



Project Management Oversight Report

December 2021



**Regional
Transportation
Authority**

Executive Summary

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

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

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

Although this has been a difficult time due to operating funding shortfalls related to COVID-19, the Service Boards are continuing with the implementation of their capital programs. This report includes 28 Rebuild Illinois and 25 PAYGO projects representing over \$2.75 billion in state funding. Many of these projects started recently and have ongoing activities. Expenditures are low due to payment milestones on the projects not yet being achieved. There are also many other Rebuild Illinois projects that are in planning or under procurement and will be included in future reports.

The 80 projects detailed in this report together represent over \$7.16 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward enhancing customer experience, safety, and security.

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

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

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Section I

State-Funded Projects

Systemwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA-RB	5000-Series Rail Car Rehabilitation	\$221,537,449
CTA-RB	Blue Line Traction Power - Barry, Damen and Canal	\$113,681,000
CTA-RB	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
CTA-RB	Cottage Grove Station	\$75,000,000
CTA-RB	Replace Buses	\$71,858,655
CTA-RB	Replace Non-Revenue 61st Rail Shop	\$67,500,000
CTA-RB	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
CTA-PG	Elevated Track and Structure Maintenance - 2020	\$38,000,000
CTA-PG	Elevated Track and Structure Maintenance - 2021	\$38,000,000
CTA-RB	Harlem Station Bus Bridge	\$36,087,000
CTA-RB	Forest Park - Racine Station - Phase I	\$34,300,000
CTA-PG	Bus Maintenance - 2021	\$33,365,222
CTA-PG	Rail Car Maintenance - 2021	\$30,000,000
CTA-PG	Rail Car Maintenance - 2020	\$27,074,655
CTA-PG	Facilities Maintenance - 2021	\$20,000,000
CTA-PG	Open Fare Payment System Equipment Lease - Ventra - 2021	\$15,000,000
CTA-RB	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA-RB	Green Line - Jackson Park	\$12,855,446
CTA-PG	Facilities Maintenance - 2020	\$12,000,000
CTA-RB	Austin Station	\$5,300,000
CTA-RB	Kedzie Bus Garage Façade	\$4,720,701
CTA-RB	Forest Park - Advance Utility - Phase I	\$3,396,000
CTA-RB	Non-Revenue Vehicles - Diesel Locomotives	\$473,165
Metra-RB	New Bi-Level Commuter Cars	\$434,314,200
Metra-RB	Union Pacific North Line Bridges - Phase II (11 South)	\$156,100,000
Metra-RB	Locomotive Purchase	\$138,916,300
Metra-RB	Auburn Park New Station	\$45,000,000
Metra	Union Pacific West Line Expansion	\$44,500,000
Metra-RB	Crew Facilities	\$16,000,000
Metra-PG	Create P2 – Rock Island District Connection	\$14,500,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$12,668,903
Metra-PG	Yard Improvements - Western Ave.	\$10,500,000
Metra-PG	Right-of-Way Equipment	\$10,000,000
Metra-RB	Central Warehousing	\$10,000,000

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Metra-PG	Car Rehabilitation - Nippon Sharyo - Phase 3	\$7,800,000
Metra-PG	Locomotive Rebuild	\$6,875,000
Metra-PG	Yard Improvements - 47th St.	\$6,500,000
Metra-RB	5 Station Design - Electric Line	\$6,381,467
Metra-PG	Platform Improvements	\$6,000,000
Metra-PG	Evanston Bridge Repainting	\$3,300,000
Metra-PG	Shelters	\$3,000,000
Metra-PG	Cybersecurity Systems	\$3,000,000
Metra-PG	Seegar Interlocking	\$2,000,000
Metra-RB	Smart Gates	\$1,500,000
Metra-PG	Elevator Replacement	\$300,000
Pace-RB	New I-55 Garage - Plainfield	\$43,752,500
Pace-RB	New Northwest Division Garage - Wheeling	\$43,135,380
Pace	Pace South Campus Project - Markham	\$27,100,000
Pace-RB	River Division Expansion and Improvements	\$21,260,000
Pace-RB	Bus Stop Improvements - Joliet Gateway Center	\$9,509,500
Pace	Purchase 15-Passenger Paratransit Buses	\$7,290,500
Pace-RB	ADA Technology Upgrades and Transfer Centers	\$4,200,000
Pace-PG	Shelters, Benches and Pads	\$1,550,000
Pace-PG	Bus Tracker Sign Deployment	\$750,000
Pace-PG	Intelligent Bus System (IBS) Upgrades	\$625,000
Pace-PG	Professional Project Management and Oversight Consulting Services	\$425,000
Pace-PG	Construct Salt Shed	\$50,000

Note #1: Amounts shown represent only the state-funded portions of overall project budgets.

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

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

Rebuild Illinois Bond Funded Projects

As of November 2021, \$2.3 billion of Rebuild Illinois State Bond funds were awarded to CTA, Metra and Pace. As of November 2021, 3.0% of the total funding has been expended from the grants. Many of the active projects in the PMO report are in the beginning stages and do not have expenditures yet. The 2021 Rebuild Illinois grant applications for Metra and CTA were executed in July and November, respectively.

Systemwide

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$68,818,544	\$434,905	5.0%	0.0%
Unexpended	\$1,302,819,824	\$938,152,407	95.0%	100.0%
TOTAL	\$1,371,638,368	\$938,587,312	100%	100%

CTA

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$36,106,823	\$0	4.4%	0.0%
Unexpended	\$789,327,365	\$413,471,812	95.6%	100.0%
TOTAL	\$825,434,188	\$413,471,812	100%	100%

Metra

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$11,581,039	\$434,905	2.8%	0.1%
Unexpended	\$405,435,261	\$524,680,595	97.2%	99.9%
TOTAL	\$417,016,300	\$525,115,500	100%	100%

Pace

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$21,130,682	Not Executed	16.4%	Not Executed
Unexpended	\$108,057,198	Not Executed	83.6%	Not Executed
TOTAL	\$129,187,880	Not Executed	100%	Not Executed

NOTE: Pace's 2021 budgets are designated as "Not Executed" since their grant application is in process of being executed.

5000-Series Rail Car Rehabilitation

Description:

This project will provide for the quarter-life overhaul of the 5000-Series rail cars, which is an overhaul effort designed to be performed on each rail car at approximately six to seven year intervals. Schedule maintenance will include major component rebuilds and needed repairs to the car bodies. Additional work may include: replacing control groups, air conditioning units, truck assemblies, including traction motors, cables, batteries, brake calipers, axle assemblies, interior seat modifications and other critical components based on condition assessment.



CTA's 5000 Series Rail Cars

Status:

In the third quarter of 2021, 22 cars have completed the overhaul process. The next 36 cars are expected to be completed by the end of quarter four. CTA continues to receive material kits and overhaul is expected to be completed at the rate of approximately 36 cars per quarter.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$221,537,449	\$22,976,877	10%
Total	\$400,000,000	\$54,101,890	14%

Schedule:

The project is behind schedule due to labor shortage and supply chain issues.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	October 2020	October 2020 (A)
Substantial Completion	December 2025	March 2026

Highlights:

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

*Expended amounts as of November 2021.

Blue Line Traction Power – Barry, Damen and Canal

Description:

This project provides for the construction of a tie house (at the intersection of Milwaukee/Canal/Lake Street) and two new substations (at Barry/Kimball intersection and Damen/Milwaukee intersection) to support traction power needs on the Blue Line. These assets will support increasing ridership demands as well as the power needed to support 5000 and 7000 series rail cars. The location of the tie house and substations were determined by the Blue Line Load Flow study, which identified areas that were likely to experience traction power issues.

The design for this project was already completed with other funding.



Barry Substation Rendering

Status:

The Notice to Proceed for the General Contractor was issued in October 2021. The contractor is in the process of onboarding. The procurement of the Construction Management contractor is in process.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$113,681,000	\$0	0%
Total	\$123,378,171	\$7,009,066	6%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	October 2021	October 2021 (A)
Substantial Completion	April 2024	April 2024

Highlights:

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

*Expended amounts as of November 2021.

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

Description:

Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new track-work from Halsted to IMD as well as the Construction Management contract for all four projects.



Forest Park Current Track Conditions

Status:

The Notice to Proceed was issued in June 2021. The design validation process was completed in September 2021. The development of 30% design is ongoing. Completed procurement for special trackwork and the material procurement documentation development for track ties is under development. A procurement for the Construction Management contractor for all four Forest Park projects is in progress.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$92,871,000	\$362,747	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	June 2021	June 2021 (A)
Design Completion	March 2022	March 2022
Substantial Completion	November 2023	November 2023

Highlights:

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

*Expended amounts as of November 2021.

Cottage Grove Station

Description:

CTA has partnered with the Preservation of Affordable Housing (POAH) to revitalize the southeast corner of 63rd Street and Cottage Grove Avenue with a new multi-use office/retail space, which will contain a new Cottage Grove station house. The general design concept relocates the Cottage Grove station house to the southeast corner of 63rd Street and Cottage Grove Avenue, while the existing platforms and other related rail infrastructure will remain in their current locations. The design concept also adds a new pedestrian bridge and canopy to connect the existing platforms to POAH's Woodlawn Crossing building. The project features a number of station enhancements that will improve customer experience, including attractive new sculptural canopies, contemporary station finishes, a new elevator, and brighter lighting inside the station and on the platform.



Top: Current view of Cottage Grove Station;
Bottom: Rendering of the new Cottage Grove Station.

Status:

A contract has been awarded in January 2021 and CTA has issued a notice to proceed. The 60% design has been completed. Negotiations with POAH and City of Chicago Department of Planning and Development on final design for building where station entrance will be located is ongoing.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$75,000,000	\$219,832	0%
Total	\$76,447,966	\$237,879	0%

Schedule:

The project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

Replace Buses

Description:

The total scope of this project will provide for the engineering, purchase, and inspection of fully accessible, air conditioned Clean Diesel buses; including a spare parts inventory. Engineering includes: development of specifications, pre-bid engineering meetings, onsite inspections of prospective bidders and/or their vendors' plants, inspection of buses during production and acceptance of vehicles after delivery. This project is for a base order of 100 buses with five options for up to an additional 500 buses. Exercising the options will be determined based on funding availability.



Current CTA Nova Bus.

Status:

A contract with Nova Bus has been executed in April of 2021. CTA received the pilot bus in August. The evaluation process for the pilot bus as well as the familiarization training are ongoing. The pre-award Buy America audit has been completed. The design has been locked in and the bill of materials for the production buses has been finalized. The first production bus is expected to be delivered in January of 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$48,164,004	\$163,962	0%
2020 & 2021 PAYGO	\$23,694,651	\$0	0%
Total	\$358,708,255	\$201,676	0%

Schedule:

The project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

Replace Non-Revenue 61st Rail Shop

Description:

This project will provide for the construction of a new non-revenue vehicle maintenance facility for maintenance and repair of non-revenue equipment. The facility will also include covered storage tracks for track maintenance equipment. The purpose of the new Non-Revenue Rail Vehicle Maintenance Facility is to provide facilities for maintenance and repair of over 125 pieces of non-revenue equipment used for right-of-way maintenance and other rail-mounted non-revenue vehicles.



61st Street Shop rendering.

Status:

The design build contract has been awarded to Clark Construction Group in March 2021. The Construction Management contract has also been awarded in March 2021. The work was divided into two packages. Package 1 covers the site preparation, utility and foundation work. Package 2 is for the construction of the facility. Design Package 1 has been submitted to City of Chicago for permitting. The design validation process is ongoing.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$67,500,000	\$6,070,826	9%
Total	\$70,017,063	\$8,168,777	12%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	March 2021	March 2021 (A)
Package 1 Completion	March 2022	March 2022
Package 2 Substantial Completion	March 2023	March 2023

Highlights:

This new facility is required to replace the 1890s facility that was demolished in 2009. The rail vehicle operations formerly conducted in that facility have been temporarily relocated to the Skokie Shop, but a permanent facility is required to provide for long-term needs related to the maintenance and repair of power and way non-revenue rail vehicles. The new proposed building will be approximately 70,000 sq. ft. and will address the unique and specific needs of non-revenue rail equipment maintenance.

*Expended amounts as of November 2021.

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

Description:

Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new Morgan substation and the Hermitage traction power improvements.



