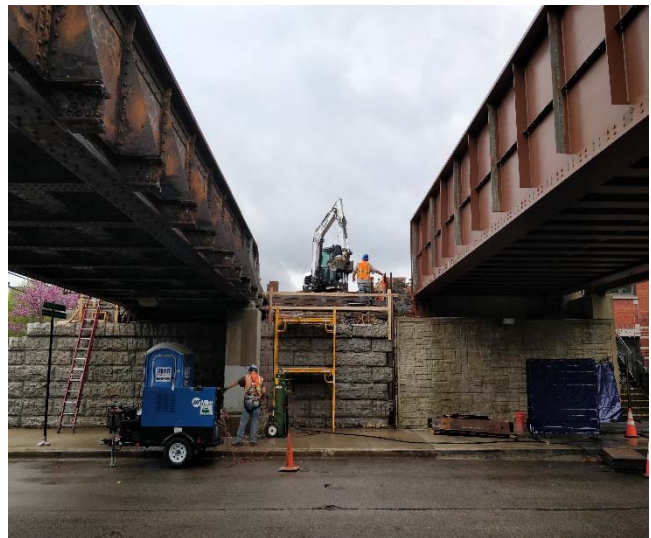
Description:

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 work will emulate that of the outbound section of the station. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges includes replacement of existing stone abutments, retaining wall construction, steel spans, and decks.

Status:

Construction on the Ravenswood station is ongoing. Work related to drilling shafts, abutments, and precast beams was completed during this reporting period, however a stop work order was issued on May 3, 2019 as no further work can be performed until UP performs a track shift.

Construction continues with the bridge project the demolition of the superstructure of the eleven bridges. All tasks associated with lead abatement, tuck-pointing, and temporary support columns were completed. The General Contractor continues to demo bridge superstructures and will begin installing new structural steel and bridge bearings.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$12,668,903	\$12,668,903	\$8,650,804	68%
Overall Project Total	\$38,095,843	\$38,095,843	\$10,101,562	27%

*Obligated and Expended amounts as of April 2019.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

The Ravenswood station project is behind schedule due to additional time needed by Union Pacific to review and approve the project drawings as well as perform track shift. In addition to UP related delays, the Station contractor schedule pushed out further due to the Bridge contractor unable to perform the required concurrent workflow. The contractor was issued an NTP to stop work, however will develop an updated schedule once work may begin. The bridge project is behind schedule due to Union Pacific review time. Additional delays are due to obtaining permits for the project.

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	March 2021
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.

Hazel Crest Station

Description:

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

Status:

Construction on the station is ongoing. The South Head House had the new roof installed. All items related to lighting, electrical, and drainage are considered complete. Work on the north head house is ongoing related to painting, handrails, lighting, and electrical. The elevator shaft is completed and construction of the cab done inside of the elevator shaft. Finally, the main building is wrapping up with electrical, mechanical, lighting, and roofing elements in progress.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State Bond	\$4,868,483	\$4,868,482	\$3,229,865	66%
Project Total	\$5,295,517	\$5,295,518	\$3,452,166	65%

Schedule:

This project is currently behind schedule due to delays of initial kick-off, initial existing conditions that differed from drawings, and utility related delays. The contractor is working on a revised schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	February 2013	December 2013 (A)
Notice to Proceed	April 2015	August 2017 (A)
Substantial Completion	March 2019	September 2019

Highlights:

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

*Obligated and Expended amounts as of April 2019.

Purchase 40' Compressed Natural Gas Buses

Description:

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



Status:

Pace awarded a production contract in February 2015. Previous report had a total of 102 buses, all of which were received and placed in service. Pace is working on a change order to procure an additional 6 CNG buses using federal funds. The total number of buses ordered under this contract will be 108. Concurrently, remaining state funds will be used to procure six 40' diesel buses as part of another contract.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$49,000,000	\$45,423,106	\$45,423,106	93%

Schedule:

At this time all 102 buses have been delivered and placed in service. Schedules will be determined for the additional orders upon execution of the purchase orders.

Milestone	Baseline Schedule	Actual (A) / Forecast
Contract Award	February 2015	February 2015 (A)
CNG Retrofit Complete	June 2015	March 2016 (A)
91 Bus Delivery	June 2016	October 2017 (A)
11 Bus Delivery	June 2018	July 2018 (A)

Highlights:

Pace has initiated service out of the South Division for these buses, and long-term operational cost savings are expected. Although initially more expensive to procure, CNG buses have been shown to make up the cost difference prior to the end of their useful lives.

*Obligated and Expended amounts as of April 2019.

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 will utilize the design for the South Holland Acceptance Facility, which has been now determined to be located in Markham and design the additional facilities. An existing contract with Bloom Companies, who completed the original design for the South Holland Acceptance Facility, was amended to include the modified design for the Pace South Campus Design. The project team is continuing to prepare the Design Development Submittal of the Acceptance Facility including the architectural, structural, and engineering drawings. The field survey data was downloaded to start Civil Design for the site, and site design of the Acceptance Facility. Concurrently, the Phase I Environmental Site Assessment (ESA) report was submitted to Pace and Phase II ESA Report is being prepared.

Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$27,100,000	\$1,688,763	\$190,675	1%

Schedule:

Schedule and milestones will be developed after pre-design decisions are made.

Highlights:

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

*Obligated and Expended amounts as of April 2019.

Purchase of Paratransit Vehicles

Description:

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

Status:

A contract was executed with Midwest Transit for the purchase of 84 paratransit vehicles in August 2017. All 84 vehicles have been delivered and accepted. The final vehicle was delivered on June 18, 2018. Pace is working on a grant amendment to increase the scope quantity to allow for the purchase of additional paratransit vehicles.



Budget:

The project is on budget.

	Budget	Obligated*	Expended*	Expended %
Project Total	\$7,290,500	\$5,260,240	\$5,247,976	72%

Schedule:

Uncertainty of state capital funding has delayed this project initially. Once the contract was awarded the vehicles have been delivered on schedule.

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

Highlights:

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

*Obligated and Expended amounts as of April 2019.

Toyota Park Transportation Center (Final)

Description:

Construct new bus turnaround and passenger facility near Toyota Park in the Village of Bridgeview.

Status:

The General Contractor reached substantial completion for the project. The new Transit Center now includes LED light fixtures within, semi-enclosed shelter, infrared heaters, Pace Bus Trackers, and landscaping.



Budget:

The project was completed **on budget**.

	Budget	Obligated*	Expended*	Expended %
State-Funded Budget	\$2,029,239	\$2,029,239	\$1,472,457	73%
Overall Project Total	\$2,504,239	\$2,492,298	\$1,706,100	68%

Schedule:

The project was completed **on schedule** based on a revision that was approved by Pace.

Milestone	Baseline Schedule	Actual (A) / Forecast
Advertise for Proposals	February 2018	February 2018 (A)
Notice to Proceed	May 2018	May 2018 (A)
Substantial Completion	May 2019	May 2019 (A)

Highlights:

The new transit center replaced the two existing bus shelters servicing the stadium. It is semi-enclosed shelter to the public with new LED lighting and heating elements. The shelter will also have Pace's Bus Tracker installed. State bond funding was provided for the construction phase only. Design services were funded and managed by the Village of Bridgeview.

*Obligated and Expended amounts as of April 2019.

Bus Stop Improvements – Joliet Gateway Center

Description:

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

Status:

Pace has funding sources in the 2019 budget and continues to meet with the city of Joliet officials regarding advancing the project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and is ready to bid the larger Intermodal Transportation Project, of which the Bus Turnaround Component is a part of. Currently, the City of Joliet and Pace are in negotiations over the Intergovernmental Grant Agreement for this project.



Budget:

The project is currently on budget with zero expenditures.

	Budget	Obligated*	Expended*	Expended %
Project Total	\$1,709,500	\$0	\$0	0%

Schedule:

Milestone dates will be established once the project becomes active.

Highlights:

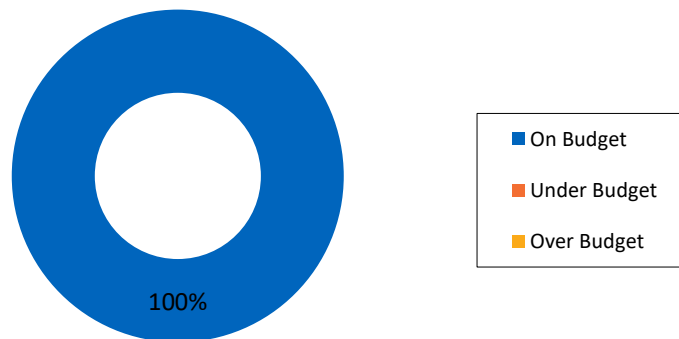
The overall Multi-Modal Transportation Center project is being managed by the City of Joliet. Pace has committed to funding the improvements the bus turnaround facility.

Systemwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	17
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS

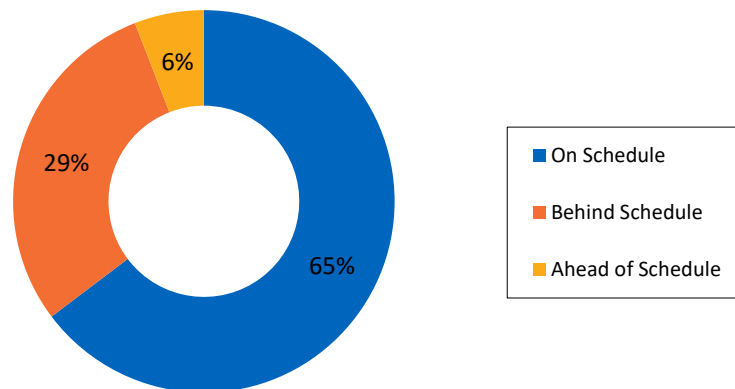


Systemwide

STATE FUNDED PROJECTS – SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	11
Behind Schedule	5
Ahead of Schedule	1

PERCENTAGE OF TOTAL PROJECTS



Projects Behind Schedule

SB	PROJECT	REASON
CTA	95 th Street Terminal Improvements	Delays due to work package bidding process for the South Terminal and Value Engineering on the design for the North Terminal
CTA	Rail Car Overhaul and Mid-Life Rehabilitation	Yellow Line closure, increased scope of repairs, reliability issues with some subcomponents
Metra	Hazel Crest Station	Delay in scheduling kick-off meetings, initial conditions that differed from drawings, utility issues, and weather delays
Metra	Union Pacific North Line Bridges and Ravenswood Station	Additional time needed for Union Pacific approval as well as obtaining permits
Pace	Bus Stop Improvements – Joliet Gateway Center	Project is on hold – Intergovernmental agreement between Joliet and Pace is under development

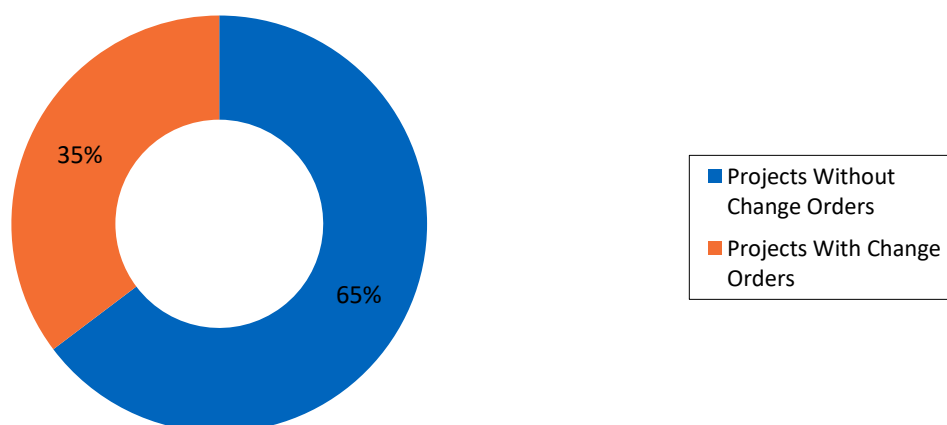
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	6
Projects Without Change Orders	11

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
CTA	95 th Street Terminal Improvements	8
CTA	Rail Car Overhaul and Mid-Life Rehabilitation	1
CTA	Rail Shop Roofs and Washer Replacements Design	2
Metra	Hazel Crest Station	1
Metra	Positive Train Control (PTC)	11
Pace	Toyota Park Transportation Center	3

Systemwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	15	\$18,792,987
Unforeseen Conditions	6	\$5,300,904
Errors and Omissions	1	\$193,395
Credits	2	(\$53,828)
Time Extensions	2	\$0
TOTAL	26	\$24,219,660

The change order quantities and cost amounts represent the cumulative total for the **17** currently ongoing state-funded projects. The total cost of change orders represents **1.7%** of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

For Metra, three change orders were executed in this reporting period. The Positive Train Control Systems Integrator contract was amended to include Change Order 10 for the development of the Clear Path operating interface to other rail partners in the Chicago area. Clear Path is replacing the Chicago Common Operating Practices System currently used by the railroads to share information. Change Order 11 was for a customized PTC system management application which will allow Metra to gather statistical data for all PTC equipped locomotives and perform maintenance tasks such as pushing software updates, receive alerts and validate configuration information. Change Order 1 was executed for the Hazel Crest station project for additional work on the temporary access ramp, the warming shelter, concrete and steel repairs as well as a time extension.

Pace executed three change orders for their Toyota Park project. Change Order 1 was a time extension. Change Order 2 was for the installation of 3 infrared heaters at the transit center. Change Order 3 was a credit for various line items that included deleted work and the use of different materials.

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 1	\$2,203,408,226
CTA	Purchase Rail Cars – Series 7000	\$719,817,768
Metra	Positive Train Control (PTC)	\$385,879,609
CTA	95th Street Terminal Improvements	\$280,000,000
CTA	O'Hare Line – Signal Upgrades & Special Trackwork	\$207,100,000
CTA	Rail Car Overhaul and Mid-Life Rehabilitation	\$185,000,000
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th – Rock Island District	\$120,513,526
Pace	Purchase 40' Compressed Natural Gas Buses	\$119,913,100
Metra	New Bi-Level Cars	\$82,267,513
Metra	Locomotive Purchase	\$70,348,581
CTA	Lake Line & South Main Line Track Improvements – Green line	\$70,000,000
CTA	East Lake, Milwaukee, and Illinois Substation Construction	\$68,987,861
Metra	Locomotive Rehabilitation – F40 (Option 1)	\$67,226,124
Metra	Lake Street Interlocker Modernization	\$66,869,804
Metra	Rehabilitation of Rolling Stock	\$56,428,075
CTA	Bus Rehabilitation Project	\$54,505,637
CTA	Ravenswood-Loop Connector Signal Renewal	\$50,000,000
Metra	Financial System Replacement	\$44,369,931
CTA	Belmont and Jefferson Park Stations Improvements	\$42,226,054
CTA	Garfield Green Line Station Renovation	\$42,000,000
CTA	Dearborn Subway Improvements	\$39,000,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$38,095,843
CTA	Bus State-of-Good-Repair (SOGR)	\$37,186,698
CTA	Purchase Electric Buses	\$35,475,352
Metra	Bridge Z-100 Replacement	\$34,000,000
Metra	Yard Improvements	\$33,175,786
Metra	Traction Power System Augmentation – Metra Electric District	\$32,276,552
Metra	Locomotive Rehabilitation – MP36	\$31,459,842
Pace	Purchase Paratransit Buses for Suburban Dial-A-Ride Service	\$30,098,869
Pace	Pace South Campus Project – Markham	\$27,100,000
Metra	Commuter Car Rehab – Budd	\$26,751,093
CTA	Illinois Medical District Station Rehabilitation	\$23,000,000
Pace	Purchase Vanpool Vehicles	\$20,011,499
Metra	Reconstruction of Deering Bridge	\$19,800,000
Metra	Car Rehabilitation – Nippon Sharyo – Phase 2	\$19,050,000
CTA	Quincy Loop Station Upgrades	\$18,234,808
Metra	Revenue Accounting System	\$17,770,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

Metra	Car Rehabilitation – Nippon Sharyo – Phase 3	\$16,355,000
Metra	GPS Train Tracking	\$15,541,958
Metra	IT Components and Services	\$13,728,058
Metra	Van Buren St Station	\$13,500,000
Metra	Infrastructure Engineering	\$12,845,314
CTA	Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie	\$11,932,128
Metra	Head-End Power Modification	\$11,720,453
Pace	Purchase Vanpool Minivans	\$11,076,439
Metra	Locomotive Rehabilitation – F40 (Option 2)	\$11,000,000
Metra	Locomotive Rehabilitation – F59	\$10,500,000
Metra	Car and Locomotive Cameras	\$10,000,000
Metra	Locomotive Rehabilitation*	\$6,000,000

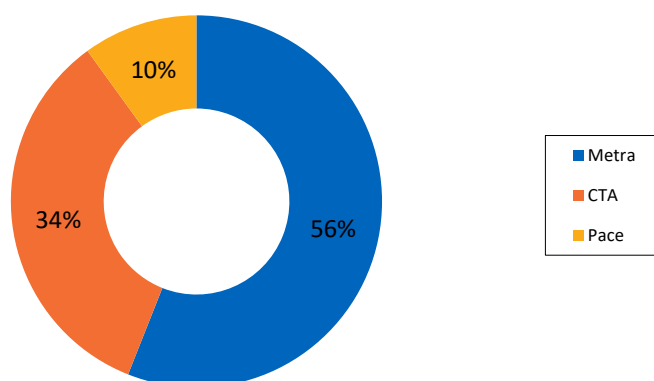
*Locomotive rehabilitation project had its budget changed from the previous report. This will be the last report on this project due to the budget falling below the \$10,000,000 threshold.