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

Status:

The Notice to Proceed was issued in July 2021. The design validation process was completed in September 2021. The development of 30% design is ongoing. Since the substation is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$47,780,000	\$5,507	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	July 2021	July 2021 (A)
Design Completion	May 2022	May 2022
Substantial Completion	September 2025	September 2025

Highlights:

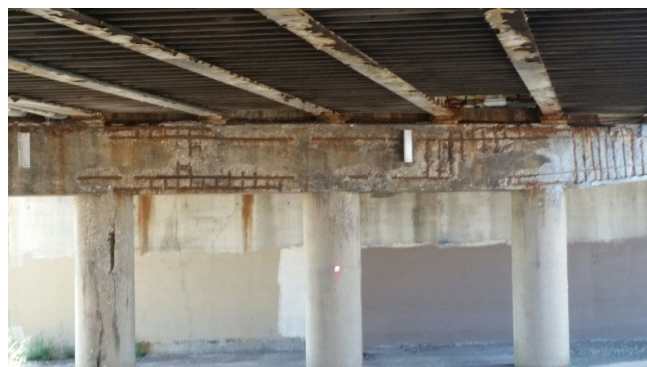
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating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

*Expended amounts as of November 2021.

Harlem Station Bus Bridge

Description:

This project will replace the Harlem Bus Bridge at the O'Hare Line Harlem Station. The bridge removal and reconstruction limits are from the north end of the bridge expansion joint to the south limits of the bridge expansion joint. The work includes all removal and reconstruction of the existing bridge structure with a new superstructure galvanized steel and bearing assemblies, concrete bridge deck, concrete sidewalks, approach slabs, curb and gutters, drainage, expansion joint assemblies, guard rails, trash enclosures, pedestrian shelters, electrical I LED lighting, signage, pavement stripping, and curb lane painting.



Harlem Station bus bridge current conditions.

Status:

A Notice to Proceed was issued in July 2021. The design validation process has been completed. The 30% design will be completed by the end of December 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$36,087,000	\$135,208	0%
Total	\$40,207,917	\$147,402	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	July 2021	July 2021 (A)
Design Completion	May 2022	May 2022
Substantial Completion	February 2024	February 2024

Highlights:

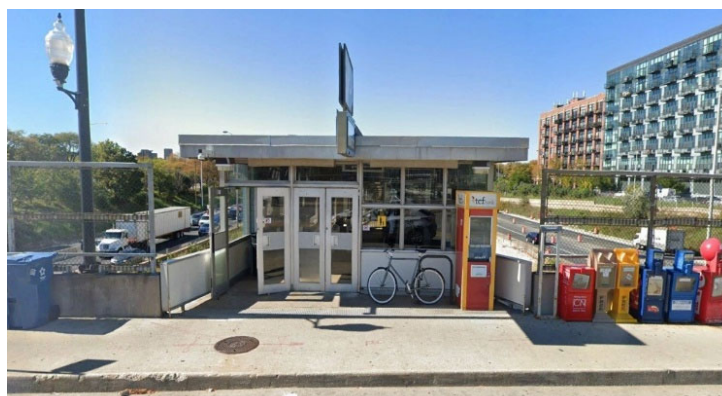
The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. Since then, the CTA has monitored bridge defects over time. CTA has explored various engineering solutions to work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

*Expended amounts as of November 2021.

Forest Park – Racine Station - Phase I

Description:

Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new station at Racine. It includes adding an elevator to make the station accessible to people with mobility impairments as well as adding other customer-facing improvements.



Existing Racine Stationhouse

Status:

The Notice to Proceed was issued in July 2021. The design validation process was completed in September 2021. The development of 30% design is ongoing. Since the station is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$34,300,000	\$208,811	1%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	July 2021	July 2021 (A)
Design Completion	May 2022	May 2022
Substantial Completion	September 2025	September 2025

Highlights:

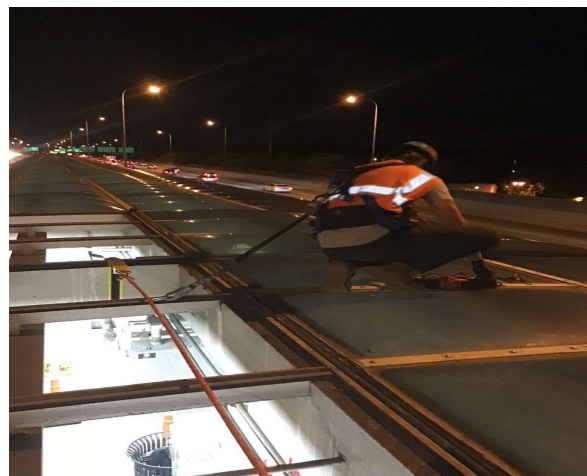
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating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

*Expended amounts as of November 2021.

Irving Park Station – Escalator and Canopy Replacement

Description:

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



Worker tied off and removing polycarbonate panels from station.

Status:

This project is in the construction phase. The contractor began demolition of the polycarbonate panels and other elements to the station for upgrades. Work is phased in a manner to ensure the station is open 24/7 for passengers. Panel installation is ongoing and the contractor continues to progress with the escalator vendor to ensure delivery as soon as possible.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$6,000,000	\$1,158,770	19%
2020 Rebuild Illinois	\$8,782,125	\$3,423	0%
Total	\$14,782,125	\$1,162,193	8%

Schedule:

The project is on schedule.

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

Highlights:

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

*Obligated and Expended amounts as of November 2021.

Green Line – Jackson Park

Description:

The Green Line Improvements project will largely focus on track replacement and structural repairs. This funding supports critical repair work on the Jackson Park branch. Repair is focused on critical track, power, and structural issues identified by CTA staff. The project replaces key structural elements that have been identified through structural inspections as being deficient due to age and deterioration. These elements include top and bottom stringer flange angles, top and bottom cross girder flange angles, expansion pockets, and column bases. It also includes tie replacement on the right-of-way.



Work performed by CTA forces at Jackson Park.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$12,855,446	\$2,505,715	19%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Project Completion	December 2024	December 2024

Highlights:

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

*Expended amounts as of November 2021.

Austin Station

Description:

This project will provide for the complete renovation and expansion of the stationhouse at Austin Boulevard. It will include an ADA compliant ramp between street level and the stationhouse, add an elevator connecting the stationhouse to the platform, remove existing escalator to accommodate increased platform width for wheelchair passage, install new sidewalks, curb ramps, accessible parking, and crosswalk striping. It will also reopen the auxiliary Mason Avenue stationhouse exit and stairs to platform, renovate and expand the Mason Avenue station house, add new signage, security cameras and lighting upgrades, and the renovation of platforms to improve clearances and remove obstructions.



Austin Station Rendering

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

Status:

A design contract has been awarded and the contractor has completed the 30% design. The station has been determined to be a historic resource and the design contract was amended to include a historic architecture consultant. Austin Station has been designated as eligible for the National Register of Historic Places per FTA and SHPO staff. CTA is undertaking consulting party process per federal and state guidelines. The design is currently on hold until the consulting party process is completed.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$5,300,000	\$155,579	3%
Total	\$26,500,000	\$155,579	1%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice-to-Proceed	April 2021	April 2021 (A)
Design Completion	December 2022	December 2022
Project Completion	January 2024	January 2024

Highlights:

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

*Expended amounts as of November 2021.

Kedzie Bus Garage Façade

Description:

The project will include retaining a contractor to complete a comprehensive assessment of the structure's exterior envelope to develop remediation and/or replacement plans for concerns regarding the exterior brick veneer delaminating from the backing block. The work will include detailing for caulking, flashing, or other treatments to prevent future similar issues from occurring due to water infiltration. Construction will repair portions of the brick that have fallen from the structure and other repairs to prevent recurrence of the failure.



Kedzie Bus Garage façade existing condition.

Status:

The Notice to Proceed was issued in October 2021. The contractor is in the process of preliminary design development.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$4,720,701	\$3,287	0%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	October 2021	October 2021 (A)
Design Completion	June 2022	June 2022
Substantial Completion	January 2023	January 2023

Highlights:

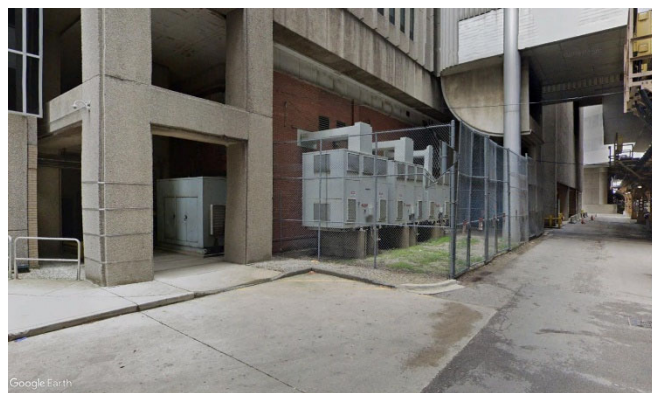
A facilities assessment conducted by CTA staff concluded repairs to the masonry and envelope of the Kedzie Bus Garage façade are critical and time sensitive. The overall condition of the existing masonry wall is poor and water infiltration is accelerating the overall deterioration of the exterior wall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

*Expended amounts as of November 2021.

Forest Park – Advance Utility - Phase I (Final)

Description:

Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to IMD, an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the Advance Utility portion of the program. As part of this project all the surveying work will be completed for the four Phase I projects.



Current Hermitage Substation

Status:

The contractors for all four surveys completed their work during this reporting period and two are in final comments. Invoicing continues and all four contracts are considered to be in financial closeout. This will be the last update on this project.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$3,396,000	\$1,842,542	54%

Schedule:

The project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

Non-Revenue Vehicles – Diesel Locomotives

Description:

This project will provide for the replacement of CTA's diesel locomotive snow fighters. The self-propelled locomotives with special attachments to remove snow and ice during severe winter weather conditions are able to operate and clear system track, so that CTA can safely power up the system to restore/provide service. When traction power is down, this equipment will also be used to move rolling stock to secure locations.



Current CTA snow fighters.

Status:

CTA gave the manufacturer the Notice to Proceed in August 2020. Contractor achieved intermediate design of the new machines including, equipment and layout clearance, sizing of sub-systems and operator control functionality. Long lead-time materials have been identified and ordered as required to meet the schedule. Welder have started layout and fabrication of Vehicle #1 engine skid frame. The contractor is continuing to work on the design and the final design package is expected to be submitted to CTA by the end of December 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$473,165	\$1,922	0%
Total	\$22,731,013	\$2,273,149	10%

Schedule:

The project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

New Bi-Level Commuter Cars

Description:

This project involves the purchase of up to 500 new bi-level commuter cars. The base order is 200 cars with options to purchase up to an additional 300 cars. These cars will be wheelchair accessible pursuant to the requirements of the Americans with Disabilities Act (ADA). It also includes spare parts and activities related to manufacturing, delivery, testing, and placing vehicles into service.



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

Status:

A Notice to Proceed for the base order of 200 cars has been issued in April 2021. Project Management Plan has been developed and approved. Metra is reviewing the preliminary design. Design activities are ongoing. The construction of the first car shell is anticipated in the beginning of next year.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$364,339,200	\$0	0%
2021 PAYGO	\$69,975,000	\$53,113,196	76%
Total	\$833,880,207	\$94,438,933	11%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	April 2021	April 2021 (A)
Base Order Completion	April 2027	April 2027

Highlights:

The purchase of these cars will allow Metra to retire commuter cars which have reached the end of their useful life and can no longer be rehabilitated.

*Expended amounts as of November 2021.

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

Description:

This project involves the replacement of 11 bridges on the Union Pacific (UP) North Line from Cornelia Avenue southward to Fullerton Avenue, and the rehabilitation of the Addison Street bridge. The structural scope of work will include the replacement of existing stone abutments, replacement of steel spans, new ballasted bridge decks, and retaining wall construction and embankment landscaping. Also, some track work will be accomplished between the bridges, including the replacement of wood ties with concrete ties to ensure reliable train operations.



Picture of existing conditions of Cornelia Ave bridge.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$156,100,000	\$1,871,300	1%
Total	\$162,100,000	\$1,942,631	1%

Schedule:

The project is on schedule.

Milestone	Baseline Schedule	Actual (A) /Forecast
Design Notice to Proceed	June 2020	June 2020 (A)
Design Completion	July 2023	July 2023
Project Substantial Completion	May 2028	May 2028

Highlights:

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

*Expended amounts as of November 2021.

Locomotive Purchase

Description:

This project involves the purchase of up to forty-two (42) remanufactured diesel locomotives which will allow for increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average.