Systemwide

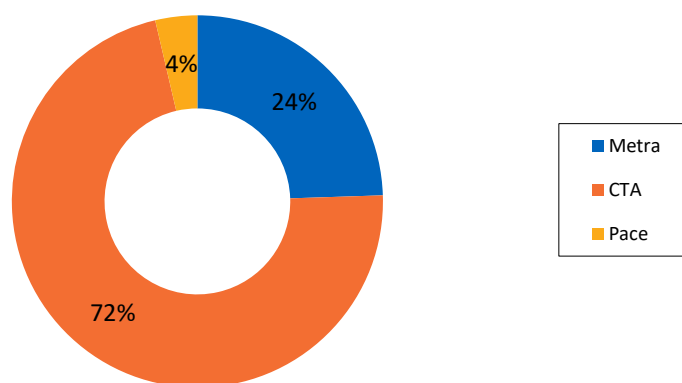
PROJECTS OVER \$10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	17	\$4,087,874,532
Metra	28	\$1,392,412,689
Pace	5	\$208,199,907
TOTAL	50	\$5,688,487,128

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	20	\$3,235,035,725
Maintenance / Rehabilitation	17	\$848,189,047
Procurement	13	\$1,605,262,356

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	10	\$2,778,789,077
Maintenance / Rehabilitation	4	\$499,286,698
Procurement	3	\$809,798,757
TOTAL	17	\$4,087,874,532

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	9	\$429,146,648
Maintenance / Rehabilitation	13	\$348,902,349
Procurement	6	\$614,363,692
TOTAL	28	\$1,392,412,689

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	1	\$27,100,000
Maintenance / Rehabilitation	0	\$0
Procurement	4	\$181,099,907
TOTAL	5	\$208,199,907

CTA

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) – Phase 1	\$2,203,408,226
CTA	Purchase Rail Cars – Series 7000	\$719,817,768
CTA	95th Street Terminal Improvements	\$280,000,000
CTA	O'Hare Line – Signal Upgrades & Special Trackwork	\$207,100,000
CTA	Rail Car Overhaul and Mid-Life Rehabilitation	\$185,000,000
CTA	Lake Line & South Main Line Track Improvements – Green line	\$70,000,000
CTA	East Lake, Milwaukee, and Illinois Substation Construction	\$68,987,861
CTA	Bus Rehabilitation Project	\$54,505,637
CTA	Ravenswood-Loop Connector Signal Renewal	\$50,000,000
CTA	Belmont and Jefferson Park Stations Improvements	\$42,226,054
CTA	Garfield Green Line Station Renovation	\$42,000,000
CTA	Dearborn Subway Improvements	\$39,000,000
CTA	Bus State-of-Good-Repair (SOGR)	\$37,186,698
CTA	Purchase Electric Buses	\$35,475,352
CTA	Illinois Medical District Station Rehabilitation	\$23,000,000
CTA	Quincy Loop Station Upgrades	\$18,234,808
CTA	Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie	\$11,932,128

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

PROJECT:	Red Purple Modernization (RPM) – Phase 1
SCOPE:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.
BUDGET:	\$2,203,408,226; on budget.
SCHEDULE:	On schedule; estimated completion January 2025.
HIGHLIGHTS:	Midcon RPM Phase One adjacent property demolition package #2 was substantially completed. Similarly, the Midcon RPM Phase One Addison Direct Fixation Trackwork was completed. Broadway Substation Upgrade project work continued as well as coordination with utilities and Advance Utility Relocation work. Real estate acquisitions are ongoing. Temporary project office and equipment procured and preparation for team relocation is ongoing.

PROJECT:	Purchase Rail Cars – Series 7000
SCOPE:	Purchase up to 846 rail cars to replace the 2600 and 3200 series fleet. The current project budget is for the base order of 400 cars. CTA may exercise options to increase the budget and purchase additional cars if funding is available. A design consultant will assist with quality control.
BUDGET:	\$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Notice to Proceed was given to the manufacturer in April 2016. The Chicago Assembly Facility completed construction. Car body manufacturing activities continue with CTA consultants overseeing manufacturing at the vendors, and their sub-suppliers factories. Various equipment, tooling installation, and testing are in progress. The first prototype car delivery is on schedule for December 2019.

PROJECT:	95th Street Terminal Improvements
SCOPE:	This project will rehabilitate the 95th/Dan Ryan station on the CTA Red Line and its bus terminal, which currently serves 14 CTA and 5 Pace routes. The new design will feature an improved layout for bus and rail customers as well as improved and updated amenities.
BUDGET:	\$280,000,000; on budget.
SCHEDULE:	Behind schedule; estimated completion is April 2019.
HIGHLIGHTS:	The main terminal design-build contract has continued design, bid and construction activities. The final designs were approved for the north terminal building and pedestrian bridge. Bidding and award of construction work orders is on-going. The south terminal building is open and operational but the platform is closed for the installation of stairs and an escalator. The north terminal is open and functional while the punchlist work is ongoing. The General Contractor requested substantial completion acceptance in April 2019 of the North Terminal. CTA is currently reviewing the request.

PROJECT:	O'Hare Line – Signal Upgrades & Special Trackwork
SCOPE:	This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented with the O'Hare Extension in 1984, and has become obsolete. Following the WMATA incident in 2009, NTSB analyzed systems across the country, 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.
BUDGET:	\$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion May 2021.
HIGHLIGHTS:	The design contractor has submitted the Final Design Package for Jefferson Park to Harlem. A temporary signal cable has been installed. Underground infrastructure work will begin from Jefferson Park to Harlem with 5 weekend line cuts scheduled for the second quarter of 2019 to perform various underground infrastructure work.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

PROJECT:	Rail Car Overhaul and Mid-Life Rehabilitation (Final)
SCOPE:	To reduce maintenance costs, 2600 Series cars are undergoing a 3/4 life overhaul and 3200 Series cars will receive a mid-life overhaul. The project budget represents only the first year of a multi-year overhaul program.
BUDGET:	\$185,000,000; on budget.
SCHEDULE:	Behind schedule; project completed December 2018.
HIGHLIGHTS:	Skokie Shop completed all 100 cars in the 2600 Series cars project. The 3200 Series project covered 256 cars instead of 257 due to one car being damaged beyond repair. The component rebuild, car overhaul work, and equipment installation was done by CTA Skokie Shop staff. All 256 cars underwent the overhaul and returned to revenue service on November 2018. There was an increase in the scope of repairs based on car condition observed during the program with 122 cars needing to come back for additional work, of which all were completed by the end December 2018.

PROJECT:	Lake Line & South Main Line Track Improvements – Green Line
SCOPE:	This project will provide for the replacement of ties, track fasteners, footwalk, and incidental signal and traction power in addition to track improvements. This will be on the Green Line's Lake Line, between Clinton and Ashland, and the South Main Line, between Tower 17 and 35 th Street.
BUDGET:	\$70,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	<p>Kiewit Infrastructure Company was awarded the design-build contract at the CTA's March Board meeting on 03/13/2019. The Construction Manager for the project will be STV Incorporated. CTA Forces completed advance track and structural work in the Lake Line project area. CTA Forces continued performing advance structural work in the South Mainline project area.</p> <p>CTA will issue an NTP to Kiewit for the design-build contract. It is anticipated that Kiewit will submit in Q2-2019 all of the preliminary design submittals, perform the initial LIDAR survey, rail-grinding work on both the Lake Line and South Mainline, and begin the tie replacement work on the Lake Line of the project. CTA will also issue NTP to STV for the construction management task order. CTA Forces will complete the advance structural work in the South Mainline project area.</p>

PROJECT:	East Lake, Milwaukee, and Illinois Substation Construction
SCOPE:	This project will provide for upgrades to the building envelopes as well as upgrades to interior finishes, AC power, lighting, alarms, heating, ventilation and plumbing systems at all three substations. At East Lake substation the routing of cables from the substation to the elevated structure will be coordinated around a very congested area underground. The East Lake building will be purchased from ComEd. At Milwaukee substation the project will provide for new traction power equipment with greater capacity.
BUDGET:	\$68,987,861; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	Lead paint abatement, tuck-pointing, CMU wall installation, demolition, concrete floor infill continues on the East Lake substation. Concurrently, the traction power equipment is being manufactured and factory tested. The Milwaukee and Illinois substations reached substantial completion this reporting period and letters are being issued.

PROJECT:	Bus Rehabilitation Project (Final)
SCOPE:	Provide for the Mid-Life Overhaul of up to 207 Articulated Buses.
BUDGET:	\$54,505,637; on budget.
SCHEDULE:	On schedule; estimated completion February 2019.
HIGHLIGHTS:	An outside vendor performed the articulated hybrid buses rehabilitation. The 207 buses were placed into service after completion of the rehab. The total number of buses in the program decreased from 208 to 207. This was due to one being on a long-term hold due to an accident and will not be overhauled. Final invoices remain for the project.

PROJECT:	Ravenswood-Loop Connector Signal Renewal
SCOPE:	Replace obsolete signal equipment beyond its useful life with new state-of-the-art equipment, which will increase safety and livability in the Chicago metropolitan area and surrounding region.
BUDGET:	\$50,000,000; on budget.
SCHEDULE:	On schedule; estimated completion May 2019.
HIGHLIGHTS:	CTA is implementing this project through a design-build contract. Troubleshooting of circuit board hardware for the track is ongoing and continue to get addressed and monitored. Testing reports continue compiling. Demolition of old signal equipment continues. Contractor and CTA identified and are currently remediating equipment issue.

PROJECT:	Belmont and Jefferson Park Stations Improvements
SCOPE:	The work scope is for station upgrades. Belmont station work includes a new station canopy, site improvements, enlarged bus prepaid boarding area, renovated station electrical and finishes, and refurbished platform furniture. Jefferson station improvements include reconstructed bus turnaround pavement and canopies, renovated entrance and customer waiting areas, enhanced lighting, improved signage, new public art, updated communication elements, and repaired roofing, platform edge, and curtain wall.
BUDGET:	\$42,226,054; on budget.
SCHEDULE:	On schedule; estimated completion July 2019.
HIGHLIGHTS:	The 3 design packages are finalized. Scoping, pricing, and awarding of construction trade work packages is on-going. Belmont Station and Canopy work is complete, while landscaping and punchlist work is ongoing. Jefferson Park Station work and West Bus turnaround work is complete, while East Bus turnaround demolition and foundation work is ongoing.

PROJECT:	Garfield Green Line Station Renovation (Final)
SCOPE:	The scope of this project is to enhance key elements to the current Garfield station located on the South Mainline that consists of the following: the existing operational station and bus turnaround, the historic 1892 former 'Alley L' station that is no longer in use and associated historic track structure spanning Garfield Boulevard, and the roadway, median, and Greenspace.
BUDGET:	\$42,000,000; on budget.
SCHEDULE:	On schedule; estimated completion July 2019.
HIGHLIGHTS:	The project reached substantial completion on 01/08/2019. The demolition of the temporary station and fare area was completed. The contractor continues to perform punch list items for the East and West elevators. Stainless Steel handrail infill panels were installed on the 2E staircase. Temporary shoring was installed to begin structural repairs at historic station. Copper downspouts and copper roofing were installed at the historic station. Work continues on the station with wood restoration and stripping the window sash.

PROJECT:	Dearborn Subway Improvements
SCOPE:	The proposed scope of work includes improvements at the street, mezzanine, and platform levels. New entry canopies will be installed at each stair opening with new glazed tile walls, lighting, and repainted ceilings. Mezzanine and platform improvements will include new finishes, lighting, furniture, and exit roto-gates. Elevators and stairs will also be replaced.
BUDGET:	\$39,000,000; on budget.
SCHEDULE:	On schedule; estimated completion July 2020.
HIGHLIGHTS:	This project is in the design phase. The Design-Build-Contractor met their goal of submitting the final designs in March of 2019. The plans are currently being reviewed and being commented on by CTA. The DBC is responding to comments and has begun to compile the Trade Work Package Log by reaching out to subcontractors for pricing. The actual construction work is to begin in July 2019.

PROJECT:	Bus State-of-Good-Repair (SOGR) (Final)
SCOPE:	This project provides rehabilitation work at existing bus garage and bus facilities across the CTA system.
BUDGET:	\$37,186,698; on budget.
SCHEDULE:	On schedule; project completed on schedule, currently in closeout
HIGHLIGHTS:	The 77 th Bus Garage Washer Replacement project completed in September 2018 and is currently in contract closeout. Contract closeout is expected to be complete in Q2-2019.

PROJECT:	Purchase Electric Buses
SCOPE:	Provide for the purchase of up to forty-five 40-Foot battery-powered, zero-emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.
BUDGET:	\$35,475,352; on budget.
SCHEDULE:	On schedule; estimated completion April 2020.
HIGHLIGHTS:	CTA completed the bus configuration with Proterra in December 2018. Bus engineering conducted one onsite meeting with Proterra in Q4-2018 for the pilot bus built. Bus design reviews are currently ongoing and the bus build is scheduled to start late Q2-2019 and complete in Q3-2019.

PROJECT:	Illinois Medical District Station Rehabilitation (Final)
SCOPE:	Improvements to the station facilities provided a new elevator at the Ogden Avenue stationhouse and renovations to the Damen Avenue and Paulina Street entrances with upgraded finishes throughout. The existing ramps were modified to become ADA compliant. Repairs were performed to the platform canopy. Bus & Train trackers were added as well.
BUDGET:	\$23,000,000; on budget.
SCHEDULE:	On schedule; project was completed on schedule in August 2018.
HIGHLIGHTS:	Rehabilitation of the Ogden Stationhouse, Paulina Stationhouse, Paulina Concourse and portions of the platform were completed. Installation of elevator at the Ogden Stationhouse was complete. Punch list work is ongoing and expected to be complete by end of Q2-2019.

PROJECT:	Quincy Loop Station Upgrades (Final)
SCOPE:	Improvements to the station include: two elevators for both the inner loop and outer loop platforms; repair, repainting, and refinishing of interior and exterior elements of the stationhouse; and upgrades to lighting and canopy repairs.
BUDGET:	\$18,234,808; on budget.
SCHEDULE:	On schedule; project completed on schedule in January 2019, currently in closeout
HIGHLIGHTS:	Quincy Station has been designated as CTA's historic station on the elevated Loop and certain elements were preserved. The construction contract was awarded and issued a Notice-to-Proceed in July 2016. The contractor achieved substantial completion in January 16, 2019. The contractor continues to perform punch list items and closeout meetings are ongoing.

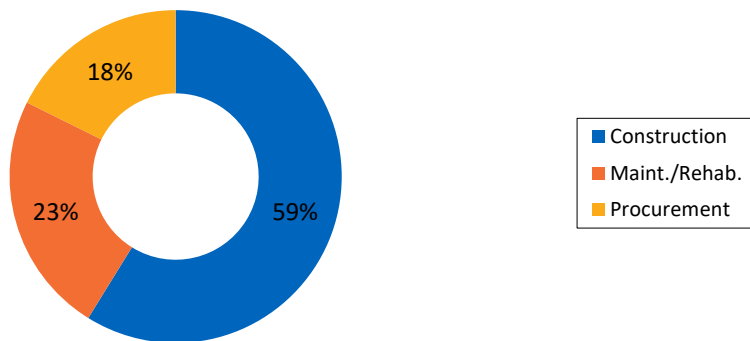
REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

PROJECT:	Lake Line Stations Rehabilitation – 51st, Halsted, Cottage Grove, and Kedzie
SCOPE:	The purpose of this project is to rehabilitate the station’s customer-facing elements with enhancements that include, but are not limited to: CTA sign replacement, stair repairs/replacement, stainless steel handrails, ADA compliant stainless steel station doors, station flooring, platform furniture refurbishment, LED lighting, painting, polishing of stainless steel surfaces, and power washing.
BUDGET:	\$11,932,128; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to November 2019.
HIGHLIGHTS:	All work is substantially complete. Punch list work is complete with the exception of installation of the new storefronts at Halsted & 51 st Stations. The contractor has requested a milestone extension for final acceptance of Halsted & 51 st Street Stations.

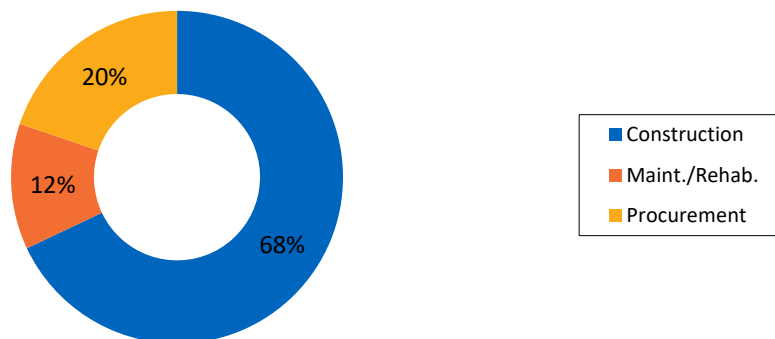
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	10	\$2,778,789,077
Maintenance / Rehabilitation	4	\$499,286,698
Procurement	3	\$809,798,757

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	Positive Train Control (PTC)	\$385,879,609
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th – Rock Island District	\$120,513,526
Metra	New Bi-Level Cars	\$82,267,513
Metra	Locomotive Purchase	\$70,348,581
Metra	Locomotive Rehabilitation – F40 (Option 1)	\$67,226,124
Metra	Lake Street Interlocker Modernization	\$66,869,804
Metra	Rehabilitation of Rolling Stock	\$56,428,075
Metra	Financial System Replacement	\$44,369,931
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$38,095,843
Metra	Bridge Z-100 Replacement	\$34,000,000
Metra	Yard Improvements	\$33,175,786
Metra	Traction Power System Augmentation – Metra Electric District	\$32,276,552
Metra	Locomotive Rehabilitation – MP36	\$31,459,842
Metra	Commuter Car Rehabilitation – Budd	\$26,751,093
Metra	Reconstruction of Deering Bridge	\$19,800,000
Metra	Car Rehabilitation – Nippon Sharyo – Phase 2	\$19,050,000
Metra	Revenue Accounting System	\$17,770,000
Metra	Car Rehabilitation – Nippon Sharyo – Phase 3	\$16,355,000
Metra	GPS Train Tracking	\$15,541,958
Metra	IT Components and Services	\$13,728,058
Metra	Van Buren St Station	\$13,500,000
Metra	Infrastructure Engineering	\$12,845,314
Metra	Head-End Power Modification	\$11,720,453
Metra	Locomotive Rehabilitation – F40 (Option 2)	\$11,000,000
Metra	Locomotive Rehabilitation – F59	\$10,500,000
Metra	Car and Locomotive Cameras	\$10,000,000
Metra	Locomotive Rehabilitation	\$6,000,000

PROJECT:	Positive Train Control (PTC)
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:	\$385,879,609; on budget.
SCHEDULE:	On schedule; estimated completion August 2020.
HIGHLIGHTS:	System integrator planning and work activities support PTC implementation. Testing is on-going and has been completed at Belt Railway Company Chicago for back office network connectivity. Interagency project status reports are being submitted. Technical meetings for project schedule, communication architecture, mechanical and configuration management are being held. Training continues and recently included locomotive engineer training for the SouthWest Service. Controls and indications testing at puzzle switches is advancing with development of configurations.

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 November 2019 for Eastern Section.
HIGHLIGHTS:	The project design and environmental work have been completed. Construction cost estimates for both segments, including land acquisition, have been prepared. An Invitation for bids was issued for the construction of east portion of the track in May 2017. Notice to Proceed was issued in November 2017. The construction is ongoing for the eastern section with expected completion in Q4-2019. Metra plans to go out for bid on the western section construction in 2019.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

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:	\$120,513,526; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Phase 1 and 2 design and construction are complete. The Phase 3 design task was issued a NTP in August 2018. The Phase 3 design is estimated to be completed in 2019, with estimated completion of construction in 2020.

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:	\$82,267,513; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra has completed final specification in early 2017 and issued an RFP in mid-2017. Metra decided to reject all bids and to rebid due to low number of bidders. Currently, Metra's Mechanical department is drafting a revised specification and expected to submit to procurement. Bids are due by 3 rd quarter of CY 2019. This project will extend over multiple years.

PROJECT:	Locomotive Purchase
SCOPE:	This project involves the purchase of at least 12 and up to 42 new and/or remanufactured diesel locomotives.
BUDGET:	\$70,348,581; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Metra has given a Notice-to-Proceed for the purchase of 20 F-59H1 locomotives from Amtrak and at the same time prepared a requisition for additional new or remanufactured diesel locomotive. The bid is currently under review. Metra has received and conditionally accepted 15 locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and more fuel efficiency than the locomotives in the current fleet.

PROJECT:	Locomotive Rehabilitation – F40 (Option 1)
SCOPE:	This project funds a total of 42 locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the first batch of their fleet to undergo the rehabilitation process.
BUDGET:	\$67,226,124; on budget.
SCHEDULE:	On schedule, estimated completion has been extended to December 2020.
HIGHLIGHTS:	Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Twenty-six locomotives have completed the rehab process. Seven locomotives are currently in process and/or being returned to Metra with nine locomotives that still need to enter the program. Some of the locomotives will be rehabilitated under a different project number to use state funds.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

PROJECT:	Lake Street Interlocker Modernization (Final)
SCOPE:	This project features the modernization and upgrading of the Lake Street Interlocker north of Chicago Union Station. The current task is to modify the overhead ceiling plenum to provide clearance.
BUDGET:	\$66,869,804; on budget.
SCHEDULE:	Behind schedule; project completed in December 2018.
HIGHLIGHTS:	Final Plan Set and Specifications were submitted, and Amtrak awarded a 3 rd party construction contractor to start with the plenum removal in the summer of 2018. Turnout and switch replacement work was started in June 2018. Work completed in December 2018 and final bills remain.

PROJECT:	Rehabilitation of Rolling Stock
SCOPE:	Metra is rehabilitating 69 locomotives and 379 bi-level commuter rail cars. The locomotives are being rebuilt with complete renovation of the diesel engine, overhaul of the traction alternator, head end power alternator and gear box, replacement of the control system, coupler and draft gears, revamping of the trucks, including traction motors, body repair and modifications, installation of secondary engine room door and painting. The rail cars are being renovated with replacement of couplers, yokes, draft gears, weather stripping, seats, floors, walls, window and door mechanisms, application of tube style diaphragms, renewal of the 480-volt and control train lines and repair of heating and lighting systems.
BUDGET:	\$56,428,075; on budget.
SCHEDULE:	Project on schedule. Progress is being measured with production rates.
HIGHLIGHTS:	This project will lower maintenance costs. For locomotive rehabs, fuel costs will, also, be lowered and air pollution and the regional economy health will be improved. For rail car rehabs, the reliability and quality of service for commuters will be improved. Currently, 47 locomotives and 103 rail cars have completed their overhaul.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

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:	\$44,369,931; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	Phase 1 went live in January 2016 for Charts of Accounts and General Ledger modules. Phase 2, which includes Budget, Procurement, Inventory, Projects and Grants, Accounts Payable and Receivable Modules went live in June 2017. Phase 3, which is the Payroll Module, went live in March 2019. Activities are in progress for Phase 4, Revenue Accounting.

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 work will emulate that of the outbound section of the station. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges includes replacement of existing stone abutments, retaining wall construction, steel spans, and decks.
BUDGET:	\$38,095,843; on budget.
SCHEDULE:	Behind schedule; estimated completion June 2021.
HIGHLIGHTS:	Work related to drilled shafts, abutments, and precast beams were completed during this reporting period for Ravenswood station, however a stop work order was issued due to UP being required to perform a track shift. Construction continues with the bridge project the demolition of the superstructure of the eleven bridges. All tasks associated with lead abatement, tuck-pointing, and temporary support columns were completed. The General Contractor continues to demo bridge superstructures and will begin installing new structural steel.

PROJECT:	Bridge Z-100 Replacement
SCOPE:	This project is an infrastructure replacement and expansion project that will replace the Milwaukee District West Line's Fox River Bridge with a new, double-track structure, which will also include a modern, PTC-compliant signal system. The project scope includes completing the design process, purchasing a permanent easement, and a two-phase construction process.
BUDGET:	\$34,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2020.
HIGHLIGHTS:	Construction work started in April 2018 and is 54% complete. Phase 1 is complete and Phase 2 is underway. Signal engineering design services for crossing upgrades at B-35 Interlocking in support of Z-100 Bridge is 95% completed. Final design completion is estimated in June 2019.

PROJECT:	Yard Improvements
SCOPE:	This project includes, but is not limited to, the rehabilitation of the 49th Street Car Shop on the Rock Island line to enable additional shift work for rail car and locomotive rehabilitation. Work could also include but not be limited to expanding office space, crew facilities, and locker rooms. A transfer table could also be added.
BUDGET:	\$33,175,786; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
HIGHLIGHTS:	Construction on this project started on April 1, 2018 and is currently 20% complete with work continuing.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

PROJECT:	Traction Power System Augmentation – Metra Electric District
SCOPE:	Four existing tie stations (51st Street, 95th Street, Riverdale, and Homewood) will be converted into power substations with substantially greater power capacity and installing a new prefabricated substation at 31st Street.
BUDGET:	\$32,276,552; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Converting the tie stations into substations and installing a new substation will increase capacity and reliability on the Metra Electric District. Construction is moving from north to south. Construction at 31st Street and 51st Street are complete. Design for 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, mobilized and started work.

PROJECT:	Locomotive Rehabilitation – MP36
SCOPE:	This project involves the mid-life rehabilitation of 26 locomotives that were delivered between 2003 and 2004.
BUDGET:	\$31,459,842; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to December 2019.
HIGHLIGHTS:	Work is ongoing and being performed in-house. Locomotives are being strategically removed from service to undergo rehabilitation with minimal impact to revenue service. Requisition of materials is in process. Materials are released from Master Purchase Orders as needed. Twenty-one locomotives completed the rehabilitation and two are currently in Metra's shop undergoing rehabilitation.

PROJECT:	Commuter Car Rehabilitation – Budd
SCOPE:	This project involves the life-extending rehabilitation of up to 41 commuter cars, originally built by the Budd Company between 1974 and 1978, last rehabilitated between 1990 and 1993. The rehab includes, but is not limited to, replacement and/or repair to electrical and control lines, heating and lighting systems, replacement of seats, floors, walls, AC units, overhaul of trucks, replacement of all windows, door mechanisms, and emergency lighting requirements.
BUDGET:	\$26,751,093; on budget.
SCHEDULE:	On schedule; estimated completion date has been extended to November 2020.
HIGHLIGHTS:	This project will improve the overall state of good repair for Metra rolling stock. As with the locomotive rehabilitation projects, vehicles are being removed from service in such a manner as to not disrupt operations. Twenty-eight cars completed the rehabilitation with three currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars.

PROJECT:	Reconstruction of Deering Bridge
SCOPE:	This project consists of rehabilitating the Deering bridge over the North Branch of the Chicago River. It also includes the rehabilitation of the Webster Avenue bridge just south of the Deering bridge and the fill of the bridge over the former Milwaukee Road just north of Deering Bridge.
BUDGET:	\$19,800,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2019
HIGHLIGHTS:	Construction is ongoing with this project. Work on Webster Bridge continues with deck repairs, subballast installation, and waterproofing. Installation of the retaining walls and backfilling on the east and west side were completed.

PROJECT:	Car Rehabilitation – Nippon Sharyo - Phase 2
SCOPE:	The overall project involves the mid-life rehabilitation of 302 Bi-Level commuter cars delivered between 2002 and 2008. This portion of the project involves the mid-life rehabilitation of 11 cab cars and 19 trailer/coach cars built by Nippon Sharyo and delivered between 2002 and 2005. This is the first major rehabilitation of these cars, and is the second phase in a multi-year program to complete the rehabilitation of all 300 cars.
BUDGET:	\$19,050,000; on budget.
SCHEDULE:	On schedule; estimated completion November 2019.
HIGHLIGHTS:	Eight cab cars and sixteen trailer/coach cars have completed rehab. Three trailer cars and two cab cars are currently undergoing rehabilitation.

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:	\$17,770,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
HIGHLIGHTS:	Consultants are continuing implementation and support services for Oracle Point-of-Sale Projects and Phase 3 of ERP, which is the Revenue Accounting Module. Requisition is in process for ticket vending machines.

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 involves the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. This is the first major rehabilitation of these cars, and is the third phase in a multi-year program to complete the rehabilitation of all 300 cars.
BUDGET:	\$16,355,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	This phase of program began in November 2018 and expected to be finish by December 2019. Nine cars completed the rehab with four cars in progress.

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:	\$15,541,958; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra evaluated the proposals and awarded the contract. Project kick-off meeting has taken place.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

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:	\$13,728,058; on budget.
SCHEDULE:	On schedule; estimated completion December 2019.
HIGHLIGHTS:	Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Requisitions are being prepared for hardware and software.

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:	\$13,500,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Metra awarded the consultant contract for station concept design. Currently, concept design is at 99% completion and funded out of an Infrastructure Engineering Project. The City of Chicago reviewed the conceptual design and submitted comments, which are under Metra review.

PROJECT:	Infrastructure Engineering (Final)
SCOPE:	This project funds engineering of capital projects in Metra's Engineering Department. Most of the work anticipated will support projects in the structural, signal, electrical, communications, and support facilities categories. The associated professional services will include design engineering and/or construction management in a variety of fields. The project will fund the work of engineering consultants.
BUDGET:	\$12,845,314; on budget.
SCHEDULE:	On schedule; project completed in December 2018.
HIGHLIGHTS:	All activities related to the project were completed and final bills remain. Work included completed engineering design services for cost/benefit analysis for MWD Bridge Z100, Metra/BNSF Aurora Platforms and Parking Lots, Completion of RID Bridge Rehab over 89 th , Vincennes, and Halsted Streets, Rehab of 211 th Street Station (MED), and Platform Reconstruction at LaGrange Stone Avenue Station (BNSF).

PROJECT:	Head-End Power Modification
SCOPE:	This project will modify 12 locomotives by replacing the main engine-driven generator and inverter combination that provides power to the train. This consists of a separate engine/generator set on Metra's Model MP36 passenger locomotives currently assigned to service on the RID and MWD lines.
BUDGET:	\$11,720,453; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to May 2020.
HIGHLIGHTS:	Six of twelve locomotives were completed. One locomotive is in process. Improved fuel efficiency and reduced emissions are expected on locomotives upon completion of the project.

PROJECT:	Locomotive Rehabilitation – F40 (Option 2)
SCOPE:	Ten locomotives, originally delivered between 1989 and 1992, will undergo a second rehabilitation to include complete rebuilding of the diesel engine, replacement and overhaul of various traction, electrical, and control components, and body repair and painting. These locomotives are the second batch of their fleet to undergo the rehabilitation process.
BUDGET:	\$11,000,000; on budget.
SCHEDULE:	On schedule, estimated completion July 2019.
HIGHLIGHTS:	Rehabilitation of these locomotives includes fuel emission upgrades to a higher environmental standard. Project funds were awarded in August 2016. These funds are for Option 2 execution for rehabilitation of 10 locomotives. Three locomotives completed the rehabilitation and six locomotives are currently being rehabbed.

PROJECT:	Locomotive Rehabilitation – F59
SCOPE:	This project involves the rehabilitation of three used locomotives, as well as additional parts, for the life extension of the used locomotives. This project includes, but is not limited to, overhaul of the air compressor, main generator, traction motors, electrical control systems, replacement of couplers and gears, and body repairs/modifications.
BUDGET:	\$10,500,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2020.
HIGHLIGHTS:	Metra has prepared a requisition for outsourcing the rehab of the used locomotives. The vendor was selected and approved at the October Board meeting. The vendor is awaiting NTP. Currently, the project is going through the Buy America audit process for materials to be used in the project.

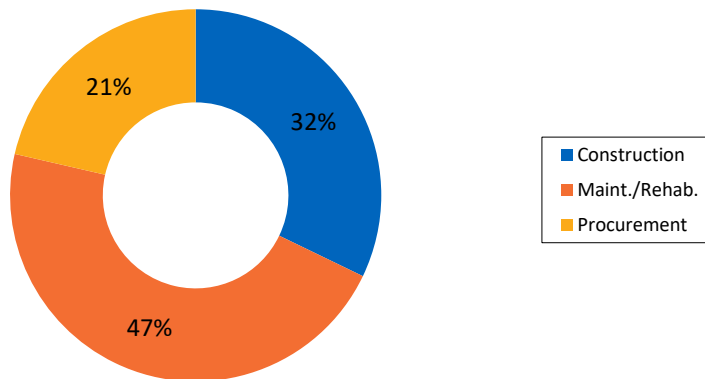
PROJECT:	Car and Locomotive Cameras
SCOPE:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes but not limited to an inward facing camera 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:	\$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2020.
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.

PROJECT:	Locomotive Rehabilitation (Final)
SCOPE:	This project involves the mid-life rehabilitation of locomotives. It may include, but is not limited to, locomotives 150 thru 173.
BUDGET:	\$6,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	Funds for this project have recently been released. Metra is currently in the planning stage of writing the specifications. Funds were removed from this project in order to fund locomotive purchases, decreasing total budget to \$6,000,000. As such, this will fall under the \$10,000,000 mark and will be the final report for this project.

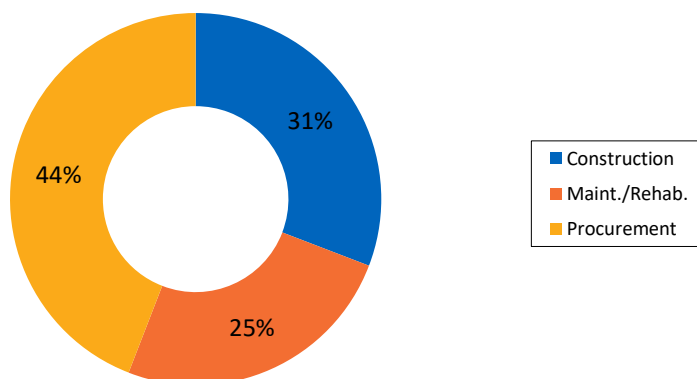
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	9	\$429,146,648
Maintenance / Rehabilitation	13	\$348,902,349
Procurement	6	\$614,363,692

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	Purchase 40' Compressed Natural Gas Buses	\$119,913,100
Pace	Purchase Paratransit Buses for Suburban Dial-A-Ride Service	\$30,098,869
Pace	Pace South Campus Project – Markham	\$27,100,000
Pace	Purchase Vanpool Vehicles	\$20,011,499
Pace	Purchase Vanpool Minivans	\$11,076,439

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

PROJECT:	Purchase 40' Compressed Natural Gas Buses
SCOPE:	This project involves a five-year indefinite delivery/indefinite quantity contract for 40' compressed natural gas buses. The minimum quantity to be purchased under this contract is 91 buses and the total number of buses procured will not exceed the maximum amount of 250.
BUDGET:	\$119,913,100; on budget.
SCHEDULE:	On schedule; estimated completion February 2020.
HIGHLIGHTS:	The first 20 buses were delivered and received by Pace. The second order of 28 buses were placed in August 2016 and delivered in April 2017. The third order of 43 buses were delivered between August 2017 and October 2017; all of the buses were placed in service. A Change Order for another 11 buses, funded by 3 FTA grants, was executed. Of those 11 buses, 5 were delivered in May 2018 and the other 6 were delivered in July 2018. Another change order is processing for an additional 6 buses and expecting to be executed by Q2-2019. The total number of buses ordered under this contract will be 108. Remaining state funds will also be allocated to procure 40FT diesel buses.

PROJECT:	Purchase Paratransit Buses for Suburban Dial-A-Ride Service (Final)
SCOPE:	This project involves a five-year indefinite delivery/indefinite quantity contract for 15-passenger Paratransit buses. The minimum quantity for purchasing under this contract is 20 gasoline engine and/or diesel engine buses. The total number of buses procured will not exceed the maximum amount of 432.
BUDGET:	\$30,098,869; on budget.
SCHEDULE:	On schedule; project completed in January 2019.
HIGHLIGHTS:	A total of 355 vehicles, including the most recent order of 148 paratransit vehicles, were purchased under this contract. All vehicles were delivered, with the last 28 vehicles delivered at the beginning of January. All vehicles were placed in service and the project is considered closed. These vehicles are servicing Alsip/South Cook County, Lake, and DuPage counties.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – JUNE 2019

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:	Milestone dates will be available once final designs get established.
HIGHLIGHTS:	Pace will utilize the design for the South Holland Acceptance Facility, which was determined to be located in Markham and design the additional facilities. A contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, was amended to include the modified design for the Pace South Campus Design. The project continues with preparation of the Design Development Submittal of the Acceptance Facility including the architectural, structural, and mechanical, electrical, and plumbing (MEP). The field survey data was downloaded to start Civil Design for the site, and site design of the Acceptance Facility. Concurrently, the Phase I Environmental Site Assessment (ESA) report was submitted to Pace and Phase II ESA Report is being prepared.

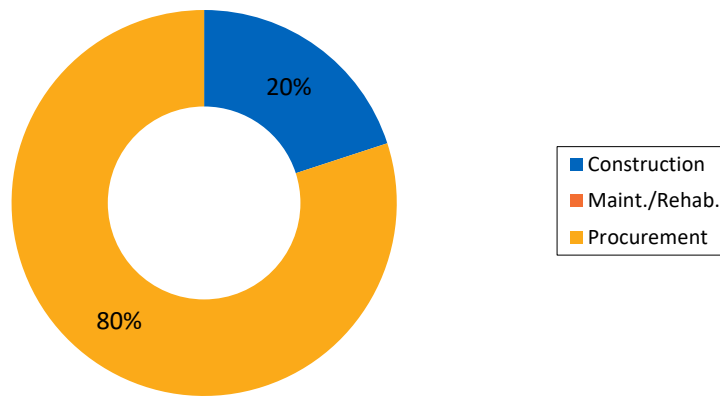
PROJECT:	Purchase Vanpool Vehicles
SCOPE:	The vanpool procurement for conversion vehicles allowed for multiple awards based on van types. Therefore, this procurement was awarded to two vendors, each with a five-year indefinite delivery/indefinite quantity contract. They have a combined minimum of 70 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; estimated completion June 2020.
HIGHLIGHTS:	To date, 218 conversion vans have been ordered, including three additional new orders totaling 93 conversion vans. All orders were placed in December 2017, March 2018, and April 2018. All 93 vehicles have been delivered and are expected to be in service by July 2019.