Status:

As part of this project, Metra has previously purchased 21 F-59H1 Locomotives. All 21 Locomotives have been received and accepted. A new requisition was processed for additional new or remanufactured diesel locomotives. The bids have been received and a contractor has been selected for the purchase of a base order of 15 remanufactured diesel locomotives. The Rebuild Illinois funding is allocated for this purchase. The cores for the first 14 locomotives are currently being built. The first locomotive is expected to be delivered in June 2022.



Locomotive in the process of being remanufactured.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$138,916,300	\$0	0%
Total	\$215,259,675	\$29,847,046	14%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed (15 Locomotives)	April 2020	April 2020 (A)
15 Locomotive Order Completion	December 2023	December 2023

Highlights:

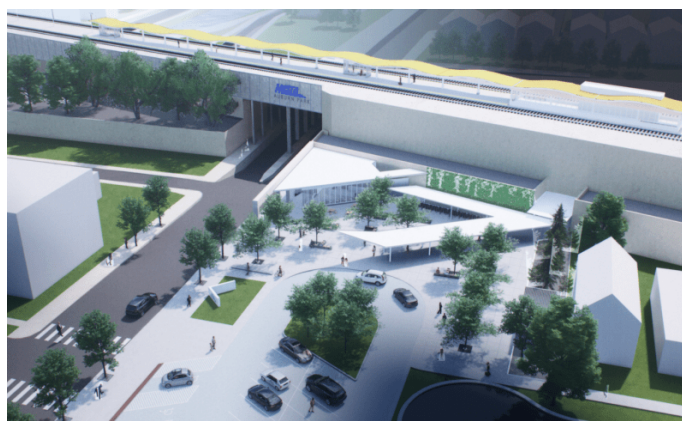
The current Metra locomotive fleet is reaching the end of its useful life, or has exceeded its useful life, and needs replacement. Purchase of additional locomotives will increase Metra's spare ratio, which will improve service reliability. Newer locomotives may reduce maintenance costs.

*Expended amounts as of November 2021.

Auburn Park New Station

Description:

This project is for the construction of a new station in the Auburn Park area on the Rock Island District in Chicago. The station will adhere to ADA standards and Metra's station design guidelines. This new station will include an island 8-car asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.



Auburn Park Station Rendering

Status:

The demolition has been completed in April 2021. The design has been finalized and construction contract is in the process of being awarded. Notice to Proceed is anticipated to be issued in the beginning of next year.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$20,000,000	\$329,543	2%
2021 Rebuild Illinois	\$13,000,000	\$322,940	2%
Total	\$45,000,000	\$652,483	1%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Award	April 2019	April 2019 (A)
Construction Award	January 2022	January 2022
Substantial Completion	December 2025	December 2025

Highlights:

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

*Expended amounts as of November 2021.

Crew Facilities

Description:

This project includes, but is not limited to, renovation of existing crew facilities or construction of new crew facilities at existing yard locations across the Metra system. Work may include design of and renovations to interior spaces such as office spaces, locker rooms, and training facilities.

Status:

Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The Intergovernmental Agreement (IGA) with the village has been finalized and the design is ongoing. Metra plans on advertising a procurement package for construction of the Fox Lake Station Facility in the first quarter of 2022. Metra identified three other facility locations for this project: Elgin, Western Ave and University Park. Task Order negotiations for two of the facilities are ongoing and the design is expected to start in the first quarter of 2022.



Existing Fox Lake crew facility

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$16,000,000	\$196,258	1%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion – Fox Lake	December 2021	December 2021
Project Completion	September 2025	September 2025

Highlights:

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

*Expended amounts as of November 2021.

Central Warehousing

Description:

This project includes an acquisition of an existing warehouse facility located in the city of Harvey that is sufficient to develop a centralized warehouse for parts, equipment, and signal materials which support the operation and maintenance activities of the commuter railroad system.



Current photo of the warehouse building.

Status:

The property acquisition has been completed. The environmental site assessment has been completed. Metra's PMO is in the process of developing a 30% preliminary design for build out. The interior demolition performed by Metra forces is 80% complete. The exterior and interior lighting installation is ongoing. Fencing installation will be completed in the next quarter. Metra will bid this project out as a Design Build project once the demolition activities and the 30% design are completed.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$10,000,000	\$7,584,257	76%
Total	\$14,000,000	\$7,584,257	54%

Schedule:

Project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

5 Station Design – Electric Line

Description:

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



87th Street Station Rendering

Status:

A Notice to Proceed was issued by Metra in May 2020. Site surveys and inspections have been completed. The National Environmental Policy Act (NEPA) review process as well as the historic assessment are ongoing. Additional scope has been added to the design to replace shelters with larger headhouses and extend platform canopies at all five stations as well as additional scope at the 95th and 111th Street Stations. Design activities are about 40% complete and will resume once the NEPA process and historical assessment are completed. After design is completed, the station construction contracts will be bid out separately.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$6,381,467	\$1,774,941	28%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Notice to Proceed	May 2020	May 2020 (A)
100% Design (95 th Street)	March 2022	March 2022
100% Design (79 th St, 87 th St, 103 rd St)	June 2022	June 2022
100% Design (111 th St)	June 2023	June 2023

Highlights:

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

*Expended amounts as of November 2021.

Smart Gates

Description:

This project involves upgrades to protected grade crossings to improve safety and reliability of grade crossing protections. This project will fund upgrades of circuitry at these grade crossings to the latest technology. Metra will install monitors to remotely check the condition of the grade crossing protection system. When a monitor detects an anomaly, the system will send notice to the back office and dispatch a signal maintainer to perform repairs.



Picture of existing Metra grade crossing.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$1,500,000	\$154,283	10%
Total	\$6,500,000	\$154,283	2%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Completion	June 2022	June 2022
Installation Completion	December 2024	December 2024

Highlights:

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

*Expended amounts as of November 2021.

New I-55 Garage – Plainfield

Description:

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

Status:

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Plainfield. Per the IGA, the Village of Plainfield is executing a Design-Build Agreement with Northern Builders to design and construct the Pace I-55 Plainfield Bus Garage on Pace's behalf. Once the construction is completed, Plainfield will transfer ownership of the property to Pace. Currently, the contractor progresses with construction by performing electrical and mechanical connections to the building as well as landscaping activities. Activities also continue with framing, installation of ductwork, and overhead sprinklers for the second floor of the office. The contractor aims to have turnover in late Spring of 2022 for substantial completion.



Rendering of the I-55 Garage.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$43,752,500	\$13,989,313	32%

Schedule:

Project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

New Northwest Division Garage – Wheeling

Description:

This project is for the design and construction of a new Northwest Garage to replace the existing Northwest Division. In 2018, Pace purchased a 23-acre site with existing 430,000 square foot building to replace its existing Northwest Division. The Wheeling facility will be equipped with a Compressed Natural Gas (CNG) vehicle fueling station designed to supply an all-CNG bus fleet. The new facility will be a full service, fully furnished and equipped, heavy duty bus repair, maintenance, and storage garage. Occupancies will include Pace Vanpool Services and Graphics Department including Pace's Print Shop.



Improvements to Old Willow Road.

Status:

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The previously finalized design for the facility was revised for final bid documents for the Architecture and Engineering drawings. Pace is currently in the process of finalizing the procurement package for the construction of the facility. The procurement is expected to be published by the end of the year.

Budget:

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

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$43,135,380	\$1,656,870	4%

Schedule:

Project is behind schedule due to a rebid.

Milestone	Baseline Schedule	Actual (A) / Forecast
100% Design	December 2020	December 2020 (A)
Construction Notice to Proceed	January 2022	June 2022
Substantial Completion	January 2024	June 2024

Highlights:

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

*Expended amounts as of November 2021.

River Division Expansion and Improvements

Description:

Pace intends to expand and improve its existing River Division bus garage onto newly acquired property south of the existing garage. It will be designed to accommodate storage, servicing, maintenance, and associated program areas for an additional 75 buses, 26 paratransit and 6 non-revenue vehicles in addition to other improvements to modernize the existing facility.

Status:

Pace has entered into a contract for Architectural and Engineering services for pre-design and design services. The contractor completed the pre-design activities and a final pre-design report was submitted to Pace. It included assessment and analysis of the existing buildings and sites on both the existing River Division property and new south parcel; a detailed building and site programming study and analysis; preliminary site, building, and construction phasing concept plans; culminating in recommendations for the design/construction scope for the project, included a detailed cost estimate. Site assessments, site surveys and data collection were completed. Discussions regarding the purchase of the adjacent property continued during this reporting period. The cell tower and associated structure will be removed in lieu of being relocated. The contractor is in the process of starting detailed design activities.



Existing River Division bus garage.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$21,260,000	\$248,389	1%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Design Notice to Proceed	October 2020	October 2020 (A)
100% Design	December 2023	December 2023

Highlights:

This garage was built in 1989 and is in need of improvements. Expanding and renovating the 63,000 sq. ft. garage would support the agency's new I-90 Express service and consolidate buses currently housed in a facility in East Dundee, eliminating over half a million dollars in annual lease costs. In addition, the East Dundee facility does not have onsite fueling and can only support light maintenance activities.

*Expended amounts as of November 2021.

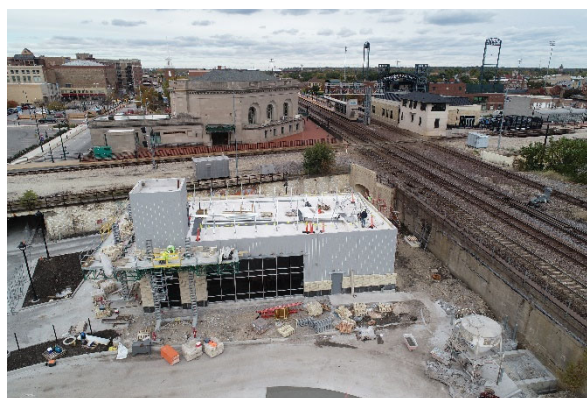
Bus Stop Improvements – Joliet Gateway Center

Description:

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

Status:

The City of Joliet and Pace entered into an Intergovernmental Grant Agreement for this project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and bid the larger Intermodal Transportation Project, of which the Bus Turnaround Component is a part of. A construction contract was awarded, notice to proceed was issued in February, and construction began in March. Activities continue with site work and remaining work related to the building; which include final connections and finishes for electrical, mechanical equipment. The building is expected to be completed in December, however shelters for the site are expected to be late with final work being completed in the second quarter of 2022.



Aerial photo of construction for the station.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$1,709,500	\$1,709,500	100%
2020 Rebuild Illinois	\$7,800,000	\$1,700,693	22%
Total	\$9,509,500	\$3,410,193	36%

Schedule:

Project is behind schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Notice to Proceed	February 2021	February 2021 (A)
Building Substantial Completion	November 2021	December 2021
Sitework Substantial Completion	December 2021	June 2022

Highlights:

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

*Expended amounts as of November 2021.

ADA Technology Upgrades and Transfer Centers

Description:

Pace plans to improve ADA-related technology that will include various software, mobile applications and internet platforms to provide immediate access to customers for general information. In addition, this project also includes a transfer location project in Schaumburg which currently houses a former United States Post Office facility. Pace intends to construct an ADA transfer location on this property, which is adjacent to the Northwest Transportation Center, and would provide connections to fixed-route services in addition to ADA paratransit services.



On-site photo of the Pace Northwest Transfer Center.

Status:

Progress continued with the Taxi Access Program during this reporting period. This project involves two phases with the first being consulting services related to managing the Taxi Access Program and the second is for Taxi Access Program service. The first phase is currently with procurement and expected to be awarded in Q1-2022. The RFP for the second phase will be reviewed and finalized once phase one is active. The ADA project with Cubic progressed forward during this reporting period as well. This project is currently in the testing phase and will add codes to some of the garages. This project is expected to be completed by Q2-2022. For the transfer center, Pace has acquired the property for the new Northwest ADA transfer center facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$4,200,000	\$3,050,709	73%

Schedule:

Project is on schedule.

Milestone	Baseline Schedule	Actual (A) / Forecast
Technology Projects Start Date	December 2020	December 2020 (A)
Technology Projects Completion Date	December 2022	December 2022

Highlights:

These upgrades of new software and hardware will provide a better customer experience and improve service reliability, safety, and travel time information to our riders. In addition, Pace has committed to providing accessible transportation for the ADA community and has located a facility in Schaumburg for an ADA transfer center.

*Expended amounts as of November 2021.