PROJECT:	Purchase Vanpool Minivans
SCOPE:	A 5-year contract with a third vendor was awarded on October 9, 2016 for the vanpool procurement of minivans with a minimum quantity of 124 and maximum of 421. On October 26, 2016, FTA granted Pace a Buy America Waiver for domestic content and final assembly requirement for up to 188 Dodge Caravans.
BUDGET:	\$11,076,439; on budget.
SCHEDULE:	On schedule; estimated completion October 2020.
HIGHLIGHTS:	To date, 208 minivans were ordered and delivered under this contract. The new change order for an additional 122 vanpool vans was cancelled. Pace intended to submit a request for a Buy America Final Assembly Waiver while making use of the current Buy America Domestic Content Waiver that is active until September 30, 2019, in hopes of acquiring an additional 122 vanpool vans through an active vanpool contract which expires in October 2020. However, Pace was directed by FTA not to process the change order. Instead, Pace was requested to bid out a new vanpool procurement to ensure and confirm that no vendors can perform the final assembly of these vehicles in the United States. Pace is preparing to bid out the new procurement and will be able to establish the auto industries position on final assembly by Mid-July 2019. A new contract will be awarded if the bid(s) received meet the Buy America requirements. In the case where no bid(s) are received, then Pace aims to acquire an expedited Buy America Domestic Content Waiver from FTA and revert to the change order request under the current vanpool vehicle contract.

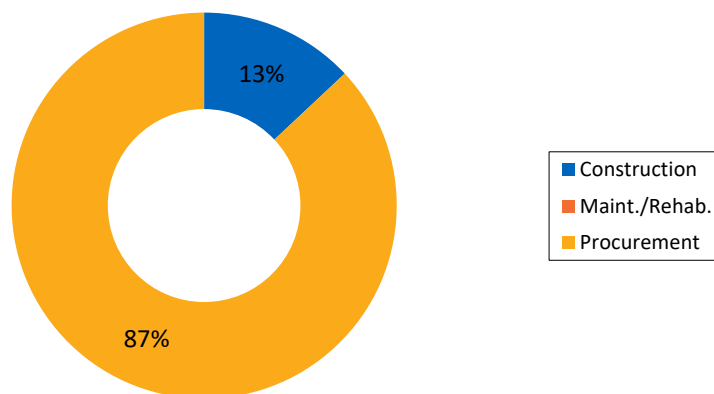
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	1	\$27,100,000
Maintenance / Rehabilitation	0	\$0
Procurement	4	\$181,099,907

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET





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To: Finance Committee

From: Leanne P. Redden, Executive Director

Date: June 13, 2019

Re: Ordinances authorizing the execution of 2019 Federal Funding Allocation Agreements Between Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin, amending the 2019-2023 Capital Program and amending and extending ICE Funded Projects

Staff is requesting Board approval of three ordinances. The first ordinance authorizes the execution of federal formula funding allocations based on the Letter of Understanding (LOU) agreements between Northeastern Illinois and Northwestern Indiana and between Northeastern Illinois and Southeastern Wisconsin. The agreements reflect the share of the region's full FFY 2019 funding allocations for the following federal transit formula programs: Federal §5307 including §5340 formula program, §5337 State of Good Repair, §5339 Bus and Bus Facilities, and §5310 Enhanced Mobility of Seniors and Individuals with Disabilities. The second approves the amendment to the 2019-2023 Capital Program and incorporates changes in program revenue and expenditures for CTA, Metra and Pace. The third ordinance approves a project scope adjustment and a time extension for implementation of CTA and Metra's Innovation, Coordination, and Enhancement (ICE) funded projects.

Previous Actions

Date	<u>Ordinance No.</u>	<u>Purpose</u>
<u>06/21/2018</u>	<u>2018-32</u>	2018 Federal Funding Allocation
<u>03/21/2019</u>	<u>2019-08</u>	Modifying the 2019-2023 Capital Program
<u>03/21/2019</u>	<u>2019-09</u>	Approving time extensions of ICE funded projects

New Federal Formula Funding Allocation Attachments

The Fixing America's Surface Transportation (FAST) Act, enacted December 4, 2015, authorizes federal transportation funding to the regional Urbanized Areas (UZAs) for FFYs 2016-2020. On April 9, 2019, the Federal Transit Administration updated the full FFY 2019 apportionments for the four federal formula programs: §5307 including §5340, §5337 State of Good Repair, §5339 Bus and Bus Facilities, and §5310 Enhanced Mobility of Seniors and Individuals with Disabilities through September 30, 2019. The RTA, as the designated recipient of these federal formula programs, first sub-allocates the funding to Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin based on the U.S. Census and operating data for each region. The RTA then splits the Northeastern Illinois allocation between the Service Boards in accordance with historically established shares. The federal formula Section §5310 funds are not included in the sub-allocations to the Service Boards because the RTA is the direct recipient of these funds.

The Northwestern Indiana Regional Planning Commission (NIRPC), the Northern Indiana Commuter Transportation District (NICTD) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) have approved RTA's recommended FFY 2019 full year federal formula funding apportionment sub-allocations. As required by federal guidelines, the Chicago Metropolitan Agency for Planning's (CMAP) Transportation Committee endorsed the recommended allocations at its April 26, 2019 meeting and the MPO Policy Committee will consider concurrence at its June 13, 2019 meeting. After RTA Board approval of the funding sub-allocations, the RTA will provide written notification to the Federal Transit Administration (FTA) of the allocated capital federal funding to all recipients in the region.

The ordinance to approve the 2019 Federal Apportionments includes seven attachments to the LOUs that specify the full allocation of FFY 2019 federal formula funds by program within the Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI UZAs. The full year 2019 federal funding allocations for the CTA, Metra and Pace are reflected in Schedule IIA-attached. Because the new federal funding splits result in changes to the RTA's Board approved 2019 Capital Program federal marks, the ordinance to amend the 2019-2023 Capital Program includes these revisions.

2019-2023 Capital Program Funding Changes

The net increase in funding for the 2019-2023 Capital Program is \$68.25M, as summarized in the table below and reflects funding changes for all Services Boards.

2019-2023 Capital Funding Changes (in millions)			
	Current	Change	Proposed
CTA	\$2161.51	\$11.81	\$2173.32
Metra	1260.34	45.41	1305.75
Pace	291.3	11.03	302.33
RTA	0.25	-	0.25
2019 Capital Program Total:	\$3713.4	\$68.25	\$3781.65

The table above reflects the net increase in the federal formula funds for all three Service Boards as a result of the release of the federal apportionments as well as additional changes to the Capital Program, as described below.

CTA's amendment reflects an increase in federal discretionary funds, service board and local funds, and reprogrammed funds from previous years (including CTA bonds, other service board funds, and RTA ICE funds), and reflects a reduction in planned CTA bond issuances.

Metra's amendment reflects an increase in State of Illinois Department of Commerce and Economic Opportunity (DCEO) funds, other service board and local funds, and reprogramming of remaining state bond funds to the current year.

CTA and Metra are also shifting CMAQ funding from planned projects in 2021 to projects in 2019 as this funding has become available sooner.

Pace's amendment reflects an increase in federal discretionary funds, service board funds, and reprogrammed RTA bond funds.

The details of the funding increase are reflected in Capital Program Schedules II-A and II-B attached to the ordinance.

As depicted in the table below, there is a net increase to the 2019 budget and a decrease to the 2020-2023 budget. The program's total funds and sources of revenue change due to CTA and Metra shifting CMAQ funding from 2020-2023 to 2019. The out-years are further reduced due to CTA reducing the amount of money for planned bond issuances by utilizing the 2019 federal formula funding and reprogramming some unutilized older funds.

Capital Funding Changes (in millions)	2019 Current	2019 Change	2019 Proposed	2020-23 Current	2020-23 Change	2020-23 Proposed
Federal Formula	\$510.91	\$38.88	\$549.79	\$2100.12	-	\$2100.12
Federal Discretionary/Federal Flexible	139.22	72.68	211.9	588.83	(68.91)	519.92
State	-	-	-	-	-	-
State - DCEO Funds	-	15.00	15.00	-	-	-
RTA	53.15	4.17	57.32	298.29	-	298.29
SB and Local Funds	45.66	2.75	48.41	82.22	-	82.22
SB Bond Proceeds	73.13	(0.81)	72.32	158.22	(23.62)	134.6
Reprogrammed CTA Bonds (Includes GTT, RPM, and Planned)	119.63	7.12	126.74	270.62	-	270.62
Reprogrammed/Carryover State Bond Funds	3.96	20.00	23.96	-	-	-
Reprogrammed Other Funds	-	0.98	0.98	-	-	-
CTA Debt Repayment	(150.43)	-	(150.43)	(580.11)	-	(580.11)
Total:	\$795.22	\$160.78	\$955.99	\$2918.19	(\$92.53)	\$2825.66

2019 CTA Proposed Program Amendment (\$59.54M)

CTA's net increase of \$59.54M impacts the following projects:

- Infrastructure and Safety Renewal Program (\$33.34M)
- Rail Car Maintenance Activities (\$12.05M)
- Bus Replacement Program (\$7.37M)
- 74th Street Bus Garage Improvements (\$2.46M)
- Program Management and Support Services (\$2.31M)
- Red Line Extension Transportation Oriented Development Activities (\$1.48M)

As part of the net increase of \$59.54M, CTA requested the approval to de-obligate \$0.53M of ICE funding from the following projects:

- CTA—(0200) – MMIS Modules and Upgrade (CTA-2015A) - \$0.24M
- CTA—(0338) – Purchase/Install Bus Mobile Communication Devices (CTA-2014C) - \$0.29M

and obligate the funding to the following project:

- CTA—(0187) – Software/Hardware Enhancements (CTA-2012-SBICE) - \$0.53M.

2019 CTA Capital Program Funding Changes (in millions)	2019 Current	2019 Change	2019 Proposed	2020-23 Current	2020-23 Change	2020-23 Proposed
Federal Formula	\$296.12	\$26.13	\$322.25	\$1218.11	-	\$1218.11
Federal Discretionary/Federal Flexible	115.64	25.58	141.21	533.68	(24.11)	509.57
RTA	4.52	0.53	5.05	144.00	-	144.00
SB and Local Funds	1.09	0.01	1.11	1.22	-	1.22
SB Bond Proceeds	26.33	(0.81)	25.52	158.22	(23.62)	134.6
CTA Debt Repayment	(150.43)	-	(150.43)	(580.11)	-	(580.11)
Reprogrammed CTA Bonds (Includes GTT, RPM, and Planned)	119.63	7.12	126.74	270.62	-	270.62
Reprogrammed/Carryover State Bond Funds	2.87	-	2.87	-	-	-
Reprogrammed Other Funds	-	0.98	0.98	-	-	-
Total CTA Available:	\$415.76	\$59.54	\$475.3	\$1745.74	(\$47.73)	\$1698.02

2019 Metra Proposed Program Amendment (\$90.21M)*

Metra's net increase of \$90.21M impacts the following projects:

- Locomotive Purchases (\$44.80M)
- Auburn-Gresham Station (\$20.00M)
- Peterson Ridge Station (\$15.00M)
- Positive Train Control (\$10.32M)
- Signal Standards Project (\$0.05M)
- A20 Interlocker Improvements (\$0.05M)

*Numbers may not total due to rounding

2019 Metra Capital Program Funding Changes (in millions)	2019 Current	2019 Change	2019 Proposed	2020-23 Current	2020-23 Change	2020-23 Proposed
Federal Formula	\$173.59	\$10.32	\$183.91	\$713.99	-	\$713.99
Federal Discretionary/Federal Flexible	16.06	44.80	60.86	45.11	(44.80)	0.31
RTA	47.89	-	47.89	139.89	-	139.89
SB and Local Funds	43.71	0.09	43.80	80.00	-	80.00
State - DCEO Funds	-	15.00	15.00	-	-	-
Reprogrammed/Carryover State Bond Funds	0.11	20.00	20.11	-	-	-
Total Metra Available:	\$281.36	\$90.21	\$371.56	\$978.99	(\$44.80)	\$934.19

2019 Pace Proposed Capital Program Amendment (\$11.03M)

Pace's net increase of \$11.03M impacts the following projects:

- Wheeling Northwest Garage Facility (\$5.54M)
- Purchase new Compressed Natural Gas Buses (\$3.07M)
- Purchase new Coach Buses (\$2.15M)
- Purchase Paratransit Vehicles (\$0.27M)

2019 Pace Capital Program Funding Changes (in millions)	2019 Current	2019 Change	2019 Proposed	2020-23 Current	2020-23 Change	2020-23 Proposed
Federal Formula	\$41.20	\$2.43	\$43.63	\$168.01	-	\$168.01
Federal Discretionary/Federal Flexible	7.52	2.31	9.83	10.04	-	10.04
RTA	0.49	3.65	4.14	14.40	-	14.40
SB and Local Funds	0.85	2.65	3.50	1.00	-	1.00
SB Bond Proceeds	46.8	-	46.8	-	-	-
Reprogrammed/Carryover State Bond Funds	0.99	-	0.99	-	-	-
Total Pace Available:	\$97.84	\$11.03	\$108.88	\$193.45	-	\$193.45

2019 ICE Project Extension and Scope Adjustment Requests

The third ordinance is approving a 12-month extension for a CTA project and a scope adjustment for a Metra project.

CTA	0187 Software and Hardware Enhancements to Improve Efficiency	<p>This funding will provide for several software and hardware enhancements, which will improve efficiency to the Transit Operations Planning System (TOPS).</p> <p>The project is complete. The 1 year extension will allow CTA to pay remaining invoices that have yet to be received.</p>
Metra	5176- Luminous Platform Signs	<p>The initial scope of this project was to provide luminous platform signs at six stations outside of Downtown Chicago.</p> <p>Metra has requested to adjust the scope of the project to allow for installation of backlit signage at Downtown Chicago stations which will aid significantly more customers and will integrate with the RTA's Interagency Signage Project.</p>

Staff has reviewed the requests and finds them justified.

Actions Requested

Staff requests adoption of the following ordinances:

1. Execution of 2019 Federal §5307, Including §5340 Urbanized Area Formula Program, §5337 State of Good Repair Program, §5339 Bus and Bus Facilities Formula Program and §5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funding Allocation Agreements Between Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin.
2. Amendment of the 2019-2023 Capital Program.
3. Approving a 12-month extension of one ICE project for CTA and a scope adjustment of one project for Metra.

Prepared by: Capital Programming and Performance Analysis

JL/LN/TJ/TO/BL
Attachments.

ORDINANCE NO.

AMENDMENT TO THE 2019-2023 CAPITAL PROGRAM

WHEREAS, Section 2.01b of the Regional Transportation Authority Act (the "Act") requires the Regional Transportation Authority (the "Authority" or the "RTA"), to annually prepare the Five-Year Capital Program for the region;

WHEREAS, funding for the Five-Year Capital Program is based on an estimate of funds available for capital projects for 2019-2023 from all sources including federal-, state-, and Authority-funded programs and Service Board and non-Service Board agency-generated funds;

WHEREAS, the capital funding estimates are listed in the Five-Year Capital Program;

WHEREAS, a variety of changes have occurred with regard to the funds anticipated to be available for capital projects, the capital projects to be funded within the program, and the funding distribution for the capital projects; and

WHEREAS, pursuant to Section 4.01(h) of the Act, no Service Board shall undertake any capital improvement that is not identified in the Five-Year Capital Program.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY that:

1. The amounts estimated to be available for capital projects for calendar years 2019-2023 set forth in Schedules II-A and II-B to Ordinance 2019-08 adopted on March 21, 2019, are hereby amended and restated as set forth in the attached revised Schedules II-A and II-B. Such estimates assume the appropriations of federal and state funding and the availability of resources of the Authority.
2. Nothing in this Ordinance is intended to or shall have the effect of waiving any discretion the RTA may have under law to review the determinations made in this Ordinance, including, but not limited to, allocation of federal funds among the Service Boards, or determining the allowable uses of federal, state or local funds.
3. All provisions of previously adopted ordinances and resolutions, including but not limited to Ordinance 2019-08 not expressly amended or repealed by this amendatory ordinance remain in full force and effect.
4. The Executive Director is hereby authorized and directed to inform each of the Service Boards of the amounts and purposes of available funding sources, and to take such action as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and make conforming changes to the 2019-2023 Capital Program.

2019-2023 CAPITAL PROGRAM REVENUES

Schedule II-A
2019-XX June 20, 2019

CTA

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 128,355,943	\$ 131,406,873	\$ 132,868,942	\$ 134,347,223	\$ 135,841,951	\$ 662,820,931
\$5337 State of Good Repair Formula	171,413,409	155,787,013	157,368,286	158,965,610	160,579,147	804,113,465
\$5339 Bus and Bus Facilities	13,955,945	12,251,106	12,569,167	12,895,486	13,230,277	64,901,981
Reprogrammed Federal Formula Funds	8,529,516	0	0	0	0	8,529,516
Subtotal FTA	\$ 322,254,812	\$ 299,444,991	\$ 302,806,395	\$ 306,208,319	\$ 309,651,375	\$ 1,540,365,893
Federal-Flexible/Discretionary						
CMAQ	33,000,000	83,890,857	0	0	0	116,890,857
Sec. 5303 UWP Planning	746,800	420,000	420,000	420,000	420,000	2,426,800
Other - Transit Oriented Development Grant	1,465,940	0	0	0	0	1,465,940
Department of Homeland Security	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
New Starts/Core Capacity	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000
Subtotal Fed Flexible	141,212,740	190,310,857	106,420,000	106,420,000	106,420,000	650,783,597
Subtotal All Federal	\$ 463,467,552	\$ 489,755,848	\$ 409,226,395	\$ 412,628,319	\$ 416,071,375	\$ 2,191,149,490
State						
State Bond Funds	0	0	0	0	0	0
Reprogrammed SCIP Bond Funds	2,867,243	0	0	0	0	2,867,243
Subtotal State	\$ 2,867,243	\$ 0	\$ 0	\$ 0	\$ 0	2,867,243
RTA						
RTA Bonds	0	79,000,000	0	0	65,000,000	144,000,000
Reprogrammed ICE Funds	528,671	0	0	0	0	528,671
Reprogrammed RTA Bond Funds	3,680,784	0	0	0	0	3,680,784
Reprogrammed RTA Funds	835,641	0	0	0	0	835,641
Subtotal RTA	\$ 5,045,096	\$ 79,000,000	\$ 0	\$ 0	\$ 65,000,000	\$ 149,045,096
Service Board and Local Funds						
Other Service Board Funds	382,360	265,400	105,000	105,000	105,000	962,760
Illinois Long Range Transportation Funds	726,400	641,600	0	0	0	1,368,000
Service Board Bond Proceeds	25,520,547	63,108,937	71,489,615	0	0	160,119,099
Reprogrammed Other Local Funds	976,590	0	0	0	0	976,590
Reprogrammed CTA Bond Funds	7,119,748	0	0	0	0	7,119,748
Reprogrammed CTA Bond - Ground Transportation Tax	46,542,160	86,536,311	22,706,701	7,214,828	0	163,000,000
Reprogrammed CTA Bond Proceeds (RPM)	73,082,895	107,173,482	46,992,816	0	0	227,249,193
Subtotal SB/Local	\$ 154,350,700	\$ 257,725,730	\$ 141,294,132	\$ 7,319,828	\$ 105,000	560,795,390
Subtotal State/RTA/Local	\$ 162,263,039	\$ 336,725,730	\$ 141,294,132	\$ 7,319,828	\$ 65,105,000	712,707,729
TOTAL CTA FUNDING	\$ 625,730,591	\$ 826,481,578	\$ 550,520,527	\$ 419,948,147	\$ 481,176,375	\$ 2,903,857,219
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	(8,552,999)	0	0	0	0	\$ (8,552,999)
Subtotal Ground Transportation Tax Repayment	\$ (8,552,999)	\$ 0	\$ 0	\$ 0	\$ 0	\$ (8,552,999)
CTA Debt Repayment Principal (\$5307/\$5340)	(31,585,000)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(145,450,000)
CTA Debt Repayment Principal (\$5309)	(30,650,000)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(214,115,000)
Subtotal Debt Repayment Principal	(62,235,000)	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(359,565,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(14,236,025)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(55,130,075)
CTA Debt Repayment Interest (\$5309)	(65,405,414)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(307,291,573)
Subtotal Debt Repayment Interest	(79,641,439)	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(362,421,648)
Subtotal Debt Repayment	\$ (150,429,438)	\$ (150,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	\$ (730,539,647)
TOTAL CTA AVAILABLE	\$ 475,301,153	\$ 676,325,794	\$ 407,150,950	\$ 276,624,782	\$ 337,914,893	\$ 2,173,317,572

2019-2023 CAPITAL PROGRAM REVENUES

Schedule II-A
2019-XX June 20, 2019

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
METRA						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 83,424,210	\$ 84,205,148	\$ 85,243,017	\$ 86,293,642	\$ 87,357,217	\$ 426,523,235
\$5337 State of Good Repair Formula	100,483,722	91,323,421	92,250,375	93,186,737	94,132,607	471,376,861
Subtotal FTA	\$ 183,907,932	\$ 175,528,569	\$ 177,493,392	\$ 179,480,379	\$ 181,489,824	\$ 897,900,096
Federal-Flexible/Discretionary						
Consolidated Rail Infrastructure and Safety Improvements (CRSI)	2,058,163	0	0	0	0	2,058,163
Volkswagen Clean Air Act Settlement Grant	14,000,000	0	0	0	0	14,000,000
CMAQ	44,800,000	0	306,000	0	0	45,106,000
Subtotal Fed Flexible	\$ 60,858,163	\$ 0	\$ 306,000	\$ 0	\$ 0	\$ 61,164,163
Subtotal Federal	\$ 244,766,095	\$ 175,528,569	\$ 177,799,392	\$ 179,480,379	\$ 181,489,824	\$ 959,064,259
State						
State Bond Funds	0	0	0	0	0	0
Illinois DCEO Funds (Build Illinois)	15,000,000	0	0	0	0	15,000,000
Reprogrammed/Carryover State Bond Funds	20,000,000	0	0	0	0	20,000,000
Reprogrammed SCIP Bond Funds	110,699	0	0	0	0	110,699
Subtotal State	\$ 35,110,699	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,110,699
RTA						
RTA ICE Funds	5,041,958	5,142,798	5,245,654	0	0	15,430,410
Reprogrammed ICE Funds	848,705	0	0	0	0	848,705
RTA Bonds	0	71,000,000	0	0	58,500,000	129,500,000
Reprogrammed RTA Bond Funds	42,000,000	0	0	0	0	42,000,000
Subtotal RTA	\$ 47,890,663	\$ 76,142,798	\$ 5,245,654	\$ 0	\$ 58,500,000	\$ 187,779,115
Service Board and Local Funds						
Other Service Board Funds	43,712,177	20,000,000	20,000,000	20,000,000	20,000,000	123,712,177
Other Local Funds	85,000	0	0	0	0	85,000
Subtotal SB/Local	\$ 43,797,177	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 123,797,177
Subtotal State/RTA/Local	\$ 126,798,539	\$ 96,142,798	\$ 25,245,654	\$ 20,000,000	\$ 78,500,000	\$ 346,686,991
TOTAL METRA AVAILABLE	\$ 371,564,634	\$ 271,671,367	\$ 203,045,046	\$ 199,480,379	\$ 259,989,824	\$ 1,305,751,250

2019-2023 CAPITAL PROGRAM REVENUES

Schedule II-A
2019-XX June 20, 2019

PACE

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
\$5307/\$5340 Urbanized Area Formula	\$ 41,347,497	\$ 39,612,844	\$ 40,032,542	\$ 40,456,670	\$ 40,885,292	\$ 202,334,846
\$5339 Bus and Bus Facilities	1,924,958	1,689,806	1,733,675	1,778,684	1,824,861	8,951,984
Reprogrammed Federal Formula Funds	352,745	0	0	0	0	352,745
Subtotal FTA	\$ 43,625,200	\$ 41,302,650	\$ 41,766,217	\$ 42,235,354	\$ 42,710,153	\$ 211,639,575
Federal-Flexible/Discretionary						
Volkswagen Clean Air Act Settlement Grant	2,307,690	0	0	0	0	2,307,690
CMAQ	7,520,000	0	10,040,512	0	0	17,560,512
Subtotal Fed Flexible	\$ 9,827,690	\$ 0	\$ 10,040,512	\$ 0	\$ 0	\$ 19,868,202
Subtotal Federal	\$ 53,452,890	\$ 41,302,650	\$ 51,806,729	\$ 42,235,354	\$ 42,710,153	\$ 231,507,777
State						
State Bond Funds	0	0	0	0	0	0
Reprogrammed SCIP Bond Funds	985,364	0	0	0	0	985,364
Subtotal State	\$ 985,364	\$ 0	\$ 0	\$ 0	\$ 0	\$ 985,364
RTA						
RTA Bonds	0	7,900,000	0	0	6,500,000	14,400,000
Reprogrammed RTA Bond Funds	3,645,371	0	0	0	0	3,645,371
Reprogrammed RTA Funds	492,266	0	0	0	0	492,266
Subtotal RTA	\$ 4,137,637	\$ 7,900,000	\$ 0	\$ 0	\$ 6,500,000	\$ 18,537,637
Service Board and Local Funds						
Positive Budget Variance	3,502,110	250,000	250,000	250,000	250,000	4,502,110
Service Board Bond Proceeds	46,800,000	0	0	0	0	46,800,000
Subtotal SB/Local	\$ 50,302,110	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 51,302,110
Subtotal State/RTA/Local	\$ 55,425,111	\$ 8,150,000	\$ 250,000	\$ 250,000	\$ 6,750,000	\$ 70,825,111
TOTAL PACE AVAILABLE	\$ 108,878,001	\$ 49,452,650	\$ 52,056,729	\$ 42,485,354	\$ 49,460,153	\$ 302,332,888

2019-2023 CAPITAL PROGRAM REVENUES

Schedule II-A
2019-XX June 20, 2019

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
RTA						
RTA						
RTA Funds	250,000	0	0	0	0	250,000
Subtotal RTA	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000
TOTAL RTA AVAILABLE	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000

2019-2023 CAPITAL PROGRAM REVENUES

Schedule II-A
2019-XX June 20, 2019

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
REGIONAL TOTAL						
FTA						
\$5307/\$5340 Urbanized Area Formula	\$ 253,127,650	\$ 255,224,866	\$ 258,144,501	\$ 261,097,535	\$ 264,084,460	\$ 1,291,679,012
\$5337 State of Good Repair Formula	271,897,131	247,110,434	249,618,661	252,152,347	254,711,754	1,275,490,326
\$5339 Bus and Bus Facilities	15,880,903	13,940,911	14,302,842	14,674,170	15,055,138	73,853,965
Reprogrammed Federal Formula Funds	8,882,261	0	0	0	0	8,882,261
Subtotal FTA	\$ 549,787,945	\$ 516,276,211	\$ 522,066,004	\$ 527,924,052	\$ 533,851,352	\$ 2,649,905,564
Federal-Flexible/Discretionary						
Consolidated Rail Infrastructure and Safety Improvements (CRSI)	2,058,163	0	0	0	0	2,058,163
Volkswagen Clean Air Act Settlement Grant	16,307,690	0	0	0	0	16,307,690
CMAQ	85,320,000	83,890,857	10,346,512	0	0	179,557,369
Sec. 5303 UWP Planning	746,800	420,000	420,000	420,000	420,000	2,426,800
Department of Homeland Security	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	30,000,000
New Starts/Core Capacity	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000
Subtotal Fed Flexible	\$ 210,432,653	\$ 190,310,857	\$ 116,766,512	\$ 106,420,000	\$ 106,420,000	\$ 730,350,022
SUBTOTAL FEDERAL	\$ 760,220,598	\$ 706,587,068	\$ 638,832,516	\$ 634,344,052	\$ 640,271,352	\$ 3,380,255,586
State						
State Bond Funds	0	0	0	0	0	0
Illinois DCEO Funds (Build Illinois)	15,000,000	0	0	0	0	15,000,000
Reprogrammed/Carryover State Bond Funds	20,000,000	0	0	0	0	20,000,000
Reprogrammed SCIP Bond Funds	3,963,306	0	0	0	0	3,963,306
Subtotal State	\$ 38,963,306	\$ 0	\$ 0	\$ 0	\$ 0	\$ 38,963,306
RTA						
RTA ICE Funds	5,041,958	5,142,798	5,245,654	0	0	15,430,410
Reprogrammed ICE Funds	1,377,376	0	0	0	0	1,377,376
RTA Funds	250,000	0	0	0	0	250,000
RTA Bonds	0	157,900,000			130,000,000	287,900,000
Reprogrammed RTA Bond Funds	49,326,155	0	0	0	0	49,326,155
Reprogrammed RTA Funds	1,327,907	0	0	0	0	1,327,907
Subtotal RTA Funding	\$ 57,323,396	\$ 163,042,798	\$ 5,245,654	\$ 0	\$ 130,000,000	\$ 355,611,848
Service Board and Local Funds						
Positive Budget Variance	3,502,110	250,000	250,000	250,000	250,000	4,502,110
Other Service Board Funds	44,094,537	20,265,400	20,105,000	20,105,000	20,105,000	124,674,937
Other - Transit Oriented Development Grant	1,465,940	0	0	0	0	
Other Local Funds	85,000	0	0	0	0	
Illinois Long Range Transportation Funds	726,400	641,600	0	0	0	1,368,000
Service Board Bond Proceeds	72,320,547	63,108,937	71,489,615	0	0	206,919,099
Reprogrammed Other Local Funds	976,590	0	0	0	0	
Reprogrammed CTA Bond Funds	7,119,748	0	0	0	0	7,119,748
Reprogrammed CTA Bond - Ground Transportation Tax	46,542,160	86,536,311	22,706,701	7,214,828	0	163,000,000
Reprogrammed CTA Bond Proceeds (RPM)	73,082,895	107,173,482	46,992,816	0	0	227,249,193
Subtotal SB/Local	\$ 249,915,927	\$ 277,975,730	\$ 161,544,132	\$ 27,569,828	\$ 20,355,000	\$ 737,360,617
SUBTOTAL State/RTA/Local	\$ 346,202,629	\$ 441,018,528	\$ 166,789,786	\$ 27,569,828	\$ 150,355,000	\$ 1,131,935,771
TOTAL REGIONAL FUNDING	\$ 1,106,423,227	\$ 1,147,605,596	\$ 805,622,302	\$ 661,913,880	\$ 790,626,352	\$ 4,512,191,356
Debt Repayment						
CTA Ground Transportation Tax Repayment (Short Term)	(8,552,999)	0	0	0	0	(8,552,999)
Subtotal Ground Transportation Tax Repayment	\$ (8,552,999)	\$ 0	\$ 0	\$ 0	\$ 0	(8,552,999)
CTA Debt Repayment Principal (\$5307/\$5340)	(31,585,000)	(41,410,000)	(22,980,000)	(24,125,000)	(25,350,000)	(145,450,000)
CTA Debt Repayment Principal (\$5309)	(30,650,000)	(32,230,000)	(47,940,000)	(50,365,000)	(52,930,000)	(214,115,000)
Subtotal Debt Repayment Principal	(62,235,000)	(73,640,000)	(70,920,000)	(74,490,000)	(78,280,000)	(359,565,000)
CTA Debt Repayment Interest (\$5307/\$5340)	(14,236,025)	(12,656,775)	(10,586,275)	(9,437,275)	(8,213,725)	(55,130,075)
CTA Debt Repayment Interest (\$5309)	(65,405,414)	(63,859,010)	(61,863,302)	(59,396,090)	(56,767,757)	(307,291,573)
Subtotal Debt Repayment Interest	(79,641,439)	(76,515,785)	(72,449,577)	(68,833,365)	(64,981,482)	(362,421,648)
Subtotal Debt Service	\$ (150,429,438)	\$ (150,155,785)	\$ (143,369,577)	\$ (143,323,365)	\$ (143,261,482)	(730,539,647)
TOTAL REGIONAL AVAILABLE	\$ 955,993,789	\$ 997,449,811	\$ 662,252,725	\$ 518,590,515	\$ 647,364,870	\$ 3,781,651,710

Proposed Changes to RTA 2019 Capital Program

2019-XX June 20, 2019

SCHEDULE II B

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
CTA												
Bus												
1 Rolling Stock												
021.500	021.803	16-12-0009 -- Perform Bus Maintenance Activities (P1)	5307 Tollway	28,172,347	NC: NC	29,224,775	1,052,428	0	0	0	0	29,224,775
021.500	021.803	16-12-0009 -- Perform Bus Maintenance Activities (P1)	5339 Tollway	11,827,653	NC: NC	10,775,225	(1,052,428)	2,300,000	2,300,000	2,300,000	2,200,000	19,875,225
021.503	021.806	16-17-0001 -- Life Extending Overhaul - 430 Standard (1000 Series)	5339 Tollway	0	NC: NC	0	0	0	10,095,712	0	10,878,129	20,973,841
021.503	021.806	16-17-0001 -- Life Extending Overhaul - 430 Standard (1000 Series)	5307 Tollway	0	NC: NC	0	0	0	11,243,281	15,815,340	5,219,779	32,278,400
021.504	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	5307 Tollway	0	NC: NC	0	0	9,279,155	0	0	0	9,279,155
021.504	021.806	16-17-0001 -- Mid-Life Bus Overhaul - 100 Artic (4300/4333 Series)	5339 Tollway	0	NC: NC	0	0	9,828,595	0	0	0	9,828,595
031.054	031.054	-- Replace Remaining 6400 Series		0	5339: Tollway	3,048,139	3,048,139	0	0	0	0	3,048,139
031.054	031.054	-- Replace Remaining 6400 Series Buses		0	5307: Tollway	4,323,482	4,323,482	0	0	0	0	4,323,482
031.502	031.054	16-14-0001 -- Replace Buses - Electric (20 Base_25 Option) w Charger (5 Base_8 Option)	CMAQ Tollway	0	NC: NC	7,924,000	7,924,000	0	0	0	0	7,924,000
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	100% Bond	0	NC: NC	0	0	0	0	0	6,261,589	6,261,589
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	5307 Tollway	0	NC: NC	0	0	0	0	8,722,068	66,188,215	74,910,283
031.503	031.054	16-96-0061 -- Replace Buses - (150 of 1,030 New Flyers)	5339 Tollway	0	NC: NC	0	0	0	0	10,417,528	0	10,417,528
031.504	031.051	16-96-0061 -- Replace Buses - Nova Option 2 (remaining 25 buses)	5307 Tollway	1,000,000	NC: NC	0	(1,000,000)	0	0	0	0	0
031.504	031.054	16-96-0061 -- Replace Buses - Artic Hybrid - Lease Interest	5307 Tollway	105,440	NC: NC	105,440	0	0	0	0	0	105,440
031.504	031.054	16-96-0061 -- Replace Buses - Artic Hybrid - Lease Principal	5307 Tollway	6,437,273	NC: NC	6,437,273	0	0	0	0	0	6,437,273

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	Total
031.504	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Interest	5307 Tollway	265,417	NC: NC	265,417	0	53,664	0	0	0	319,081
031.504	031.054	16-96-0061 -- Replace Buses - NF Option 4 - Lease Principal	5307 Tollway	7,646,283	NC: NC	7,646,283	0	3,902,186	0	0	0	11,548,469
031.505	031.054	16-96-0061 -- Replace Remaining (6400 Series) 50 Base/Plus 50 Option - Standard	100% CTA Bond	0	NC: NC	0	0	35,604,546	0	0	0	35,604,546
Total 1 Rolling Stock				55,454,413		69,750,034	14,295,621	60,968,146	23,638,993	37,254,936	90,747,712	282,359,821
<u>11 Modernization</u>												
404.502	404.502	16-13-0005 -- Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd - CMAQ	CMAQ Ser. Bd.	8,806,394	NC: NC	0	(8,806,394)	8,801,948	0	0	0	8,801,948
Total 11 Modernization				8,806,394		0	(8,806,394)	8,801,948	0	0	0	8,801,948
Total				64,260,807		69,750,034	5,489,227	69,770,094	23,638,993	37,254,936	90,747,712	291,161,769
<u>Rail</u>												
<u>1 Rolling Stock</u>												
022.503	022.906	16-12-0010 -- Perform Rail Car Maintenance Activities (P1)	5337 Tollway	30,000,000	NC: NC	2,986,698	(27,013,302)	2,200,000	0	2,200,000	2,200,000	9,586,698
022.503	022.906	16-12-0010 -- Perform Rail Car Maintenance Activities (P1)	5307 Tollway	10,000,000	NC: NC	40,000,000	30,000,000	0	2,200,000	0	0	42,200,000
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	5337 Tollway	0	NC: NC	0	0	13,446,442	9,725,837	0	42,884,730	66,057,009
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100% CTA Bond	0	NC: NC	3,621,674	3,621,674	5,175,271	5,400,000	0	0	14,196,945
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	5307 Tollway	0	NC: NC	0	0	3,508,197	23,665,601	0	0	27,173,798
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100% Bond	0	NC: NC	0	0	16,202,454	0	0	0	16,202,454
022.504	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Base of 283 cars	100% Bond	0	NC: NC	0	0	0	0	0	31,365,911	31,365,911
022.504	022.903	-- Perform Rail Car Overhaul	100% SCIP 2	2,867,243	NC: NC	2,867,243	0	0	0	0	0	2,867,243
022.504	022.903	-- Perform Rail Car Overhaul	100% Bond	3,680,784	NC: NC	3,680,784	0	0	0	0	0	3,680,784
022.505	022.903	16-17-0002 -- 5000 Series Qtr Overhaul - Critical Needs	100% CTA Bond	14,316,801	NC: NC	10,695,127	(3,621,674)	0	0	0	0	10,695,127
022.506	022.906	16-12-0010 -- Rail Car Activities - Traction Motor & Armatures Phase II	100% CTA Bond	800,836	NC: NC	0	(800,836)	0	0	0	0	0
022.508	022.508	-- Perform Rail Car Activities - Install Rail Car Simulator		0	100%: Ser. Bd.	976,590	976,590	0	0	0	0	976,590
022.906	022.510	-- Perform Rail Car Maintenance Activities		0	100%: CTA Bond	4,655,406	4,655,406	0	0	0	0	4,655,406