PAYGO Funded Projects

As of November 2021, almost \$442 million of PAYGO funds were awarded to CTA, Metra and Pace. As of November 2021, 38.9% of the total funding has been expended from the grants. Many of the active projects in the PMO report are in the beginning stages and do not have expenditures yet. The 2021 PAYGO grant applications for CTA and Metra were executed in November.

Systemwide

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$119,180,037	\$53,113,196	52.5%	24.6%
Unexpended	\$107,819,963	\$162,536,804	47.5%	75.4%
TOTAL	\$227,000,000	\$215,650,000	100%	100%

CTA

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$95,506,270	\$0	67.3%	0.0%
Unexpended	\$46,368,730	\$141,875,000	32.7%	100.0%
TOTAL	\$141,875,000	\$141,875,000	100%	100%

Metra

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$23,111,042	\$53,113,196	31.3%	72.0%
Unexpended	\$50,663,958	\$20,661,804	68.7%	28.0%
TOTAL	\$73,775,000	\$73,775,000	100%	100%

Pace

FUNDING STATUS	BUDGET		% OF BUDGET	
	2020	2021	2020	2021
Expended	\$655,347	Not Executed	5.8%	Not Executed
Unexpended	\$10,694,653	Not Executed	94.2%	Not Executed
TOTAL	\$11,350,000	Not Executed	100%	Not Executed

NOTE: Pace's 2021 budgets are designated as "Not Executed" since their grant application is in process of being executed.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Elevated Track and Structure Maintenance – 2020		
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system. The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.		
STATUS:	Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$38,000,000	\$36,468,515	96%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2020	March 2022

PROJECT:	Elevated Track and Structure Maintenance – 2021		
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system. The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.		
STATUS:	Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$38,000,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Bus Maintenance – 2021		
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.		
STATUS:	Bus maintenance activities are ongoing.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$33,365,222	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2022

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Rail Car Maintenance – 2020		
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of keeping rail cars in service through systematic inspection, detection, and prevention of incipient failure. The major systems that must be maintained on CTA's rail cars include the following: Propulsion, Safety, HVAC, Braking, Battery/Charging, Signage, Doors, Windows, Traction Power, RCA, Lighting, Automatic Train Control, Communication, Suspension, Car body/Structure.		
STATUS:	Rail car maintenance activities ongoing. Major elements include, but are not limited to, rail car inspection and engineering; vehicle wiring; and body work.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$27,074,655	\$11,311,182	42%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2020	March 2022

PROJECT:	Facilities Maintenance – 2021		
SCOPE:	This project will target preventive maintenance projects systemwide. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance. Stations will receive cleaning at regular intervals.		
STATUS:	Facilities improvements ongoing. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$20,000,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Replace Buses – 2020		
SCOPE:	The scope of this project will provide for the engineering, purchase, and inspection of fully accessible, air conditioned Clean Diesel buses; including a spare parts inventory. Engineering includes: development of specifications, pre-bid engineering meetings, onsite inspections of prospective bidders and their vendors' plants, inspection of buses and acceptance of vehicles after delivery.		
STATUS:	A contract with Nova Bus has been executed in April of 2021. CTA received the pilot bus in August. The evaluation process for the pilot bus as well as the familiarization training are ongoing.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$18,184,873	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2020	March 2022

PROJECT:	Open Fare Payment System Equipment Lease – Ventra – 2021		
SCOPE:	The capital share of the annual Ventra Base component cost is \$15 million which provides for necessary design, testing, purchase and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and all software applications, and back-end hardware.		
STATUS:	The annual 2021 payment for the equipment lease will be completed under this project.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$15,000,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Facilities Maintenance – 2020		
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.		
STATUS:	Facilities improvements ongoing. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$12,000,000	\$10,726,573	89%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2020	December 2021

PROJECT:	Replace Buses – 2021		
SCOPE:	The total scope of this project will provide for the engineering, purchase, and inspection of fully accessible, air conditioned Clean Diesel buses; including a spare parts inventory. Engineering includes: development of specifications, pre-bid engineering meetings, onsite inspections of prospective bidders and/or their vendors' plants, inspection of buses during production and acceptance of vehicles after delivery.		
STATUS:	A contract with Nova Bus has been executed in April of 2021. Engineering activities are ongoing and a pilot bus is scheduled to be delivered in July 2021.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$5,509,778	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	March 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	New Bi-Level Commuter Cars		
SCOPE:	This project involves the purchase of up to 500 new bi-level commuter, wheelchair accessible cars. The base order is 200 cars with options to purchase up to an additional 300 cars. It also includes spare parts and activities related to manufacturing, delivery, testing, and placing vehicles into service.		
STATUS:	A Notice to Proceed for the base order of 200 cars has been issued in April 2021. Project Management Plan has been developed and approved. Metra is reviewing the preliminary design. Design activities are ongoing. The construction of the first car shell is anticipated in the beginning of next year.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$69,975,000	\$53,113,196	76%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	April 2021	April 2027

PROJECT:	Create P2 – Rock Island District Connection		
SCOPE:	This project will provide for design engineering and utility coordination for the Rock Island Connection as part of the 75th St. Corridor Improvement Project. This project will relieve rail congestion by separating freight and passenger rail lines.		
STATUS:	The design of the P2 continues and is 60% complete. The vibration plan has been submitted. Super structure design calculations for 30% were submitted. The designer will continue to make headway and go towards 100% completion which is expected in the third quarter of 2022.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$14,500,000	\$1,373,057	9%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	August 2020	September 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Yard Improvements – Western Ave.		
SCOPE:	Upgrades under this project will include, but not limited to, installation of electric heating elements for switches and the installation of steel grated boardwalks at the Western Ave. Yard, HVAC systems replacement, and power distribution and wayside power upgrades in the Elgin Yard. Track work within the MWD yards may include rail, ties, ballast and switches.		
STATUS:	Upgrade activities for Western Ave Yard are underway. The design for the HVAC system was completed and the construction contract was awarded in October 2021. A Task Order for the design of roof replacement has been approved in February 2021 and design activities for fall protection is ongoing.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$10,500,000	\$831,840	8%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	February 2021	December 2022

PROJECT:	Right-of-Way Equipment		
SCOPE:	This project will be for Metra's Engineering Department to purchase end loaders, track backhoes, excavators, lifts, rail equipment, and more. The purchased vehicles and equipment will replace obsolete and inadequate support equipment.		
STATUS:	Contracts are in place for the purchase of 2 track stabilizers and 2 spot tempers. The delivery is due at the end of the year. Two new purchase requisitions for 3 new tie cranes and 4 ballast regulators are in process. Also, a new procurement package for wheel loaders in under review.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$10,000,000	\$3,416,625	34%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	October 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Car Rehabilitation – Nippon Sharyo – Phase 3 (Final)		
SCOPE:	This project involves the mid-life rehabilitation of bi-level trailer and cab cars. These cars were built and delivered between 2002 and 2008. This is the first major rehabilitation of these commuter cars and will be performed in multiple phases.		
STATUS:	Work on thirty rail cars have been completed. Rehabilitation activities continue with other funding sources. However, the PAYGO portion of this project is completed and this will be the final update on this project.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$7,800,000	\$7,799,830	100%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	September 2020	December 2022

PROJECT:	Locomotive Rebuild		
SCOPE:	This project implements a life-extending rehabilitation of locomotives. It may include, but not limited to locomotives 100-140 and 215-216. The rehab is required to ensure continued reliable service. These locomotives may decrease fuel usage and/or maintenance costs. Similarly, service liability will improve, and delays or cancellations will decrease.		
STATUS:	Rehabilitation on four locomotives is in process. Metra continues to receive kits and in-house rehabilitation activities are in progress.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,875,000	\$4,496,386	65%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	November 2020	March 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Yard Improvements – 47th St.		
SCOPE:	This project involves, but is not limited to, replacing ties, crosswalks, and platforms with steel grated platforms, purchase & installation of a truing machine. Similarly, this project will include the upgrade of the 47 th St. Yard 12KV Distribution System.		
STATUS:	A task order was awarded for oversight of the 12 KV and Sprinkle System construction. The construction contractor has initiated work and will begin major site work. Fire protection is about 75% complete and expected to be completed before the end of the year.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,500,000	\$1,285,014	20%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	December 2022

PROJECT:	Platform Improvements		
SCOPE:	This project aims to bring Metra's stations into ADA compliance focusing on platform and platform access routes, as necessary. Items addressed include construction of new platforms, ADA access improvements, ADA building improvements, and related work at sites as necessary and determined.		
STATUS:	Platform work at West Hinsdale and New Lenox have been completed. Platform work is ongoing at the 103 rd Street, Barrington, Chicago Ridge, Jefferson Park, Franklin Park and Mundelein stations.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$6,000,000	\$2,360,719	39%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	September 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Evanston Bridge Repainting		
SCOPE:	This project involves the sanding, abatement and repainting of the Dempster St. and Davis St. bridges in Evanston on the Union Pacific North Line.		
STATUS:	The design was completed during this reporting period. The construction part of the project went out for bid this reporting period and is currently under review. Construction is expected to start in 2022 as soon as weather permits activities.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,300,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	June 2021	March 2022

PROJECT:	Shelters		
SCOPE:	This project involves replacing of existing shelters that are deteriorated at stations across the system. Shelters will be pre-fabricated and may include on-demand heating elements.		
STATUS:	Shelters were installed at Harvey and 75 th St. Stations. Aluminum shelters continue to be installed throughout the system. A design order for other types of shelters to be installed is in negotiations.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$552,922	18%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	October 2020	June 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Cybersecurity Systems		
SCOPE:	This project aims to enhance Metra’s cybersecurity and implement Metra’s cybersecurity strategy. This will be done by purchasing and installation of equipment and software for scanning, prioritization, and remediation of vulnerabilities. This will be used across multiple networks for Metra.		
STATUS:	Contracts for asset management and message broadcast software were awarded and software installation completed for 4 contracts. Procurement activities will continue for security file sharing.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,000,000	\$95,449	3%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	February 2021	December 2023

PROJECT:	Seegar Interlocking		
SCOPE:	This project involves the replacement of the Seeger Interlocking on Metra’s UP Northwest Line. This replacement will allow for increased train speeds and upgrade the switch layouts to meet current railroad design specifications.		
STATUS:	Union Pacific Railroad finalized scope and completed design. Similarly, Metra finalized the cooperative agreement between Metra and Union Pacific and construction work has started.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$2,000,000	\$727,839	36%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	November 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Elevator Replacement		
SCOPE:	This project replaces and renovates elevators at various locations throughout the Metra system. New and renovated elevators will reduce maintenance costs and improve ADA access to platforms and stations. This project funds the design portion of the project.		
STATUS:	Metra completed site visits at various stations to evaluate, select and negotiate the highest priorities for the elevator replacements. The design development process continues to progress towards 90% completion. Metra works to write task order for A/E design of 16 elevators in 11 stations.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$300,000	\$171,361	57%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	January 2021	October 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Shelters, Benches and Pads		
SCOPE:	This project will provide for 50 bus shelters, including but not limited to, the purchase and installation of the shelter, concrete pads, sidewalks, passenger amenities and other related equipment. In addition, this project will provide for the manufacture and delivery of bus stop benches at 43 bus stops. It will also provide for 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.		
STATUS:	The installation of shelters and benches is in progress. Pace continues to identify locations for installations. The designer under contract has been assigned 10 sites to produce engineering drawings for shelters.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,550,000	\$289,350	19%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	April 2021	April 2023

PROJECT:	Bus Tracker Sign Deployment		
SCOPE:	This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve the customer experience.		
STATUS:	Signs have been ordered and deliveries are expected in November and December of 2021. Pace has received some of the permits for installation.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$750,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	October 2020	March 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Intelligent Bus System (IBS) Upgrades		
SCOPE:	This project will provide for IBS system enhancements. The current software is four years old and lacks features that would help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.		
STATUS:	The project includes a Quantar replacement which is used to convert wave from digital to analog and vice-versa. Quantar equipment has been installed on eleven data towers. This part of the project is expected to be completed by the end of the year. Pace is working on the scope of work for a new project involving IBS servers and SAN software.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$625,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	December 2020	December 2022

PROJECT:	Professional Project Management and Oversight Consulting Services		
SCOPE:	This project will provide professional management consulting services that are needed to assist internal staff in various departments systemwide in providing various services, such as, program planning and design oversight, construction program planning, and implementation oversight and administration.		
STATUS:	A contract has been executed with STV Construction Inc. for project management consulting services. Task 1 involves a systems review of Pace's capital projects completion process and recommendations of industry best practices. Data collection for Task 1 continues and this task is expected to be completed in January 2022.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$425,000	\$273,375	64%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	February 2021	January 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Construct Salt Shed		
SCOPE:	Pace is in need of a stand-alone storage solution and will construct a shed to store and secure up to 10 tons of bulk rock salt that is used during the winter season.		
STATUS:	A construction contract has been awarded and a kick-off meeting was held in November 2021.		
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:
	\$50,000	\$0	0%
SCHEDULE:	Schedule Status:	Start Date:	Completion Date:
	On Schedule	October 2021	April 2022

Prior Years Programs

Union Pacific West Line Expansion

Description:

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



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

Status:

Construction for the eastern section has reached substantial completion in December 2020. The construction portion for the western section of the project is currently out for bid. The procurement efforts and the project will be led by UPRR and bids are due in November of this year. UPRR is expected to start construction on this project in the first quarter of 2022.