			Current		Proposed		Proposed vs.					Total
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	
022.906	022.511	-- Rail Car Activities Phase II Propulsion Kits (2600 Series)		0	5337: Tollway	8,076,201	8,076,201	0	0	0	0	8,076,201
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	5307 Tollway	0	NC: NC	0	0	28,015,652	45,864,031	59,900,717	0	133,780,400
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	100% CTA Bond	0	NC: NC	0	0	8,093,945	4,169,608	0	0	12,263,553
132.501	132.056	16-15-0005 -- Purchase Rail Cars - 7000' Series (Base Order 400)	5337 Tollway	0	NC: NC	0	0	30,643,691	3,079,965	12,223,295	0	45,946,951
Total 1 Rolling Stock				61,665,664		77,559,723	15,894,059	107,285,652	94,105,042	74,324,012	76,450,641	429,725,070
<u>11 Modernization</u>												
079.502	195.027	16-14-0007 -- Rehabilitate Blue Line - Kimball Subway Waterproofing and Track includes TOD	100% Bond	0	NC: NC	0	0	1,975,000	0	0	0	1,975,000
121.509	195.027	16-14-0007 -- Rehabilitate Blue Line -(Jeff Park to ORD) Signals (Phase 5)	100% CTA Bond	0	NC: NC	0	0	0	11,330,879	0	0	11,330,879
141.273	195.027	16-14-0007 -- Rehabilitate Blue Line - Contingencies	100% Bond	0	NC: NC	0	0	4,659,548	0	0	0	4,659,548
141.273	195.027	16-14-0007 -- Rehabilitate Blue Line - Grand, Chicago and Division Station Renovation (Phase 4)	100% Bond	0	NC: NC	0	0	3,978,519	0	0	0	3,978,519
170.501	195.027	16-14-0007 -- Rehabilitate Blue Line- Harlem Station Bus Bridge	100% Bond	0	NC: NC	0	0	9,875,000	0	0	0	9,875,000
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization - Support Service CMAQ	CMAQ Ser. Bd.	0	NC: NC	153,125	153,125	459,375	0	0	0	612,500
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity) - Support Service	5309C Tollway	612,500	NC: NC	612,500	0	612,500	612,500	612,500	612,500	3,062,500
302.901	304.004	16-10-9001 -- NML - Red/Purple Modernization -Support Service CTA Bond RPM	100% RPM Operating Funds	447,633	NC: NC	447,633	0	656,438	287,831	0	0	1,391,902
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	CMAQ Ser. Bd.	0	NC: NC	24,846,875	24,846,875	74,540,625	0	0	0	99,387,500
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization	100% RPM Operating Funds	72,635,262	NC: NC	72,635,262	0	106,517,044	46,704,985	0	0	225,857,291
304.004	304.004	16-10-9001 -- NML - Red/Purple Modernization (FTA Core Capacity)	5309C Tollway	99,387,500	NC: NC	99,387,500	0	99,387,500	99,387,500	99,387,500	99,387,500	496,937,500

			Current		Proposed		Proposed vs.					Total
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	
406.029	406.500	-- NML- Red Purple Modernization Core Capacity Expansion Program- UWP	Other Fed. Ser. Bd.	404,619	NC: NC	404,619	0	0	0	0	0	404,619
Total 11 Modernization				173,487,514		198,487,514	25,000,000	302,661,549	158,323,695	100,000,000	100,000,000	859,472,758
<u>2 Track & Structure</u>												
181.500	184.500	-- Elevated Track & Structure Safety Renewal		0	5337: Tollway	1,486,503	1,486,503	0	0	0	0	1,486,503
181.500	184.500	-- Elevated Track & Structure Safety Renewal		0	5307: Tollway	7,043,013	7,043,013	0	0	0	0	7,043,013
184.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5337 Tollway	14,937,500	NC: NC	10,000,000	(4,937,500)	0	14,812,500	14,812,500	0	39,625,000
184.500	181.500	16-98-0015 -- Elevated Track and Structure Systemwide	5307 Tollway	9,875,000	NC: NC	14,812,500	4,937,500	14,812,500	0	0	14,812,500	44,437,500
184.512	181.500	16-98-0015 -- Green Line South - Track Improvements	100% CTA Bond Trans. Tax	9,866,131	NC: NC	9,866,131	0	22,462,923	5,871,536	1,865,622	0	40,066,212
184.513	181.500	16-98-0015 -- Green & Pink Line West - Track Improvements	100% CTA Bond Trans. Tax	4,981,982	NC: NC	4,981,982	0	11,342,833	2,964,879	942,061	0	20,231,755
184.514	181.500	16-98-0015 -- Red & Blue Line Subway - Track Improvements	100% CTA Bond Trans. Tax	5,237,854	NC: NC	5,237,854	0	11,925,396	3,117,154	990,445	0	21,270,849
184.515	181.500	16-98-0015 -- Brown Line - Track Improvements	100% CTA Bond Trans. Tax	4,142,872	NC: NC	4,142,872	0	9,432,371	2,465,508	783,390	0	16,824,141
184.516	181.500	16-98-0015 -- Congress Blue Line - P1 Track	100% CTA Bond Trans. Tax	974,572	NC: NC	974,572	0	2,218,878	579,988	184,285	0	3,957,723
Total 2 Track & Structure				50,015,911		58,545,427	8,529,516	72,194,901	29,811,565	19,578,303	14,812,500	194,942,696
<u>3 Electrical, Signal, & Communications</u>												
121.506	121.500	16-00-0030 -- Tactical Traction Power (Equipment/Cable/Enclosures)	100% CTA Bond	0	NC: NC	0	0	4,196,875	4,196,875	0	0	8,393,750
121.510	121.500	16-00-0030 -- Blue Line O'Hare Branch Traction Power Improvements	100% CTA Bond Trans. Tax	5,994,183	NC: NC	5,994,183	0	13,647,382	3,567,261	1,133,461	0	24,342,287
Total 3 Electrical, Signal, & Communications				5,994,183		5,994,183	0	17,844,257	7,764,136	1,133,461	0	32,736,037
<u>4 Support Facilities & Equipment</u>												
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% Bond	0	NC: NC	0	0	0	0	0	26,625,000	26,625,000
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% Bond	0	NC: NC	0	0	29,625,000	0	0	0	29,625,000
070.504	073.500	16-17-0006 -- Replace Non-Revenue 61st Rail Shop	100% CTA Bond	0	NC: NC	0	0	0	9,875,000	0	0	9,875,000
070.510	073.500	16-99-0002 -- Rail Facilities (Yards) - SOGR II	5307 Tollway	0	NC: NC	0	0	1,958,137	0	0	0	1,958,137

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					<u>Total</u>
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
070.510	073.500	16-99-0002 -- Rail Facilites (Yards) - SOGR II	100% CTA Bond	3,579,189	NC: NC	3,579,189	0	1,357,811	0	0	0	4,937,000
070.510	073.500	16-99-0002 -- Rail Facilites (Yards) - SOGR II	100% Bond	0	NC: NC	0	0	10,959,423	0	0	0	10,959,423
070.510	073.500	16-99-0002 -- Rail Facilites (Yards) - SOGR II	5337 Tollway	0	NC: NC	0	0	0	3,950,000	3,950,000	3,950,000	11,850,000
070.512	073.500	-- Improve Facilities - 74th Garage		0	100%: CTA Bond	2,464,342	2,464,342	0	0	0	0	2,464,342
Total 4 Support Facilities & Equipment				3,579,189		6,043,531	2,464,342	43,900,371	13,825,000	3,950,000	30,575,000	98,293,902
<u>5 Stations & Passenger Facilities</u>												
143.500	141.273	16-02-0004 -- Rehabilitate Rail Stations - Systemwide	5337 Tollway	0	NC: NC	0	0	1,975,000	5,925,000	5,925,000	0	13,825,000
143.514	141.273	16-99-002 -- Station Security Enhancements	100% CTA Bond Trans. Tax	2,923,716	NC: NC	2,923,716	0	6,656,633	1,739,963	552,856	0	11,873,168
Total 5 Stations & Passenger Facilities				2,923,716		2,923,716	0	8,631,633	7,664,963	6,477,856	0	25,698,168
<u>6 Miscellaneous</u>												
406.024	406.500	-- Blue Line Core Capacity Study 3 Range Funds Ser. Bd.		404,124	NC: NC	404,124	0	323,730	0	0	0	727,854
Total 6 Miscellaneous				404,124		404,124	0	323,730	0	0	0	727,854
<u>7 Extensions</u>												
254.001	254.001	01-94-0006 -- Red Line Extension - Planning, Preliminary Engineering	100% CTA Bond	0	NC: NC	0	0	8,049,400	32,197,602	0	0	40,247,002
254.001	254.001	-- Red Line Extension - TOD Planning and Engineering		0	Other Fed.: Ser. Bd.	1,480,000	1,480,000	0	0	0	0	1,480,000
Total 7 Extensions				0		1,480,000	1,480,000	8,049,400	32,197,602	0	0	41,727,002
<u>8 Contingencies & Administration</u>												
302.287	310.001	-- Support Services for Fast Tracks Program - Long Term	100% CTA Bond Trans. Tax	360,897	NC: NC	360,897	0	865,363	313,352	99,565	0	1,639,177
Total 8 Contingencies & Administration				360,897		360,897	0	865,363	313,352	99,565	0	1,639,177
Total				298,431,199		351,799,116	53,367,917	561,756,856	344,005,355	205,563,197	221,838,141	1,684,962,665
<u>System</u>												
<u>3 Electrical, Signal, & Communications</u>												
0187	0187	-- Software/Hardware Enhancements		0	100%: ICE	528,671	528,671	0	0	0	0	528,671
150.502	150.028	16-03-0011 -- Systemwide Security Cameras Improvements (Safe & Secure)	100% CTA Bond Trans. Tax	3,506,954	NC: NC	3,506,954	0	7,984,532	2,087,060	663,143	0	14,241,689
Total 3 Electrical, Signal, & Communications				3,506,954		4,035,625	528,671	7,984,532	2,087,060	663,143	0	14,770,360

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<u>4 Support Facilities & Equipment</u>												
061.500	061.059	16-98-0003 -- Upgrade Office Computer Systems	5307 Tollway	0	NC: NC	0	0	1,300,000	1,300,000	1,300,000	1,300,000	5,200,000
061.501	061.059	16-98-0003 -- Upgrade\Support IT & Communication Systems	5307 Tollway	0	NC: NC	0	0	400,000	400,000	400,000	400,000	1,600,000
062.029	061.059	16-98-0003 -- Asset Management & System Enhancements	Range Funds Ser. Bd.	495,250	NC: NC	495,250	0	470,250	0	0	0	965,500
070.500	073.500	16-99-0002 -- Office Building - Interest	5307 Tollway	3,122,413	NC: NC	3,122,413	0	2,965,163	2,799,788	2,621,456	2,429,175	13,937,995
070.500	073.500	16-99-0002 -- Office Building - Principal	5307 Tollway	3,065,000	NC: NC	3,065,000	0	3,225,000	3,390,000	3,565,000	3,760,000	17,005,000
070.503	073.500	16-99-0002 -- Facilities Maintenance	5337 Tollway	8,110,987	NC: NC	11,207,021	3,096,034	7,900,000	7,900,000	7,900,000	0	34,907,021
070.503	073.500	16-99-0002 -- Facilities Maintenance	5307 Tollway	10,854,760	NC: NC	7,758,726	(3,096,034)	0	0	0	0	7,758,726
070.505	073.500	16-99-0002 -- Facilities Maintenance	100% CTA Bond	4,913,362	NC: NC	4,913,362	0	0	0	0	0	4,913,362
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100% Bond	0	NC: NC	0	0	461,891	0	0	0	461,891
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	5337 Tollway	0	NC: NC	0	0	1,975,000	0	0	0	1,975,000
070.511	073.500	16-99-0002 -- Facilities (Critical Needs) - SOGR II	100% CTA Bond	2,468,750	NC: NC	2,468,750	0	0	0	0	0	2,468,750
086.503	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100% Bond	0	NC: NC	0	0	473,165	0	0	0	473,165
086.503	086.500	16-13-0003 -- Equipment and Non-Revenue Vehicles (Diesel Locomotives)	100% CTA Bond	0	NC: NC	0	0	0	3,333,095	0	0	3,333,095
<u>Total 4 Support Facilities & Equipment</u>				33,030,522		33,030,522	0	19,170,469	19,122,883	15,786,456	7,889,175	94,999,505
<u>6 Miscellaneous</u>												
150.500	150.028	16-03-0011 -- Implement Security Projects - HLS Program	100% Other	5,943,000	NC: NC	5,943,000	0	5,940,000	5,917,200	5,917,200	5,931,000	29,648,400
292.002	292.002	-- Unanticipated Capital	100% Discr.	835,641	NC: NC	835,641	0	0	0	0	0	835,641
<u>Total 6 Miscellaneous</u>				6,778,641		6,778,641	0	5,940,000	5,917,200	5,917,200	5,931,000	30,484,041
<u>8 Contingencies & Administration</u>												
302.088	310.001	-- Support Service for 5307	5307 Tollway	1,234,628	NC: NC	1,219,381	(15,247)	1,314,069	1,833,591	1,853,992	1,562,182	7,783,215
302.089	310.001	-- Support Service for 5337	5337 Tollway	1,465,105	NC: NC	1,628,427	163,322	1,557,870	2,171,682	2,193,725	1,846,660	9,398,364
302.090	310.001	-- Support Service for 5339	5339 Tollway	113,440	NC: NC	132,581	19,141	122,511	173,455	177,958	152,148	758,653
302.092	310.001	-- Support Service for CMAQ	CMAQ Ser. Bd.	84,463	NC: NC	76,000	(8,463)	88,909	0	0	0	164,909
302.093	310.001	-- Support Service for HLS	Other Fed. Other	57,000	NC: NC	57,000	0	60,000	82,800	82,800	69,000	351,600

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	Total
302.095	310.001	-- Support Service for RTA Bonds	100% Bond	0	NC: NC	0	0	0	0	0	747,500	747,500
302.095	310.001	-- Support Service for RTA Bonds	100% Bond	0	NC: NC	0	0	790,000	0	0	0	790,000
302.096	310.001	-- Support Services for CTA Bond	100% CTA Bond	250,126	NC: NC	242,445	(7,681)	631,089	986,556	0	0	1,860,090
302.097	310.001	-- Support Service for UWP	Other Fed. Ser. Bd.	3,881	NC: NC	3,881	0	0	0	0	0	3,881
302.098	310.001	-- Support Service for ILRTP	Range Funds Ser. Bd.	8,626	NC: NC	8,626	0	8,020	0	0	0	16,646
306.001	310.001	16-01-0008 -- Program Management	5307 Tollway	2,361,253	NC: NC	4,554,227	2,192,974	6,606,375	6,606,375	6,606,375	6,606,375	30,979,727
306.001	310.001	16-01-0008 -- Program Management	5337 Tollway	3,652,622	NC: NC	1,459,648	(2,192,974)	0	0	0	0	1,459,648
406.003	310.001	-- Program Development - UWP	Other Fed. Ser. Bd.	525,000	NC: NC	525,000	0	525,000	525,000	525,000	525,000	2,625,000
Total 8 Contingencies & Administration				9,756,144		9,907,216	151,072	11,703,843	12,379,459	11,439,850	11,508,865	56,939,233
Total				53,072,261		53,752,004	679,743	44,798,844	39,506,602	33,806,649	25,329,040	197,193,139
Total CTA				415,764,266		475,301,153	59,536,887	676,325,794	407,150,950	276,624,782	337,914,893	2,173,317,572

		Current		Proposed		Proposed vs.							
		Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total		
Metra													
Rail													
1 Rolling Stock													
5006	5006	-- NEW GALLERY CARS PURCHASE	100% Bond		0	NC: NC	0	0	34,000,000	0	0	0	34,000,000
5006	5006	-- NEW GALLERY CARS PURCHASE	Formula Fnds Tollway		2,700,000	NC: NC	2,700,000	0	0	36,500,000	20,600,000	23,400,000	83,200,000
5006	5006	-- NEW GALLERY CARS PURCHASE	100% Bond		0	NC: NC	0	0	0	0	0	58,500,000	58,500,000
5009	5009	-- CAR REHAB (NIPPON SHARYO HIGHLINERS)	Formula Fnds Tollway		0	NC: NC	0	0	16,164,000	10,614,000	14,000,000	10,850,000	51,628,000
5010	5010	-- CAR AND LOCOMOTIVE CAMERAS	Formula Fnds Tollway		2,500,000	NC: NC	2,500,000	0	2,500,000	2,500,000	2,000,000	2,000,000	11,500,000
5109	5109	-- LOCOMOTIVE PURCHASE	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	21,000,000	0	33,000,000	35,380,000	91,380,000
5109	5109	-- LOCOMOTIVE PURCHASE	100% Ser. Bd.		0	NC: NC	0	0	0	0	16,139,000	0	16,139,000
5109	5109	-- LOCOMOTIVE PURCHASE	CMAQ Ser. Bd.		0	NC: NC	0	0	0	11,200,000	0	0	11,200,000
5109	5109	-- Locomotive Purchase	100% Ser. Bd.		36,500,000	NC: NC	36,500,000	0	0	0	0	0	36,500,000
5109	5109	-- Locomotive Purchase			0	CMAQ: Tollway	44,800,000	44,800,000	0	0	0	0	44,800,000
5204	5204	-- LOCOMOTIVE REBUILD 100-149,215,216	Formula Fnds Tollway		8,000,000	NC: NC	8,000,000	0	10,150,000	7,635,000	5,050,000	0	30,835,000
5207	5207	-- CAR REHAB (NIPPON SHARYO P-3)	Formula Fnds Tollway		12,100,000	NC: NC	12,100,000	0	4,375,000	0	15,000,000	0	31,475,000
5301	5301	-- TRACTION MOTORS	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	2,000,000	1,800,000	1,800,000	1,800,000	9,400,000
5302	5302	-- Locomotive and Rail Car Improvements	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
5303	5303	-- WHEEL REPLACEMENT	Formula Fnds Tollway		3,000,000	NC: NC	3,000,000	0	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
5307	5307	-- CAR REHAB (NIPPON SHARYO P-4)	Formula Fnds Tollway		0	NC: NC	0	0	10,000,000	12,850,000	3,000,000	0	25,850,000
5309	5309	-- New Locomotives	D-Volkswagen Bond		56,000,000	NC: NC	56,000,000	0	0	0	0	0	56,000,000
AE-104	AE-104	-- CAR REHAB (NIPPON SHARYO P-5)	Formula Fnds Tollway		0	NC: NC	0	0	13,000,000	6,324,000	0	0	19,324,000
AE-105	AE-105	-- CAR REHAB (NIPPON SHARYO P-6)	Formula Fnds Tollway		0	NC: NC	0	0	0	0	500,000	15,000,000	15,500,000
AE-106	AE-106	-- CAR REHAB (NIPPON SHARYO P-7)	Formula Fnds Tollway		0	NC: NC	0	0	0	0	0	12,000,000	12,000,000
Total 1 Rolling Stock				126,800,000		171,600,000	44,800,000	118,189,000	94,423,000	116,089,000	163,930,000	664,231,000	
2 Track & Structure													
4337	4337	-- Gresham Area Bridges	Formula Fnds Tollway		6,500,000	NC: NC	6,500,000	0	0	0	0	0	6,500,000
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Ser. Bd.		0	NC: NC	0	0	0	0	0	16,000,000	16,000,000