Budget:

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

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

Schedule:

The project is on schedule.

	Milestone	Baseline Schedule	Actual (A) /Forecast
	Design Completion	March 2016	March 2016 (A)
Eastern Section Construction	Notice to Proceed	November 2017	November 2017 (A)
Eastern Section Construction	Substantial Completion	December 2020	December 2020 (A)
Western Section Construction	Notice to Proceed	January 2022	January 2022
Western Section Construction	Substantial Completion	December 2025	December 2025

Highlights:

The addition of a third main line track will eliminate key bottlenecks and allow Metra to add more service, including more express trains, on the line. The potential for freight interference will also be mitigated.

*Expended amounts as of November 2021.

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

Union Pacific North Line Bridges and Ravenswood Station

Description:

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

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



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

Status:

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

The station contractor continued to make major progress toward building the station. Civil, structural, electrical and mechanical elements were installed and addressed during this reporting period. The contractor also continues to make headway with the platform work.



Track level construction of platform and canopy at Ravenswood Station.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$12,668,903	\$12,608,903	100%
Total	\$47,699,764	\$37,301,042	78%

*Obligated and Expended amounts as of November 2021.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

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

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

Highlights:

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

Pace South Campus Project – Markham

Description:

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

Status:

Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The design for the Acceptance Facility and office building have been finalized. Pace awarded the construction contract this reporting period and is expecting to issue a Notice-to-Proceed to the contractor before the end of this year.



Rendering of the new Pace South Campus Facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$27,100,000	\$1,385,619	5%

Schedule:

Project is on schedule.

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

Highlights:

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

*Expended amounts as of November 2021.

Purchase 15-Passenger Paratransit Buses

Description:

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



Rendering of a paratransit bus.

Status:

The initial contract was executed with Midwest Transit for the purchase of 84 paratransit vehicles in August 2017. All 84 vehicles have been delivered and accepted. The final vehicle was delivered on June 18, 2018. A grant amendment was executed to increase the scope quantity to allow for purchase of additional vehicles. Pace has completed a second procurement process and a contract has been awarded in November 2020 to Shepard Bros Inc. The project was on hold due to a bid protest and a pending lawsuit however activities have restarted at this time. The first order under the contract with Shepard Bros Inc is planned for 210 vehicles. The state funds remaining in this grant will be used for 23 of the paratransit vehicles in this order, the other vehicles will be purchased with federal funding. There were delays to the production of these vehicles, however the new chassis were received in New York and production will continue. At this time, Pace has received 1 vehicle and additional deliveries are anticipated by the end of 2021.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$7,290,500	\$5,249,672	72%

Schedule:

The project is behind schedule due to a lawsuit regarding vendor selection and supply chain issues.

Milestone	Baseline Schedule	Actual (A) /Forecast
First Vehicle Delivery	November 2015	March 2018 (A)
Last Vehicle Delivery	May 2016	June 2018 (A)
23 Additional Vehicles Delivery	October 2021	March 2022

Highlights:

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

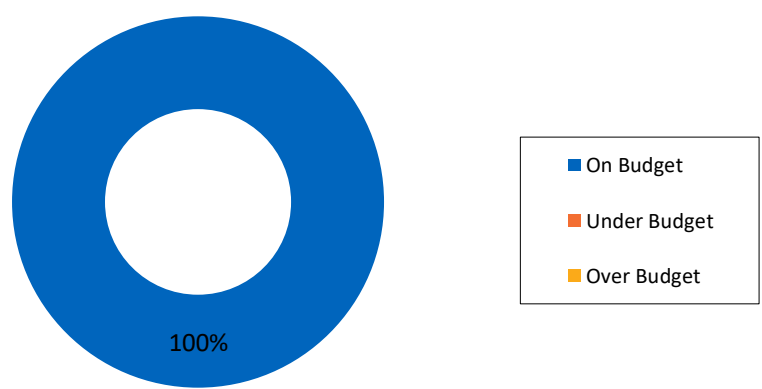
*Expended amounts as of November 2021.

Systemwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	57
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS

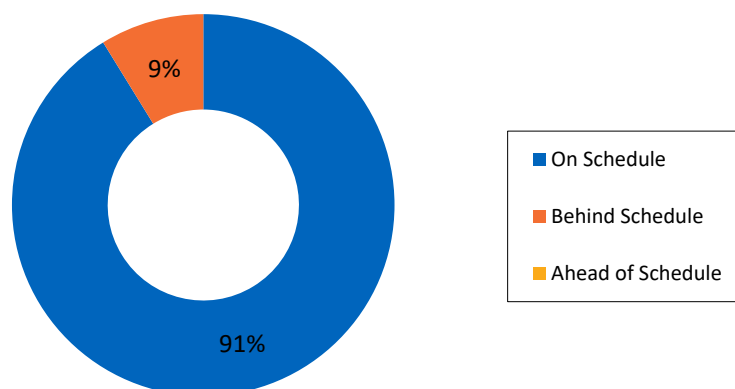


Systemwide

STATE FUNDED PROJECTS – SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	52
Behind Schedule	5
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



Projects Behind Schedule

SB	PROJECT	REASON
CTA	5000-Series Rail Car Rehabilitation	Contractor ran into supply chain issues and labor shortage pushing the schedule out.
Metra	Union Pacific North Line Bridges and Ravenswood Station	Additional time needed for Union Pacific approval as well as obtaining permits. Additionally, long lead times for polydeck panels for the Bridge contractor.
Pace	New Northwest Division Garage – Wheeling	Project had to be rebid pushing the schedule out.
Pace	Purchase 15-Passenger Paratransit Buses	Due to litigation regarding contractor selection and supply chain issues.
Pace	Bus Stop Improvements – Joliet Gateway Center	Contractor difficulties locating landscaping subcontractor for sitework and will have to wait until springtime. Review of pedestrian tunnel shop drawings took longer than planned and also facing high supplier lead times for precast units.

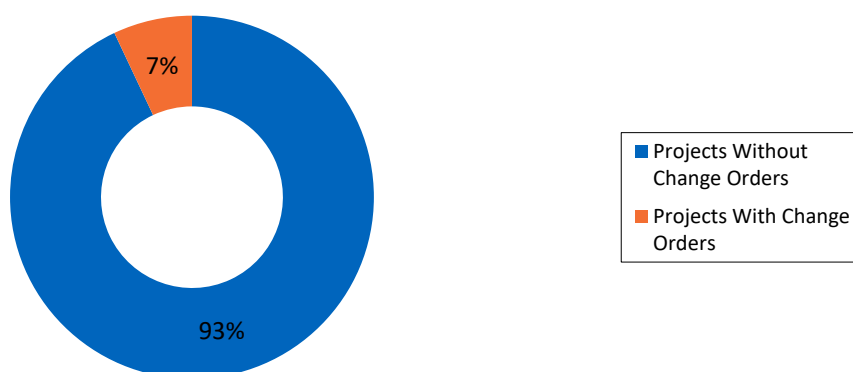
Systemwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	4
Projects Without Change Orders	53

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
Metra	Union Pacific North Line Bridges and Ravenswood Station	10
Metra	5 Station Design	1
Metra	Locomotive Purchase	1
Metra	Union Pacific North Line Bridges – Phase II (11 South)	1

Systemwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	2	\$5,734,499
Unforeseen Conditions	6	\$118,748
Errors and Omissions	4	\$352,557
Time Extensions	1	\$0
TOTAL	13	\$6,205,804

The change order quantities and cost amounts represent the cumulative total for the 57 currently ongoing state-funded projects. The total cost of change orders represents less than 1% of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

In this reporting period, Metra executed a change order for the Locomotive Purchase project to add heated walkways to the locomotives. Metra also executed a change order on the Ravenswood Station project for a time extension as well as an extension for the contractor's field office.

Section II

Systemwide Projects over \$10,000,000

Systemwide

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
Metra	New Bi-Level Commuter Cars	\$833,880,207
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	Replace Buses	\$358,708,255
Metra	Locomotive Purchase	\$215,259,675
CTA	O'Hare Line - Signal Upgrades and Special Trackwork	\$207,100,000
Metra	Union Pacific North Line Bridges - Phase II (11 South)	\$162,100,000
Metra	Union Pacific West Line Expansion	\$124,939,627
CTA	Blue Line Traction Power - Barry, Damen and Canal	\$123,378,171
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,282,161
CTA	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$76,704,594
CTA	Cottage Grove Station	\$76,447,966
CTA	Replace Non-Revenue 61st Rail Shop	\$70,017,063
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Metra	Van Buren St. Station	\$48,126,300
CTA	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$47,699,764
Metra	Financial System Replacement	\$45,560,407
Metra	Auburn Park New Station	\$45,000,000
Pace	New I-55 Garage - Plainfield	\$43,752,500
Pace	New Northwest Division Garage - Wheeling	\$43,135,380
CTA	Harlem Station Bus Bridge	\$40,207,917
Metra	Bridge A-32 Reconstruction	\$38,041,561
CTA	Elevated Track and Structure Maintenance - 2020	\$38,000,000
CTA	Elevated Track and Structure Maintenance - 2021	\$38,000,000
CTA	Purchase Electric Buses	\$35,475,352
CTA	Forest Park - Racine Station - Phase I	\$34,300,000
CTA	Bus Maintenance - 2021	\$33,365,222
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$32,960,930
Metra	Commuter Car Rehabilitation - Budd	\$32,468,152
CTA	Rail Car Maintenance - 2021	\$30,000,000
Metra	Program Management	\$28,365,976
Metra	GPS Train Tracking	\$27,796,743
Pace	Pace South Campus Project - Markham	\$27,100,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

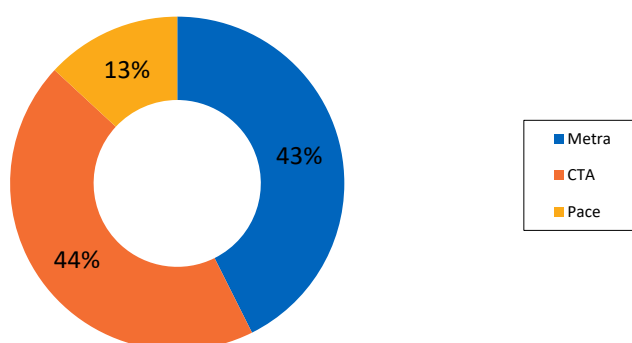
CTA	Rail Car Maintenance - 2020	\$27,074,655
CTA	Austin Station	\$26,500,000
CTA	Rail Car Overhaul - 2600-Series	\$25,314,552
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
Metra	Peterson-Ridge New Station	\$22,629,765
Pace	River Division Expansion and Improvements	\$21,260,000
CTA	Facilities Maintenance - 2021	\$20,000,000
Metra	Revenue Accounting System	\$16,205,776
Metra	Car and Locomotive Cameras	\$16,155,891
Metra	Crew Facilities	\$16,000,000
CTA	Systemwide Traction Power Upgrades	\$15,166,629
Metra	Gresham Area Bridges	\$15,057,849
CTA	Open Fare Payment System Equipment Lease - Ventra - 2021	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
Metra	Create P2 – Rock Island District Connection	\$14,500,000
Metra	Central Warehousing	\$14,000,000
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Metra	Homewood Station	\$13,561,551
Pace	Transit Signal Priority (TSP) Equipment and Installation Services	\$12,943,374
CTA	Green Line - Jackson Park	\$12,855,446
Metra	IT Components and Services	\$12,134,813
CTA	Facilities Maintenance - 2020	\$12,000,000
Metra	Yard Improvements - Western Ave.	\$11,600,000
Metra	Right-of-Way Equipment	\$10,694,765