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
4840	4840	-- NORTH LINE BRIDGES (PHASED)	Formula Fnds Tollway	6,000,000	NC: NC	6,000,000	0	5,400,000	5,000,000	7,000,000	2,009,442	25,409,442
4840	4840	-- NORTH LINE BRIDGES (PHASED)	100% Bond	0	NC: NC	0	0	32,000,000	0	0	0	32,000,000
5240	5240	-- BRIDGE A-32	Formula Fnds Tollway	12,000,000	NC: NC	12,000,000	0	0	0	0	0	12,000,000
5311	5311	-- TIES, BALLAST, & SW HEATERS	Formula Fnds Tollway	2,500,000	NC: NC	2,500,000	0	1,500,000	2,500,000	1,500,000	1,500,000	9,500,000
5312	5312	-- TIES AND BALLAST	Formula Fnds Tollway	0	NC: NC	0	0	2,000,000	2,000,000	2,000,000	2,500,000	8,500,000
5313	5313	-- TIES AND BALLAST (50/50)	Formula Fnds Tollway	1,600,000	NC: NC	1,600,000	0	2,500,000	2,000,000	2,000,000	2,500,000	10,600,000
5314	5314	-- TIES AND BALLAST (50/50)	Formula Fnds Tollway	1,250,000	NC: NC	1,250,000	0	250,000	250,000	250,000	250,000	2,250,000
5315	5315	-- TIES AND BALLAST	Formula Fnds Tollway	2,300,000	NC: NC	2,300,000	0	1,500,000	2,000,000	2,000,000	2,000,000	9,800,000
5316	5316	-- TIES AND BALLAST	Formula Fnds Tollway	1,500,000	NC: NC	1,500,000	0	0	0	0	0	1,500,000
5320	5320	-- NCS IMPROVEMENTS	100% Ser. Bd.	798,000	NC: NC	798,000	0	878,000	965,000	1,061,000	1,167,000	4,869,000
5321	5321	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway	250,000	NC: NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5322	5322	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway	500,000	NC: NC	500,000	0	500,000	250,000	250,000	250,000	1,750,000
5323	5323	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway	400,000	NC: NC	400,000	0	300,000	300,000	250,000	250,000	1,500,000
5324	5324	-- UNDERCUTTING & SURFACING	Formula Fnds Tollway	500,000	NC: NC	500,000	0	0	500,000	0	500,000	1,500,000
5325	5325	-- RAIL REPLACEMENT	Formula Fnds Tollway	2,600,000	NC: NC	2,600,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,600,000
5326	5326	-- RAIL REPLACEMENT	Formula Fnds Tollway	250,000	NC: NC	250,000	0	500,000	500,000	500,000	500,000	2,250,000
5327	5327	-- RAIL REPLACEMENT	Formula Fnds Tollway	500,000	NC: NC	500,000	0	1,500,000	1,500,000	1,300,000	1,500,000	6,300,000
5328	5328	-- RAIL REPLACEMENT	Formula Fnds Tollway	250,000	NC: NC	250,000	0	2,500,000	2,500,000	2,100,000	2,500,000	9,850,000
5329	5329	-- RAIL REPLACEMENT	Formula Fnds Tollway	250,000	NC: NC	250,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,250,000
5330	5330	-- CREATE-P2	100% Ser. Bd.	2,000,000	NC: NC	2,000,000	0	15,000,000	6,000,000	1,000,000	0	24,000,000
5331	5331	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5332	5332	-- CROSSINGS (ROAD & TRACK - 50/50)	Formula Fnds Tollway	1,250,000	NC: NC	1,250,000	0	1,500,000	1,500,000	1,500,000	1,500,000	7,250,000
5333	5333	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway	500,000	NC: NC	500,000	0	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
5334	5334	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
5335	5335	-- CROSSINGS (ROAD & TRACK)	Formula Fnds Tollway	0	NC: NC	0	0	750,000	1,000,000	1,500,000	1,500,000	4,750,000
5336	5336	-- BRIDGES & RETAINING WALLS	Formula Fnds Tollway	2,500,000	NC: NC	2,500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,500,000
5337	5337	-- BRIDGES	Formula Fnds Tollway	500,000	NC: NC	500,000	0	400,000	400,000	400,000	400,000	2,100,000
5338	5338	-- BRIDGES	Formula Fnds Tollway	500,000	NC: NC	500,000	0	250,000	250,000	250,000	250,000	1,500,000

				Current		Proposed		Proposed vs.					
				Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
5340	5340	-- ROOT/43rd STREET BRIDGES	Formula Fnds Tollway		8,000,000	NC: NC	8,000,000	0	0	0	0	0	8,000,000
5344	5344	-- CATENARY STRUCTURE REHAB	Formula Fnds Tollway		1,750,000	NC: NC	1,750,000	0	850,000	750,000	750,000	750,000	4,850,000
5347	5347	-- RIGHT OF WAY FENCING	Formula Fnds Tollway		33,000	NC: NC	33,000	0	33,000	33,000	33,000	33,000	165,000
5348	5348	-- RIGHT OF WAY FENCING	Formula Fnds Tollway		34,000	NC: NC	34,000	0	34,000	34,000	34,000	34,000	170,000
5349	5349	-- RIGHT OF WAY FENCING	Formula Fnds Tollway		33,000	NC: NC	33,000	0	33,000	33,000	33,000	33,000	165,000
BL-104	BL-104	-- WESTERN AVENUE BRIDGE	Formula Fnds Tollway		0	NC: NC	0	0	0	4,000,000	0	0	4,000,000
BL-105	BL-105	-- HICKORY CREEK BRIDGE	Formula Fnds Tollway		0	NC: NC	0	0	0	0	4,000,000	0	4,000,000
Total 2 Track & Structure					59,048,000		59,048,000	0	77,428,000	41,515,000	36,961,000	45,176,442	260,128,442
3 Electrical, Signal, & Communications													
4343	4343	-- POSITIVE TRAIN CONTROL	Formula Fnds Tollway		15,978,000	NC: NC	26,300,268	10,322,268	0	0	0	0	26,300,268
4343	4343	-- Positive Train Control (PTC)	CRISI Ser. Bd.		2,572,704	NC: NC	2,572,704	0	0	0	0	0	2,572,704
4343	4343	-- Positive Train Control (PTC)	100% SCIP 2		110,699	NC: NC	110,699	0	0	0	0	0	110,699
4746	4746	-- IMPEDANCE BONDS	Formula Fnds Tollway		0	NC: NC	0	0	200,000	200,000	100,000	200,000	700,000
4841	4841	-- CUS SOUTH INTERLOCKERS	Formula Fnds Tollway		2,450,000	NC: NC	2,450,000	0	0	0	0	0	2,450,000
4842	4842	-- 16TH STREET INTERLOCKER	Formula Fnds Tollway		200,000	NC: NC	200,000	0	0	0	0	0	200,000
4947	4947	-- A20 Interlocker		0	Formula Fnds: Tollway		585,000	585,000	0	0	0	0	585,000
5149	5149	-- Lake Street Interlocker	Formula Fnds Tollway		2,300,000	NC: NC	2,300,000	0	5,100,000	6,300,000	4,300,000	7,000,000	25,000,000
5254	5254	-- SIGNAL SYSTEM UPGRADES	Formula Fnds Tollway		0	NC: NC	0	0	250,000	250,000	250,000	250,000	1,000,000
5257	5257	-- RONDOUT INTERLOCKING RENEWAL	Formula Fnds Tollway		3,000,000	NC: NC	3,000,000	0	0	0	0	0	3,000,000
5350	5350	-- Communication Improvements	Formula Fnds Tollway		1,550,000	NC: NC	1,550,000	0	0	0	0	0	1,550,000
5352	5352	-- Signal Standards		0	Formula Fnds: Tollway		600,000	600,000	0	0	0	0	600,000
5353	5353	-- SIGNAL SYSTEM UPGRADES	Formula Fnds Tollway		250,000	NC: NC	250,000	0	0	300,000	0	0	550,000
5355	5355	-- SIGNAL SYSTEM UPGRADES	Formula Fnds Tollway		100,000	NC: NC	100,000	0	250,000	100,000	100,000	250,000	800,000
5356	5356	-- YARD IMPROVEMENTS-ELEC	Formula Fnds Tollway		900,000	NC: NC	900,000	0	750,000	900,000	900,000	900,000	4,350,000
5357	5357	-- YARD IMPROVEMENTS - ELEC	Formula Fnds Tollway		440,000	NC: NC	440,000	0	440,000	440,000	440,000	440,000	2,200,000
5358	5358	-- YARD IMPROVEMENTS - ELEC	Formula Fnds Tollway		750,000	NC: NC	750,000	0	750,000	1,000,000	1,500,000	900,000	4,900,000
5359	5359	-- YARD IMPROVEMENTS _ ELEC	Formula Fnds Tollway		1,320,000	NC: NC	1,320,000	0	820,000	1,000,000	450,000	820,000	4,410,000
5360	5360	-- HVAC REPLACEMENTS	Formula Fnds Tollway		1,000,000	NC: NC	1,000,000	0	0	0	0	0	1,000,000

				<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
				<u>Source</u>	<u>Budget</u>	<u>Source</u>	<u>Budget</u>	<u>Current</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
5361	5361	-- MORGAN INTERLOCKING	Formula Fnds Tollway		600,000	NC: NC	600,000	0	3,000,000	3,000,000	0	0	6,600,000
5362	5362	-- WESTERN INTERLOCKING	Formula Fnds Tollway		500,000	NC: NC	0	(500,000)	3,000,000	3,000,000	0	0	6,000,000
5363	5363	-- RECTIFIER REPLACEMENT	Formula Fnds Tollway		1,500,000	NC: NC	1,500,000	0	500,000	500,000	500,000	500,000	3,500,000
5364	5364	-- VIDEO SYS STORAGE	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
CC-104	CC-104	-- BI-DIR SIGNAL (47TH TO 65TH)	Formula Fnds Tollway		0	NC: NC	0	0	2,000,000	5,000,000	0	0	7,000,000
CC-105	CC-105	-- BI-DIR SIGNAL (11TH TO 47TH)	Formula Fnds Tollway		0	NC: NC	0	0	0	0	5,000,000	5,000,000	10,000,000
CC-106	CC-106	-- A-20 INTERLOCKING	Formula Fnds Tollway		0	NC: NC	0	0	6,000,000	6,000,000	0	0	12,000,000
Total 3 Electrical, Signal, & Communications					37,521,403		48,528,671	11,007,268	24,060,000	28,990,000	14,540,000	17,260,000	133,378,671
<u>4 Support Facilities & Equipment</u>													
4757	4757	-- MILLENIUM STATION EXITS	Formula Fnds Tollway		1,300,000	NC: NC	1,300,000	0	0	0	0	0	1,300,000
4852	4852	-- FINANCIAL SYSTEM REPLACEMENT	Formula Fnds Tollway		0	NC: NC	0	0	2,100,000	0	1,900,000	1,000,000	5,000,000
4972	4972	-- 47th/49th STREET YARD FACILITY	Formula Fnds Tollway		10,000,000	NC: NC	10,000,000	0	0	0	0	0	10,000,000
5171	5171	-- GPS/TRAIN TRACKING	100% ICE 2020		0	NC: NC	0	0	5,142,798	0	0	0	5,142,798
5171	5171	-- GPS/TRAIN TRACKING	100% ICE 2019		5,041,958	NC: NC	5,041,958	0	0	0	0	0	5,041,958
5171	5171	-- GPS/TRAIN TRACKING	Formula Fnds Tollway		2,722,223	NC: NC	2,722,223	0	1,296,000	0	0	0	4,018,223
5265	5265	-- YARD IMPROVEMENTS	Formula Fnds Tollway		0	NC: NC	0	0	1,000,000	0	1,300,000	1,300,000	3,600,000
5265	5265	-- Yard Improvements - UP	Formula Fnds Tollway		1,400,000	NC: NC	1,400,000	0	0	0	0	0	1,400,000
5365	5365	-- YARD IMPROVEMENTS	Formula Fnds Tollway		3,000,000	NC: NC	3,000,000	0	2,000,000	3,000,000	2,500,000	2,500,000	13,000,000
5366	5366	-- YARD IMPROVEMENTS	Formula Fnds Tollway		1,500,000	NC: NC	1,500,000	0	1,000,000	1,000,000	1,000,000	800,000	5,300,000
5367	5367	-- YARD IMPROVEMENTS	Formula Fnds Tollway		1,000,000	NC: NC	1,000,000	0	500,000	1,000,000	1,000,000	1,000,000	4,500,000
5368	5368	-- YARD IMPROVEMENTS	Formula Fnds Tollway		1,000,000	NC: NC	1,000,000	0	500,000	500,000	500,000	500,000	3,000,000
5369	5369	-- RIGHT OF WAY EQUIPMENT	Formula Fnds Tollway		2,000,000	NC: NC	2,000,000	0	2,000,000	2,000,000	1,500,000	2,000,000	9,500,000
5370	5370	-- OFFICE EQUIPMENT	Formula Fnds Tollway		275,000	NC: NC	275,000	0	275,000	275,000	275,000	275,000	1,375,000
5371	5371	-- EQUIPMENT & VEHIC MECH	Formula Fnds Tollway		1,500,000	NC: NC	1,500,000	0	2,000,000	1,000,000	1,000,000	1,000,000	6,500,000
5372	5372	-- IT COMPONENTS & SERVICES	100% Ser. Bd.		1,000,000	NC: NC	1,000,000	0	0	0	0	998,000	1,998,000
5372	5372	-- IT COMPONENTS & SERVICES	Formula Fnds Tollway		850,000	NC: NC	850,000	0	1,000,000	1,823,000	1,000,000	1,000,000	5,673,000
5373	5373	-- POLICE VEHICLES	Formula Fnds Tollway		500,000	NC: NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5374	5374	-- STORAGE EQUIPMENT	Formula Fnds Tollway		600,000	NC: NC	600,000	0	0	0	0	0	600,000
5375	5375	-- 547 BUILDING SYS IMPROVEMENTS	Formula Fnds Tollway		250,000	NC: NC	250,000	0	200,000	250,000	250,000	250,000	1,200,000
5376	5376	-- LASALLE FIRE PROTECTION	Formula Fnds Tollway		520,000	NC: NC	520,000	0	0	0	0	0	520,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
Total 4 Support Facilities & Equipment				34,459,181		34,459,181	0	19,513,798	11,348,000	12,725,000	13,123,000	91,168,979
5 Stations & Passenger Facilities												
4484	4484	-- Auburn Gresham Station		0	100%: IDOT	20,000,000	20,000,000	0	0	0	0	20,000,000
4486	4486	-- Peterson Ridge Station		0	100%:	15,000,000	15,000,000	0	0	0	0	15,000,000
4675	4675	-- Blue Island Vermont Street Station	Ser. Bd. ICE 2010	60,004	NC: NC	60,004	0	0	0	0	0	60,004
4675	4675	-- Blue Island Vermont Street Station	Ser. Bd. ICE 2012	1,000,879	NC: NC	1,000,879	0	0	0	0	0	1,000,879
4782	4782	-- HUBBARD WOODS STATION	Formula Fnds Tollway	5,530,000	NC: NC	5,530,000	0	0	0	0	0	5,530,000
4878	4878	-- WEST CHICAGO STATION	Formula Fnds Tollway	0	NC: NC	0	0	5,000,000	0	0	0	5,000,000
5077	5077	-- STATION SIGNS	Formula Fnds Tollway	0	NC: NC	0	0	500,000	0	0	250,000	750,000
5380	5380	-- ADA IMPROVEMENTS	Formula Fnds Tollway	3,000,000	NC: NC	3,000,000	0	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
5381	5381	-- SYSTEMWIDE STATION IMPS	Formula Fnds Tollway	500,000	NC: NC	500,000	0	700,000	1,000,000	500,000	500,000	3,200,000
5382	5382	-- STATION FAC IMPROVEMENTS	Formula Fnds Tollway	1,500,000	NC: NC	1,500,000	0	1,500,000	1,250,000	1,500,000	2,000,000	7,750,000
5383	5383	-- PARKING LOT IMPROVEMENTS	Formula Fnds Tollway	500,000	NC: NC	500,000	0	500,000	500,000	500,000	500,000	2,500,000
5384	5384	-- ELMHURST	100% Ser. Bd.	1,000,000	NC: NC	1,000,000	0	1,000,000	0	0	0	2,000,000
5385	5385	-- NEW LENOX	100% Ser. Bd.	1,000,000	NC: NC	1,000,000	0	1,000,000	0	0	0	2,000,000
EA-100	EA-100	-- BICYCLE PARKING	CMAQ Ser. Bd.	0	NC: NC	0	0	0	382,400	0	0	382,400
EC-00	EC-00	-- 147TH STREET STATION	100% Bond	0	NC: NC	0	0	5,000,000	0	0	0	5,000,000
Total 5 Stations & Passenger Facilities				14,090,883		49,090,883	35,000,000	18,200,000	6,132,400	5,500,000	6,250,000	85,173,283
6 Miscellaneous												
5195	5195	-- ENGINEERING ASSET MANAGEMENT	Formula Fnds Tollway	750,000	NC: NC	750,000	0	500,000	1,000,000	0	0	2,250,000
5390	5390	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	500,000	NC: NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5391	5391	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	500,000	NC: NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5392	5392	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	2,000,000	2,000,000	2,000,000	2,000,000	9,000,000
5393	5393	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	1,500,000	2,000,000	2,000,000	2,000,000	8,500,000
5394	5394	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	500,000	NC: NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5395	5395	-- INFRASTRUCTURE ENGINEERING	Formula Fnds Tollway	1,600,000	NC: NC	1,000,000	(600,000)	2,000,000	2,000,000	2,000,000	2,500,000	9,500,000
5396	5396	-- UNANTICIPATED CAPITAL	100% Ser. Bd.	600,000	NC: NC	600,000	0	888,000	1,000,000	800,000	800,000	4,088,000