Systemwide

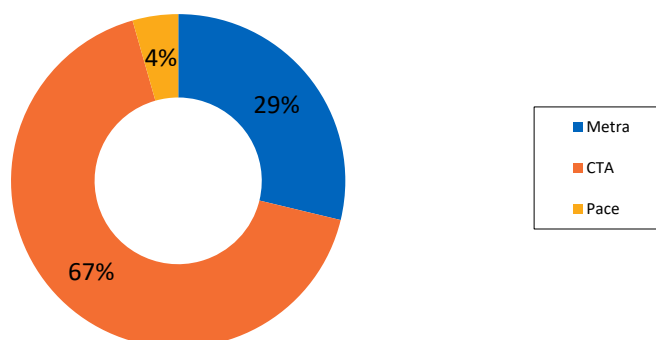
PROJECTS OVER \$10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	27	\$4,740,301,360
Metra	26	\$2,041,726,507
Pace	8	\$312,344,350
TOTAL	61	\$7,094,372,217

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	27	\$3,544,478,926
Maintenance / Rehabilitation	17	\$1,044,962,814
Procurement	17	\$2,504,930,477

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	10	\$2,729,692,468
Maintenance / Rehabilitation	12	\$858,876,504
Procurement	5	\$1,151,732,388
TOTAL	27	\$4,740,301,360

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	13	\$679,538,578
Maintenance / Rehabilitation	5	\$186,086,310
Procurement	8	\$1,176,101,619
TOTAL	26	\$2,041,726,507

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$135,247,880
Maintenance / Rehabilitation	0	\$0
Procurement	4	\$177,096,470
TOTAL	8	\$312,344,350

CTA

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	Replace Buses	\$358,708,255
CTA	O'Hare Line - Signal Upgrades and Special Trackwork	\$207,100,000
CTA	Blue Line Traction Power - Barry, Damen and Canal	\$123,378,171
CTA	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
CTA	Cottage Grove Station	\$76,447,966
CTA	Replace Non-Revenue 61st Rail Shop	\$70,017,063
CTA	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
CTA	Harlem Station Bus Bridge	\$40,207,917
CTA	Elevated Track and Structure Maintenance - 2020	\$38,000,000
CTA	Elevated Track and Structure Maintenance - 2021	\$38,000,000
CTA	Purchase Electric Buses	\$35,475,352
CTA	Forest Park - Racine Station - Phase I	\$34,300,000
CTA	Bus Maintenance - 2021	\$33,365,222
CTA	Rail Car Maintenance - 2021	\$30,000,000
CTA	Rail Car Maintenance - 2020	\$27,074,655
CTA	Austin Station	\$26,500,000
CTA	Rail Car Overhaul - 2600-Series	\$25,314,552
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
CTA	Facilities Maintenance - 2021	\$20,000,000
CTA	Systemwide Traction Power Upgrades	\$15,166,629
CTA	Open Fare Payment System Equipment Lease - Ventra - 2021	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA	Green Line - Jackson Park	\$12,855,446
CTA	Facilities Maintenance - 2020	\$12,000,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Red Purple Modernization (RPM) – Phase 1
SCOPE:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.
BUDGET:	\$2,203,408,226; on budget.
SCHEDULE:	On schedule; estimated completion January 2025.
HIGHLIGHTS:	Walsh-Fluor Design-Build Team (WFDBT) continues to progress on this project. For the Lawrence to Bryn Mawr Modernization (LBMM), station and structure demolition from Ardmore to Winona, stageline sheeting, engineered barriers, and the drilled shafts from Ardmore to Foster were completed. The Red-Purple Bypass (RPB) portion of the project continued with the Vautravers building being moved for future alignment. In-service compatibility test period for the new DGTRACK Track Circuit System and Impedance Bond were also completed at Lakewood.

PROJECT:	Purchase Rail Cars – 7000-Series
SCOPE:	Purchase up to 846 rail cars to replace the 2600 and 3200 series fleet. The current project budget is for the base order of 400 cars. CTA may exercise options to increase the budget and purchase additional cars if funding is available. A design consultant will assist with quality control.
BUDGET:	\$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Status conferences continued with CRRC to address/track various items. Technical meetings are held to discuss open technical issues and quality control procedures. Revenue service testing continued on the Blue Line, transitioning over to the Orange Line in September. Operation/functionality is being monitored by CTA and CRRC personnel. CTA inspection personnel are working in China and continue to conduct welded subassembly checks and production car body shell inspections. There are 24 assembled car body shells and 50 cars total in various stages of completion.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	5000-Series Rail Car Rehabilitation
SCOPE:	This project will provide for the Quarter-life Overhaul on the 5000-Series rail cars, which is an overhaul effort designed to be performed on each rail car at approximately six to seven year intervals. Scheduled maintenance will include major component rebuilds and needed repairs to the car bodies. Additional work may include: replacing control groups, air conditioning units, truck assemblies, including traction motors, cables, batteries, brake calipers, axle assemblies, interior seat modifications and other critical components based on assessment.
BUDGET:	\$400,000,000; on budget.
SCHEDULE:	Behind schedule; estimated completion extended to March 2026.
HIGHLIGHTS:	This overhaul will improve the comfort, quality, and service reliability of the rail cars while reducing operating maintenance costs. Unscheduled maintenance will be noticeably reduced as more rail cars are cycled through the overhaul program. As of September, 22 cars have completed the overhaul process. The next 36 cars will be completed by the end of 2021.

PROJECT:	Replace Buses
SCOPE:	The total scope of this project will provide for the engineering, purchase, and inspection of fully accessible, air conditioned Clean Diesel buses; including a spare parts inventory. Engineering includes: development of specifications, pre-bid engineering meetings, onsite inspections of prospective bidders and/or their vendors' plants, inspection of buses during production and acceptance of vehicles after delivery. This project is for a base order of 100 buses with five options for up to an additional 500 buses. Exercising the options will be determined based on funding availability.
BUDGET:	\$358,708,255; on budget.
SCHEDULE:	On schedule; estimated completion March 2022.
HIGHLIGHTS:	CTA buses manufactured by Nova (6400 Series) in 2000 have reached the industry standard retirement age of 12 years in 2012 and will be replaced. The 1000 Series New Flyer buses placed into service between 2004-2007 are on average 13 plus years as of the winter of 2019. A contract with Nova Bus has been executed in April of 2021. CTA received the pilot bus in August. The evaluation process for the pilot bus as well as the familiarization training are ongoing.

PROJECT:	O'Hare Line – Signal Upgrades and Special Trackwork
SCOPE:	This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented with the O'Hare Extension in 1984 and has become obsolete. NTSB analyzed CTA's signal systems after the 2009 WMATA incident and uncovered a similar design flaw with this generation system. NTSB recommended adding a slow zone. Phase work will allow the slow zone to be lifted and improve safety and reliability on the branch overall. Replacement of two special track-work elements to facilitate train movements and allow for increased operational flexibility and reduced maintenance.
BUDGET:	\$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to July 2022.
HIGHLIGHTS:	Factory Acceptance Testing is ongoing and relay houses are being delivered. The contractor continues installation and testing of wayside signal equipment and cutovers continue to progress. Jefferson Park, Central, Foster, Nagle, Harlem, and Old Mannheim have been completed and turned over to CTA.

PROJECT:	Blue Line Traction Power – Barry, Damen and Canal
SCOPE:	This project provides for the construction of a tie house (at the intersection of Milwaukee/Canal/Lake Street) and two new substations (at Barry/Kimball intersection and Damen/Milwaukee intersection) to support traction power needs on the Blue Line. These assets will support increasing ridership demands as well as the power needed to support 5000 and 7000 series rail cars. The location of the tie house and substations were determined by the Blue Line Load Flow study, which identified areas that were likely to experience traction power issues. The design for this project was already completed with other funding.
BUDGET:	\$123,378,171; on budget.
SCHEDULE:	On schedule; estimated completion April 2024.
HIGHLIGHTS:	Adding two new substations on the O'Hare Branch of the Blue Line will provide the necessary power capacity to accommodate the ridership demand and meet the higher power requirements for the planned 7000 series new rail cars. The Notice to Proceed for the General Contractor was issued in October 2021. The contractor is in the process of onboarding. The procurement of the Construction Management contractor is in process.

PROJECT:	Forest Park – Trackwork – Halsted to Illinois Medical District – Phase I
SCOPE:	Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new track-work from Halsted to IMD as well as the Construction Management contract for all four projects.
BUDGET:	\$92,871,000; on budget.
SCHEDULE:	On schedule; estimated completion November 2023.
HIGHLIGHTS:	Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating back to the opening of the branch. The Notice to Proceed was issued in June 2021. The design validation process was completed in September 2021. The development of 30% design is ongoing. Completed procurement for special trackwork and the material procurement documentation development for track ties is under development.

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

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

PROJECT:	Forest Park – Morgan Substation and Hermitage Traction Power Improvements
SCOPE:	Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I provides for new track-work from Halsted to Illinois Medical District (IMD), an accessible Racine station, advanced utility work, and a new substation and Hermitage traction power equipment upgrades. This project funds the Morgan substation and Hermitage traction power improvements.
BUDGET:	\$47,780,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2025.
HIGHLIGHTS:	The Notice to Proceed was issued in July 2021. The design validation process was completed in September 2021. The development of 30% design is ongoing. Since the substation is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Harlem Station Bus Bridge
SCOPE:	This project will replace the Harlem Bus Bridge at the O'Hare Line Harlem Station. The work includes all removal and reconstruction of the existing bridge structure with a new superstructure galvanized steel and bearing assemblies, concrete bridge deck, concrete sidewalks, approach slabs, curb and gutters, drainage, expansion joint assemblies, guard rails, trash enclosures, pedestrian shelters, electrical I LED lighting, signage, pavement stripping, and curb lane painting.
BUDGET:	\$40,207,917; on budget.
SCHEDULE:	On schedule; estimated completion February 2024.
HIGHLIGHTS:	The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. A Notice to Proceed was issued in July 2021. The design validation process has been completed. The 30% design will be completed by the end of December 2021.

PROJECT:	Elevated Track and Structure Maintenance - 2020
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system.
BUDGET:	\$38,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2022.
HIGHLIGHTS:	The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Elevated Track and Structure Maintenance – 2021
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system.
BUDGET:	\$38,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.

PROJECT:	Purchase Electric Buses
SCOPE:	This project involves the purchase of up to forty-five 40FT battery-powered, zero emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.
BUDGET:	\$35,475,352; on budget.
SCHEDULE:	On schedule; estimated completion March 2022.
HIGHLIGHTS:	The charging stations were received and installed and reached substantial completion in January 2021. The six pilot buses continue to perform well in service. The base order production build is in process for 14 units. The buses are expected to begin arriving in Q4-2021 and deliveries will continue into Q1-2022. CTA is completing onsite inspections and expects to issue authorization to start shipping the first units in November 2021.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Forest Park – Racine Station – Phase I
SCOPE:	Funding is programmed for the first of four phases of CTA’s Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage. This project funds the new station at Racine. It includes adding an elevator to make the station accessible to people with mobility impairments as well as adding other customer-facing improvements.
BUDGET:	\$34,300,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2025.
HIGHLIGHTS:	The Notice to Proceed was issued in July 2021. The design validation process was completed in September 2021. The development of 30% design is ongoing. Since the station is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review.

PROJECT:	Bus Maintenance - 2021
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.
BUDGET:	\$33,365,222; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The maintenance program is design to prevent correct major mechanical, electrical, and structural problems on a plan basis. Similarly, the maintenance program will improve the comfort, quality, and reliability of its service while reducing operating expenses. As more buses are cycled through the scheduled maintenance program, unscheduled work on buses will be significantly reduced.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

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

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Austin Station
SCOPE:	This project will provide for the complete renovation and expansion of the stationhouse at Austin Boulevard. It will include an ADA compliant ramp between street level and the stationhouse, add an elevator connecting the stationhouse to the platform, remove existing escalator to accommodate increased platform width for wheelchair passage, install new sidewalks, curb ramps, accessible parking, and crosswalk striping. It will also reopen the auxiliary Mason Avenue stationhouse exit and stairs to platform, renovate and expand the Mason Avenue station house, add new signage, security cameras and lighting upgrades, and the renovation of platforms to improve clearances and remove obstructions.
BUDGET:	\$26,500,000; on budget.
SCHEDULE:	On schedule; estimated completion January 2024.
HIGHLIGHTS:	A design contract has been awarded and the contractor has completed the 30% design. Austin Station has been designated as eligible for the National Register of Historic Places per FTA and SHPO staff.

PROJECT:	Rail Car Overhaul – 2600 Series
SCOPE:	This project is for an overhaul of ninety 2600 Series rail cars in order to extend their useful life.
BUDGET:	\$25,314,552; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	This project consists of three phases. Phase A is for rail car motor replacement and was completed in October 2019. Phase B is for procurement and installation of the propulsion kits with the parts contract was executed, and kits were received. Work for this phase began in November 2019 and all 90 cars were completed in August 2020. Phase C is for the procurement of material contracts and installation. The contract was approved at the October 2020. The delivery of materials is ongoing. A total of 42 of the 90 cars have been overhauled and the overhaul is expected to be completed in the first half of 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Non-Revenue Vehicles – Diesel Locomotives
SCOPE:	This project will provide for the replacement of CTA’s diesel locomotive snow fighters. The self-propelled locomotives with special attachments to remove snow and ice during severe winter weather conditions are able to operate and clear system track, so that CTA can safely power up the system to restore/provide service. When traction power is down, this equipment will also be used to move rolling stock to secure locations.
BUDGET:	\$22,731,013; on budget.
SCHEDULE:	On schedule; estimated completion January 2023.
HIGHLIGHTS:	CTA gave the manufacturer the Notice to Proceed in August 2020. Long lead-time materials have been identified and ordered as required to meet the schedule. Welder have started layout and fabrication of Vehicle #1 engine skid frame. The contractor is continuing to work on the design and the final design package is expected to be submitted to CTA by the end of December 2021.

PROJECT:	Facilities Maintenance – 2021
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.
BUDGET:	\$20,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Facilities improvements are ongoing. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Systemwide Traction Power Upgrades (Final)
SCOPE:	The purpose of this project is to implement tactical traction power system improvements that will enable the CTA to continue to meet existing traction power needs and also increase traction power capacity to meet future demand. These improvements will address state of good repair by repairing or replacing worn or obsolete equipment. A priority for this project is to implement tactical traction power improvements to meet the future traction power demand of the 7000 series railcar fleet on the Blue Line.
BUDGET:	\$15,166,629; on budget.
SCHEDULE:	On schedule; substantial completion reached in July 2021.
HIGHLIGHTS:	The contractor made significant headway during this reporting period and was able to reach substantial completion in July of this year. The contractor was able to finish the final walkthrough inspection and completed all punchlist items and is in contract closeout. This will be the final update on this project.

PROJECT:	Open Fare Payment System Equipment Lease – Ventra – 2021
SCOPE:	The capital share of the annual Ventra Base component cost is \$15 million which provides for necessary design, testing, purchase and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and all software applications, and back-end hardware.
BUDGET:	\$15,000,000; on budget.
SCHEDULE:	On schedule; estimated completion in March 2022.
HIGHLIGHTS:	CTA, Metra, and Pace’s implementation of Ventra places the Service Boards in compliance with an Illinois law that requires a unified fare system between transit agencies in Northeastern Illinois. Ventra helps improve efficiency in several areas of the CTA system including reduced boarding time and ease and convenience for riders for loading and paying.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Irving Park Station – Escalator and Canopy Replacement
SCOPE:	The purpose of this project is to replace the escalators and elevator at the O’Hare Irving Park Station. The project involves the installation of two (2) escalators in the existing openings at the Irving Park Road stationhouse and the Pulaski Road stationhouse. It also involves the full replacement of the station canopy. The work for this project will be phased to allow for 24/7 operation of the station.
BUDGET:	\$14,782,125; on budget.
SCHEDULE:	On schedule; estimated completion June 2022.
HIGHLIGHTS:	This project is in the construction phase. The contractor began demolition of the polycarbonate panels and other elements to the station for upgrades. Work is phased in a manner to ensure the station is open 24/7 for passengers. Panel installation is ongoing and the contractor continues to progress with the escalator vendor to ensure delivery as soon as possible.

PROJECT:	Green Line – Jackson Park
SCOPE:	The Green Line Improvements project will largely focus on track replacement and structural repairs. This funding supports critical repair work on the Jackson Park branch. Repair is focused on critical track, power, and structural issues identified by CTA staff. The project replaces key structural elements that have been identified through structural inspections as being deficient due to age and deterioration. These elements include top and bottom stringer flange angles, top and bottom cross girder flange angles, expansion pockets, and column bases. It also includes tie replacement on the right-of-way.
BUDGET:	\$12,855,446; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2024.
HIGHLIGHTS:	The track and structure elements being replaced as part of this project must be kept in a good state of repair in order to maintain safe and reliable service and minimize slow zones on CTA’s Jackson Park and Englewood Lines. Work under this project started in April 2021. The work is being performed by CTA in-house work force. Activities related to tie replacement, cross girder and flange replacements are ongoing. Material purchases are also ongoing.

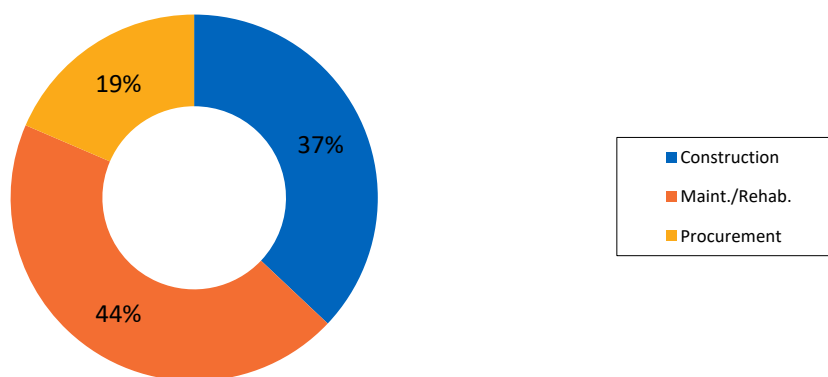
REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Facilities Maintenance – 2020
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.
BUDGET:	\$12,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Facilities improvements are ongoing. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.

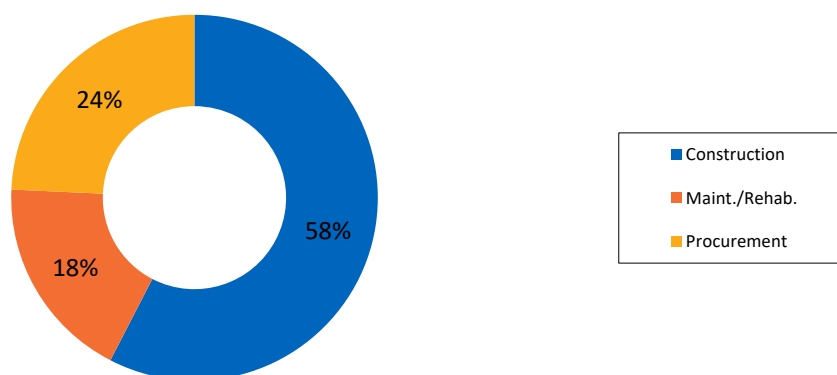
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	10	\$2,729,692,468
Maintenance / Rehabilitation	12	\$858,876,504
Procurement	5	\$1,151,732,388

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	New Bi-Level Commuter Cars	\$833,880,207
Metra	Locomotive Purchase	\$215,259,675
Metra	Union Pacific North Line Bridges - Phase II (11 South)	\$162,100,000
Metra	Union Pacific West Line Expansion	\$124,939,627
Metra	Replace Bridges, 18th to 55th - Rock Island District	\$120,282,161
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$76,704,594
Metra	Van Buren St. Station	\$48,126,300
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$47,699,764
Metra	Financial System Replacement	\$45,560,407
Metra	Auburn Park New Station	\$45,000,000
Metra	Bridge A-32 Reconstruction	\$38,041,561
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$32,960,930
Metra	Commuter Car Rehabilitation - Budd	\$32,468,152
Metra	Program Management	\$28,365,976
Metra	GPS Train Tracking	\$27,796,743
Metra	Peterson-Ridge New Station	\$22,629,765
Metra	Revenue Accounting System	\$16,205,776
Metra	Car and Locomotive Cameras	\$16,155,891
Metra	Crew Facilities	\$16,000,000
Metra	Gresham Area Bridges	\$15,057,849
Metra	Create P2 – Rock Island District Connection	\$14,500,000
Metra	Central Warehousing	\$14,000,000
Metra	Homewood Station	\$13,561,551
Metra	IT Components and Services	\$12,134,813
Metra	Yard Improvements - Western Ave.	\$11,600,000
Metra	Right-of-Way Equipment	\$10,694,765

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	New Bi-Level Commuter Cars
SCOPE:	This project involves the purchase of up to 500 new bi-level commuter cars. The base order is 200 cars with options to purchase up to an additional 300 cars. These cars will be wheelchair accessible pursuant to the requirements of the Americans with Disabilities Act (ADA). It also includes spare parts and activities related to manufacturing, delivery, testing, and placing vehicles into service.
BUDGET:	\$833,880,207; on budget.
SCHEDULE:	On schedule; estimated completion extended April 2027.
HIGHLIGHTS:	The purchase of these cars will allow Metra to retire commuter cars which have reached the end of their useful life and can no longer be rehabilitated. A Notice to Proceed for the base order of 200 cars has been issued in April 2021. Project Management Plan has been developed and approved. Metra is reviewing the preliminary design. Design activities are ongoing. The construction of the first car shell is anticipated in the beginning of next year.

PROJECT:	Locomotive Purchase
SCOPE:	This project involves the purchase of at least twelve (12) and up to forty-two (42) new and/or remanufactured diesel locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average.
BUDGET:	\$215,259,675; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2023.
HIGHLIGHTS:	Metra has issued a Notice-to-Proceed for the purchase of 21 F-59H1 locomotives. At this time, 21 locomotives were received and conditionally accepted. A new requisition was processed for additional new or remanufactured diesel locomotives. The bids were received, and a contractor was selected for the purchase of a base order of 15 remanufactured diesel locomotives. Rebuild Illinois funding is allocated for this purchase. The cores for the first 14 locomotives are currently being built. The expected delivery of the first locomotive is June 2022.

PROJECT:	Union Pacific North Line Bridges – Phase II (11 South)
SCOPE:	This project involves the replacement of 11 bridges on the UP North Line from Cornelia Avenue southward to Fullerton Avenue, and the rehabilitation of the Addison Street bridge. The structural work will include replacement of existing stone abutments, steel spans, new ballasted bridge decks, and retaining wall construction and embankment landscaping. Track work will be accomplished between the bridges, such as replacement of wood ties with concrete ties to ensure reliable train operations.
BUDGET:	\$162,100,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to May 2028.
HIGHLIGHTS:	A contract for design was put out for bids and awarded. Metra issued the designer a Notice to Proceed in June 2020. Site surveys and inspections were completed. Design activities continue with 30% design submitted to Metra. NEPA Professional Services contract were awarded and the NEPA process has begun. Design will begin progressing to the 60% milestone once the NEPA process is completed.

PROJECT:	Union Pacific West Line Expansion
SCOPE:	This project, a Public-Private Partnership funded 50% by Metra and 50% by the Union Pacific Railroad, involves the expansion and extension of the UP West Line, including the addition of a third main line track.
BUDGET:	\$124,939,627; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2025 for Western Section.
HIGHLIGHTS:	Construction for the eastern section reached substantial completion in December 2020. The construction portion for the western section of the project is currently out for bid. The procurement efforts and the project will be led by UPRR and bids are due in November of this year. UPRR is expected to start the project in the first quarter of 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Replace Bridges, 18th to 55th Streets – Rock Island District
SCOPE:	Project funding provides for the replacement of bridges between 18th Street and 60th Street on the Rock Island District. It will also include new tracks, signal systems, flagging, and management and inspection work for the project.
BUDGET:	\$120,282,161; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2022.
HIGHLIGHTS:	Phase 1 and 2 design and construction are complete. The Phase 3 design task was issued an NTP in August 2018. The Phase 3 design was completed in July 2019. The Phase 3 construction contract and construction management contract were both awarded in September 2020. Construction started with site work in March 2021 and is ongoing. Current activities are related to obtaining permits. The estimated project completion date for construction is December 2021 to allow enough time for phase 3 construction.