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
ICE2021	ICE2021	-- RTA ICE FUNDED PROJECTS - TBD	100% ICE 2021	0	NC: NC	0	0	0	5,245,654	0	0	5,245,654
Total 6 Miscellaneous				6,450,000		5,850,000	(600,000)	9,888,000	16,245,654	9,800,000	10,300,000	52,083,654
8 Contingencies & Administration												
5397	5397	-- LOCALLY FUNDED PROJECTS / MATCH	100% Ser. Bd.	87,459	NC: NC	87,459	0	1,234,000	758,600	1,000,000	1,035,000	4,115,059
5398	5398	-- PROJECT ADMINISTRATION	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	1,600,000	1,000,000	1,000,000	1,000,000	5,600,000
5399	5399	-- CONTINGENCIES	Formula Fnds Tollway	900,441	NC: NC	900,441	0	740,153	1,632,356	938,379	888,138	5,099,467
5399	5399	-- CONTINGENCIES	Formula Fnds Tollway	1,000,000	NC: NC	1,000,000	0	818,416	1,000,036	927,000	1,027,244	4,772,696
Total 8 Contingencies & Administration				2,987,900		2,987,900	0	4,392,569	4,390,992	3,865,379	3,950,382	19,587,222
Total				281,357,366		371,564,634	90,207,268	271,671,367	203,045,046	199,480,379	259,989,824	1,305,751,250
Total Metra				281,357,366		371,564,634	90,207,268	271,671,367	203,045,046	199,480,379	259,989,824	1,305,751,250

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	Current	2020	2021	2022	2023	Total
<i>Pace</i>												
<i>Bus</i>												
<i>1 Rolling Stock</i>												
5375	5375	-- Purchase CNG Buses		0	-- Volkswagen: Ser. Bd.	3,076,920	3,076,920	0	0	0	0	3,076,920
5400	5400	-- Purchase approximately 18 40' Fixed Route Buses	5307 Tollway	0	NC: NC	0	0	0	0	9,000,000	0	9,000,000
5401	5401	-- Purchase approximately Fixed Route Buses (30' and OTR Coach)	5307 Tollway	14,000,000	NC: NC	16,149,967	2,149,967	13,200,000	11,200,000	8,000,000	10,000,000	58,549,967
5402	5402	-- Purchase approximately 305 Paratransit Vehicles	5339 Tollway	1,999,791	NC: NC	2,277,703	277,912	0	1,733,675	0	0	4,011,378
5402	5402	-- Purchase approximately 305 Paratransit Vehicles	5307 Tollway	3,185,000	NC: NC	3,185,000	0	4,160,000	2,491,325	3,380,000	3,250,000	16,466,325
5403	5403	-- Purchase approximately 69 Community/On-Demand Vehicles	5339 Tollway	0	NC: NC	0	0	1,689,806	0	1,778,684	1,824,861	5,293,351
5404	5404	-- Purchase approximately 187 Vanpool Vehicles	100% CMAQ	7,520,000	NC: NC	7,520,000	0	0	0	0	0	7,520,000
5405	5405	-- Engine/Transmission Retrofits	5307 Tollway	0	NC: NC	0	0	2,002,844	2,001,729	2,018,670	2,002,292	8,025,535
<i>Total 1 Rolling Stock</i>				26,704,791		32,209,590	5,504,799	21,052,650	17,426,729	24,177,354	17,077,153	111,943,476
<i>4 Support Facilities & Equipment</i>												
5313	5313	-- New Northwest Division Garage	100% Pace Bond	46,800,000	NC: NC	46,800,000	0	0	0	0	0	46,800,000
5313	5313	-- New Northwest Garage		0	100%: Ser. Bd.	1,882,880	1,882,880	0	0	0	0	1,882,880
5313	5313	-- New Northwest Garage		0	100%: Bond	3,645,371	3,645,371	0	0	0	0	3,645,371
5410	5410	-- Improve Support Facilities	100% Bond	0	NC: NC	0	0	7,900,000	0	0	0	7,900,000
5410	5410	-- Improve Support Facilities	100% Bond	0	NC: NC	0	0	0	0	0	6,500,000	6,500,000
5410	5410	-- Improve Support Facilities	5307 Tollway	2,062,530	NC: NC	2,062,530	0	0	2,000,000	0	0	4,062,530
5411	5411	-- Computer Systems Hardware & Software	5307 Tollway	500,000	NC: NC	500,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
5412	5412	-- Support Equipment/Non-Revenue Vehicles	5307 Tollway	600,000	NC: NC	600,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,600,000
5413	5413	-- Farebox System	5307 Tollway	250,000	NC: NC	250,000	0	5,000,000	5,000,000	5,000,000	2,500,000	17,750,000
5414	5414	-- Associated Capital	5307 Tollway	6,000,000	NC: NC	6,000,000	0	4,000,000	3,000,000	0	5,000,000	18,000,000
5415	5415	-- Preventive Maintenance	5307 Tollway	3,000,000	NC: NC	3,000,000	0	7,250,000	6,980,000	6,808,000	6,633,000	30,671,000
5416	5416	-- Office Equipment/Furniture	5307 Tollway	100,000	NC: NC	100,000	0	500,000	500,000	500,000	500,000	2,100,000
<i>Total 4 Support Facilities & Equipment</i>				59,312,530		64,840,781	5,528,251	26,650,000	19,480,000	14,308,000	23,133,000	148,411,781
<i>5 Stations & Passenger Facilities</i>												
5420	5420	17-94-0035 -- Improve Passenger Facilities	100% Discr.	242,266	NC: NC	242,266	0	0	0	0	0	242,266

			Current		Proposed		Proposed vs.					
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	Total
5420	5420	17-94-0035 -- Improve Passenger Facilities	100% SCIP 2	985,364	NC: NC	985,364	0	0	0	0	0	985,364
5420	5420	-- Improve Passenger Facilities	5307 Tollway	0	NC: NC	0	0	0	3,359,488	2,250,000	7,500,000	13,109,488
5420	5420	-- Improve Passenger Facilities0	100% CMAQ	0	NC: NC	0	0	0	10,040,512	0	0	10,040,512
5421	5421	-- Bus Stop Shelters/Signs	5307 Tollway	750,000	NC: NC	750,000	0	1,000,000	1,000,000	1,000,000	1,000,000	4,750,000
5422	5422	-- Bus Tracker Sign Deployment	5307 Tollway	500,000	NC: NC	500,000	0	0	0	0	0	500,000
5423	5423	-- Posted Stops Only Conversion	5307 Tollway	750,000	NC: NC	750,000	0	500,000	500,000	500,000	500,000	2,750,000
5424	5424	-- Joliet Transit Center	5307 Tollway	7,500,000	NC: NC	7,500,000	0	0	0	0	0	7,500,000
5425	5425	-- Orland Square Mall Passenger Facility	100% Ser. Bd.	600,000	NC: NC	600,000	0	0	0	0	0	600,000
Total 5 Stations & Passenger Facilities				11,327,630		11,327,630	0	1,500,000	14,900,000	3,750,000	9,000,000	40,477,630
<u>6 Miscellaneous</u>												
5430	5430	-- Unanticipated Capital	100% Ser. Bd.	250,000	NC: NC	250,000	0	250,000	250,000	250,000	250,000	1,250,000
5435	5435	-- Transit Asset Management (TAM) Program	100% Discr.	250,000	NC: NC	250,000	0	0	0	0	0	250,000
Total 6 Miscellaneous				500,000		500,000	0	250,000	250,000	250,000	250,000	1,500,000
Total				97,844,951		108,878,001	11,033,050	49,452,650	52,056,729	42,485,354	49,460,153	302,332,887
Total Pace				97,844,951		108,878,001	11,033,050	49,452,650	52,056,729	42,485,354	49,460,153	302,332,887

			<u>Current</u>		<u>Proposed</u>		<u>Proposed vs.</u>					
			Source	Budget	Source	Budget	<u>Current</u>	2020	2021	2022	2023	Total
RTA												
System												
<u>6 Miscellaneous</u>												
9999	9999	16-94-0006 -- Access to Transit Program	100% RTA Capital Reserves	250,000	NC: NC	250,000	0	0	0	0	0	250,000
Total 6 Miscellaneous				250,000		250,000	0	0	0	0	0	250,000
Total				250,000		250,000	0	0	0	0	0	250,000
Total RTA				250,000		250,000	0	0	0	0	0	250,000

ORDINANCE NO.

AN ORDINANCE AUTHORIZING THE EXECUTION OF FEDERAL §5307, INCLUDING §5340 URBANIZED AREA FORMULA PROGRAM, §5337 STATE OF GOOD REPAIR PROGRAM, §5339 BUS AND BUS FACILITIES FORMULA PROGRAM AND §5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM FUNDING ALLOCATION AGREEMENTS BETWEEN NORTHEASTERN ILLINOIS, NORTHWESTERN INDIANA AND SOUTHEASTERN WISCONSIN

WHEREAS, the Regional Transportation Authority (the "Authority") receives funds made available from the Federal Transit Administration (the "FTA") under §5307 and §5340 (Urbanized Area), §5337 (State of Good Repair), §5339 (Bus and Bus Facilities) and §5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) based on the federal Fixing America's Surface Transportation (FAST) Act;

WHEREAS, the total funds made available to the Chicago, Illinois/Northwestern Indiana/Southeastern Wisconsin urbanized areas are allocated by agreements between the Authority and the Northwestern Indiana Regional Planning Commission (NIRPC) for §5307, including §5340, §5339 and §5310; and among the Authority, NIRPC and the Northern Indiana Commuter Transportation District (NICTD) for §5337; as well as between the Authority and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for §5307, including §5340, §5339 and §5310 funding;

WHEREAS, the agreements regarding the allocation of these funds are set forth in the Letters of Understanding for the life of FAST Act and Annual Attachments for Federal Fiscal Year 2019; and

WHEREAS, it is in the best interest of the Authority to execute the Annual Attachments to the Letters of Understanding that were approved on April 26, 2016, in order to facilitate the submission of grant applications to the FTA in a timely manner.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY that:

- 1) The Board of Directors of the Authority hereby authorizes and approves the execution of the §5307, including §5340, §5337, §5339 and §5310 Annual Attachments to the Letters of Understanding for federal fiscal year 2019.
- 2) The Executive Director of the Authority is hereby authorized and directed on behalf of the Authority to execute and deliver §5307, including §5340, §5337, §5339 and §5310 Annual Attachments to the Letters of Understanding for federal fiscal year 2019 hereto as Attachment 1.
- 3) The Executive Director of the Authority is authorized and directed to take such other actions as the Executive Director deems necessary or appropriate to implement, administer and enforce this ordinance and said Annual Attachments to the Letters of understanding thereto.

ORDINANCE NO.

WHEREAS, Section 2.01c of the Regional Transportation Authority Act, as amended, (the "Act") provides that the Regional Transportation Authority (the "Authority") "shall establish an Innovation, Coordination, and Enhancement Fund;"

WHEREAS, Section 2.01c of the Act provides that the fund "be used to enhance the coordination and integration of public transportation and develop and implement innovations to improve the quality and delivery of public transportation;"

WHEREAS, Section 2.01c of the Act further states that " Any grantee that receives funds from the Innovation, Coordination, and Enhancement Fund for the operation of eligible programs must (i) implement such programs within one year of receipt of such funds and (ii) within 2 years following commencement of any program utilizing such funds, determine whether it is desirable to continue the program, and upon such a determination, either incorporate such program into its annual operating budget and capital program or discontinue such program. No additional funds from the Innovation, Coordination, and Enhancement Fund may be distributed to a grantee for any individual program beyond 2 years unless the Authority by the affirmative vote of at least 12 of its then Directors waives this limitation. Any such waiver will be with regard to an individual program and with regard to a one year-period, and any further waivers for such individual program require a subsequent vote of the Board;"

WHEREAS, CTA has requested a twelve-month extension on the deadline for completing one CTA ICE project and Metra has requested a scope adjustment to a project funded by ICE Funds;

WHEREAS, CTA and Metra have provided appropriate justification for the requested time extension and scope adjustment;

WHEREAS, it is in the best interest of the Authority to facilitate the expeditious implementation of the approved projects.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY that:

ICE funds in the amount of \$0.53M will be de-obligated from the following completed projects:

- CTA - (0200) – MMIS Modules and Upgrades (CTA-2015A-SBICE12)- \$0.24M
- CTA - (0338) – Bus Communication Devices - (CTA-2014C-SBICE13) - \$0.29M

and will be obligated to the following project:

- CTA - (0187) – Software and Hardware Enhancements to Improve Efficiency (CTA-2012B-SBICE12) - \$0.53M.

The deadline for expending ICE project funds will be extended by twelve months for the following ICE project:

- CTA - (0187) – Software and Hardware Enhancements to Improve Efficiency (CTA-2012B-SBICE12)

A scope adjustment will be made to the following project:

- Metra - (5176) – Luminous Platform Signs. This adjustment will allow signs to be installed at Downtown Chicago Locations.
-

ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FOR
FEDERAL FISCAL YEAR 2019

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5307 and Section 5340 combined funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the **\$260,309,398** apportionment currently available under Fixing America's Surface Transportation (FAST) Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published April 9, 2019, **\$12,223,256** is the amount sub-allocated to Northwestern Indiana and **\$248,086,142** is the amount sub-allocated to Northeastern Illinois through September 30, 2019.

REGIONAL TRANSPORTATION AUTHORITY

By: _____

Name and Title: Leanne P. Redden, Executive Director

Date: _____

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

By: _____

Name and Title: Tyson Warner, Executive Director

Date: 4/23/19

**ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
FOR
FEDERAL FISCAL YEAR 2019**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5307 and Section 5340 combined funds between Northeastern Illinois and Southeastern Wisconsin for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the **\$5,225,270** apportionment currently available under Fixing America's Surface Transportation (FAST) Act to the Round Lake Beach, McHenry, Grayslake, IL-WI Urbanized Area (UZA), published on April 9, 2019, **\$183,763** is the amount sub-allocated to Southeastern Wisconsin and **\$5,041,508** is the amount sub-allocated to Northeastern Illinois through September 30, 2019.
- Funds allocated to the Wisconsin portion of the Round Lake Beach UZA are to revert to the RTA one year before their expiration if they have not been included in a grant application.

REGIONAL TRANSPORTATION AUTHORITY

By: _____
Name and Title: Leanne P. Redden, Executive Director

Date: _____

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

By: _____
Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 4/24/2019

**ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FOR
FEDERAL FISCAL YEAR 2019**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the **\$6,630,296** currently available under Fixing America's Surface Transportation (FAST), published on April 9, 2019, to the Chicago, Illinois/Indiana Urbanized Area (UZA) **\$454,044** is the amount sub-allocated to Northwestern Indiana and **\$6,176,252** is the amount sub-allocated to Northeastern Illinois through September 30, 2019.
- In the event the Designated Recipient within the geographic area of NIRPC do not apply to the FTA for the FFY 2019 funds referenced in this attachment within three years of the execution of this attachment to the Letter of Understanding, these funds will revert to the RTA.

REGIONAL TRANSPORTATION AUTHORITY

By: _____ *nr*

Name and Title: Leanne P. Redden, Executive Director

Date: _____

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

By: _____ *Tyson Warner*

Name and Title: Tyson Warner, Executive Director

Date: 4/23/19

Rejected, FW

**ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
FOR
FEDERAL FISCAL YEAR 2019**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds between Northeastern Illinois and Southeastern Wisconsin for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the \$201,968 apportioned for FFY 2019 under Fixing America's Surface Transportation (FAST) Act), published on April 9, 2019 to the Round Lake Beach, McHenry, Grayslake, IL-WI Urbanized Area (UZA), \$21,257 is the amount sub-allocated to Southeastern Wisconsin and \$180,711 is the amount sub-allocated to Northeastern Illinois through September 30, 2019.
- Funds allocated to the Wisconsin portion of the Round Lake Beach UZA are to revert to the RTA one year before their expiration if they have not been included in a grant application.

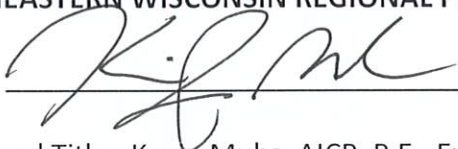
REGIONAL TRANSPORTATION AUTHORITY

By: _____ 

Name and Title: Leanne P. Redden, Executive Director

Date: _____

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

By: _____ 

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 4/24/2019

**ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
AND
NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT
FOR
FEDERAL FISCAL YEAR 2019**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5337 funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the \$281,982,447 apportionment currently available under Fixing America's Surface Transportation (FAST) Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published on April 9, 2019, \$16,783,679 is the amount sub-allocated to Northwestern Indiana and \$265,198,769 is the amount sub-allocated to Northeastern Illinois through September 30, 2019.

REGIONAL TRANSPORTATION AUTHORITY

By: _____

Name and Title: Leanne P. Redden, Executive Director



Date: _____

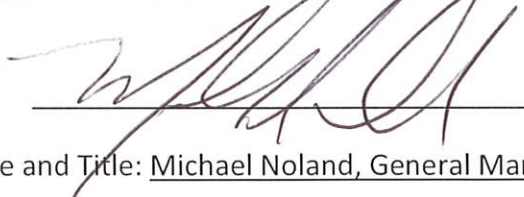
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

By:  _____

Name and Title: Tyson Warner, Executive Director

Date: 4/23/19

NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

By:  _____

Name and Title: Michael Noland, General Manager

Date: 4/25/19

**ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FOR
FEDERAL FISCAL YEAR 2019**

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5339 funds between Northeastern Illinois and Northwestern Indiana for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the **\$16,117,560** apportionment currently available under Fixing America's Surface Transportation (FAST) Act to the Chicago, Illinois/Indiana Urbanized Area (UZA), published on April 9, 2019, **\$548,179** is the amount sub-allocated to Northwestern Indiana and **\$15,569,381** is the amount sub-allocated to Northeastern Illinois through September 30, 2019.

REGIONAL TRANSPORTATION AUTHORITY

By: _____

Name and Title: Leanne P. Redden, Executive Director

Date: _____

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

By: _____

Name and Title: Tyson Warner, Executive Director

Date: 4/23/19

ATTACHMENT TO THE LETTER OF UNDERSTANDING
BETWEEN
THE REGIONAL TRANSPORTATION AUTHORITY
AND
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
FOR
FEDERAL FISCAL YEAR 2019

This attachment to the Letter of Understanding specifies the allocation of Federal Transit Administration Section 5339 funds between Northeastern Illinois and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for Federal Fiscal Year (FFY) 2019. This attachment is valid for funding for FFY 2019 only.

- As agreed, of the **\$331,427** apportionment currently available under Fixing America's Surface Transportation (FAST) Act to the Round Lake Beach, McHenry, Grayslake, IL-WI Urbanized Area (UZA), published on April 9, 2019, **\$19,905** is the amount sub-allocated to Southeastern Wisconsin and **\$311,522** is the amount sub-allocated to Northeastern Illinois through September 30, 2019.
- Funds allocated to the Wisconsin portion of the Round Lake Beach UZA are to revert to the RTA one year before their expiration if they have not been included in a grant application.

REGIONAL TRANSPORTATION AUTHORITY

By: _____ 

Name and Title: Leanne P. Redden, Executive Director

Date: _____

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

By:  _____

Name and Title: Kevin Muhs, AICP, P.E., Executive Director

Date: 04/24/2019