PROJECT:	Car Rehabilitation – Nippon Sharyo - Phase 3
SCOPE:	The overall project involves the mid-life rehabilitation of multiple bi-Level electric commuter cars delivered between 2002 and 2008. This portion of the project originally involved the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. Scope has increased and an additional 77 cars have been identified to be rehabilitated as part of this phase. This is the first major rehabilitation of these cars and is the third phase in a multi-year program to complete the rehabilitation of all 302 cars.
BUDGET:	\$76,704,594; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	This phase of the program began in November 2018 and is expected to be finished by December 2024. Ninety-four cars completed the rehab with four cars in progress.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Van Buren St. Station
SCOPE:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but is not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
BUDGET:	\$48,126,300; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Metra awarded the consultant contract for station concept design. The concept design is at 100% completion. Documents are being prepared to be submitted for lakefront ordinance for approval. Completion of documents and submittal is projected for February 2022. Environmental and NEPA work is ongoing.

PROJECT:	Union Pacific North Line Bridges and Ravenswood Station
SCOPE:	The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.
BUDGET:	\$47,699,764; on budget.
SCHEDULE:	Behind schedule; estimated completion April 2022.
HIGHLIGHTS:	The contractor reached substantial completion on the bridge project during this reporting period after the poly-deck panels were installed and applied the anti-graffiti coating. This will be the final update on this part of the project. The station contractor continued to make major progress toward building the station. Civil, structural, electrical and mechanical elements were installed and addressed during this reporting period. The contractor also continues to make headway with platform work.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Financial System Replacement
SCOPE:	This project will provide funding for Metra to implement an Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices”. This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.
BUDGET:	\$45,560,407; on budget.
SCHEDULE:	On schedule; estimated completion date extended to December 2024.
HIGHLIGHTS:	Phase 1 went live in January 2016 for Charts of Accounts and General Ledger modules. Phase 2 went live in June 2017 with the Budget, Procurement, Inventory, Projects and Grants, Accounts Payable and Receivable Modules. Phase 3, Payroll Module, went live in March 2019. Phase 4, Revenue Accounting, went live in October 2021. Migration of AX 2012 to Dynamics 365 went live in October.

PROJECT:	Auburn Park New Station
SCOPE:	This project is for the construction of a new station in the Auburn Park area on the Rock Island District in Chicago. The station will adhere to ADA standards and Metra’s station design guidelines. This new station will include an island 8-car asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.
BUDGET:	\$45,000,000; on budget.
SCHEDULE:	On schedule; estimated completion date extended to December 2025.
HIGHLIGHTS:	The demolition has been completed in April 2021. The design has been finalized and construction contract is in the process of being awarded. Notice to Proceed is anticipated to be issued in the beginning of next year. A new station in the Auburn Park community will increase transit accessibility for the surrounding neighborhood. Benefits of this new station will also include a reduction in congestion on the Dan Ryan Expressway.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Bridge A-32 Reconstruction
SCOPE:	This project involves reconstruction of Bridge A-32 located on Metra's Milwaukee District North Line over Milwaukee Avenue. The project will consist of the Bridge Reconstruction and the rehabilitation of the Grayland Station; including but not limited to platforms, stairs, ramps, and shelters.
BUDGET:	\$38,041,561; on budget.
SCHEDULE:	On schedule; project completion date has been extended to December 2024.
HIGHLIGHTS:	The construction contract was awarded in October 2020 and construction management contract was awarded in February 2021. Some site work has begun and currently waiting on the balance of permits to initiate full site work.

PROJECT:	Car Rehabilitation – Nippon Sharyo Highliners
SCOPE:	This project involves the mid-life rehabilitation of up to 26 multiple-unit bi-level electric cars. The unit numbers for these cars are 1201 to 1226. They were built by the Nippon-Sharyo Corporation and delivered between 2005 and 2007. This is the first major rehabilitation of these commuter cars.
BUDGET:	\$32,960,930; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2025.
HIGHLIGHTS:	This project is progressing with procurements for materials and parts underway. The first two cars have initiated rehab activities under this program and are in progress in the shop. The first car is 95% complete and waiting for final materials to be installed and the second car is in progress. Additional cars will continue with rehabilitation process. Additional budget was added from various completed projects to support ongoing purchasing of materials.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Commuter Car Rehabilitation – Budd
SCOPE:	This project involves the life-extending rehabilitation of up to 85 commuter cars, originally built by the Budd Company between 1974 and 1978, last rehabilitated between 1990 and 1993. The rehab includes, but is not limited to, replacement and/or repair to electrical and control lines, heating and lighting systems, replacement of seats, floors, walls, AC units, overhaul of trucks, replacement of all windows, door mechanisms, and emergency lighting requirements, etc..
BUDGET:	\$32,468,152; on budget.
SCHEDULE:	On schedule; estimated completion extended to June 2022.
HIGHLIGHTS:	This project will improve the overall state of good repair for Metra rolling stock. As with the locomotive rehabilitation projects, vehicles are being removed from service in such a manner as to not disrupt operations. Sixty-eight cars completed the rehabilitation with one currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars. Additional cars are being completed as a more precise and limited rehab program.

PROJECT:	Program Management
SCOPE:	This project includes professional services to hire a consultant team to provide additional program management capacity. The initial program management contract will be for five years. The consultant's efforts will focus on implementing existing projects in the 2020-2024 Capital Program.
BUDGET:	\$28,365,976; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	The Project Management Oversight contract has been awarded to WSP. WSP and Metra staff are working through the process to support capital project delivery of Metra's Capital Program. Purchase Order Releases have been approved and work is in progress on various capital projects. Project Start-Up Deliverables have been completed and approved as of September 2021.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

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:	\$27,796,743; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	Contract has been awarded and project kick-off meeting was held. The project is in the conceptual design phase is 100% complete. The preliminary design phase is at 100% completion and final design is at 100% completion. The First Article of Inspection and training have been completed. Similarly, all installation work on the MED and RID yards are completed as well. Work continues with station control unit installations for station announcements, with over 85% installed.

PROJECT:	Peterson-Ridge New Station
SCOPE:	This project will construct a new commuter station at Peterson and Ridge Avenue in Chicago. Construction will include a new platform warming structures stairs ADA ramps signage a kiss-and-ride and parking.
BUDGET:	\$22,629,765; on budget.
SCHEDULE:	On schedule; estimated completion has been extended to March 2023.
HIGHLIGHTS:	Design for the new station has been completed. The contracts for construction management and construction contractor were procured and awarded in June and July of this year, respectively. Notice to Proceeds were issued in June for the Construction Manager and August for the Construction Contractor. The stop work order previously reported on was rescinded during this reporting period and the Contractor was notified to resume construction activities.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Revenue Accounting System (Final)
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:	\$16,205,776; on budget.
SCHEDULE:	On schedule; substantial completion reached in October 2021.
HIGHLIGHTS:	The Phase 4 of the Financial System Replacement, the Review Accounting module, went live as of October 2020 and final elements were executed in October of this year. This will be the final update on this 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:	\$16,155,891; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The new technology will allow recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. In addition, individual frames will not be grainy or distorted. Currently, the DVR system is in full scale installation by Metra Forces. The contractor received Notice-to-Proceed in November 2019 for the installation. The installation of passenger area cameras is completed on five passenger cars and currently being installed on the one passenger car.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Crew Facilities
SCOPE:	This project includes, but is not limited to, renovation of existing crew facilities or construction of new crew facilities at existing yard locations across the Metra system. Work may include design of and renovations to interior spaces such as office spaces, locker rooms, and training facilities.
BUDGET:	\$16,000,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2025.
HIGHLIGHTS:	Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The Intergovernmental Agreement (IGA) with the village has been finalized and the design is ongoing. Metra plans on advertising a procurement package for construction of the Fox Lake Station Facility in the first quarter of 2022. Metra identified three other facility locations for this project: Elgin, Western Ave and University Park. Task Order negotiations for two of the facilities are ongoing and the design is expected to start in the first quarter of 2022.

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Create P2 – Rock Island District Connection
SCOPE:	This project will provide for design engineering and utility coordination for the 75 th St. Corridor Improvement Project.
BUDGET:	\$14,500,000; on budget.
SCHEDULE:	On schedule; estimated completion September 2023.
HIGHLIGHTS:	The design is ongoing and is 60% complete. It is expected to be completed in the third quarter of 2022. This project will relieve rail congestion by separating passenger rail lines.

PROJECT:	Central Warehousing
SCOPE:	This project includes an acquisition of an existing warehouse facility that is sufficient to develop a centralized warehouse for parts, equipment, and signal materials which support the operation and maintenance activities of the commuter railroad system.
BUDGET:	\$14,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The property acquisition and environmental site assessment were completed. Metra's PMO are developing a demolition plan and a 30% design. The interior demolition performed by Metra forces is 80% complete. The exterior and interior lighting installation is ongoing. This project will go out for bid as a Design-Build project once the demolition and 30% design are completed. This project will consolidate all warehouse operations to provide a singular, central location for materials. This will allow Metra to better manage its inventory of materials through better tracking and reduction of ordering redundancies.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Homewood Station
SCOPE:	This project involves the rehabilitation of the Homewood Station and associated intermodal facilities. The scope of work includes, but not limited to, general tunnel rehabilitation, tunnel drainage solutions, elevator and stair improvements, addition of a pedestrian ramp into the tunnel on the west end of the station, platform improvements, warming shelter, headhouse improvements, and improvements to the Pace and Amtrak facilities.
BUDGET:	\$13,561,551; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The parking lot with 53 parking spaces was completed. The 100% design for the station is under review by Metra and PMO. The Consultant is reviewing construction bid documents before it goes out to bid. Relocation of electrical service work is underway by Metra Forces.

PROJECT:	IT Components and Services
SCOPE:	This project will provide for purchase of various types of computer hardware and software for utilization at Metra Headquarters and outlying areas. Purchases will include, but are not limited to, mainframe terminal and printer replacement, mainframe tape system, replacement of obsolete network switches, computers, printers, copiers, and new servers.
BUDGET:	\$12,134,813; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	This is a multiple year and multiple project type of capital project. Purchase orders have been awarded for various computer hardware and software. Hardware has been delivered and installed. Purchase Order Releases for computer hardware and software continue in process and deliveries will continue over the next several years.

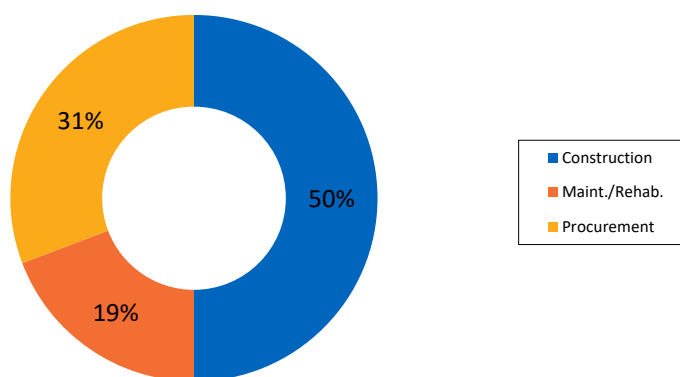
PROJECT:	Yard Improvements – Western Ave.
SCOPE:	Upgrades under this project will include, but not limited to, installation of electric heating elements for switches and the installation of steel grated boardwalks at the Western Ave. Yard, replacing the HVAC systems, and upgrading the power distribution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

PROJECT:	Right-of-Way Equipment
SCOPE:	This project will be for Metra’s Engineering Department to purchase end loaders, track backhoes, excavators, lifts, rail equipment, and more. The purchased vehicles and equipment will replace obsolete and inadequate support equipment.
BUDGET:	\$10,694,765; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Contracts are in place for the purchase of 2 track stabilizers and 2 spot tempers. The delivery is due at the end of the year. Two new purchase requisitions for 3 new tie cranes and 4 ballast regulators are in process. Also, a new procurement package for wheel loaders is under review. This project will lead to a reduction of maintenance costs for equipment that is obsolete. This will improve efficiencies related to maintenance and repair work in the railroad right-of-way.

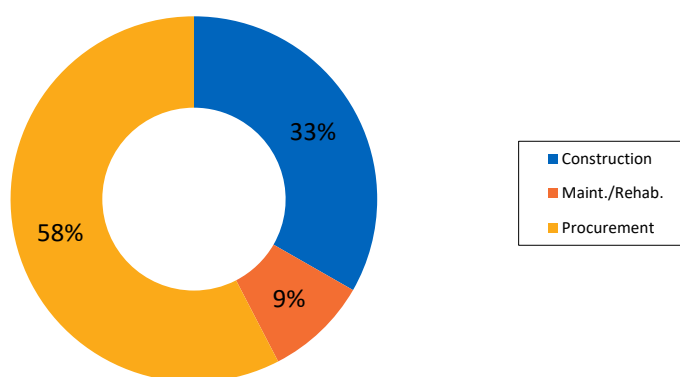
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	13	\$679,538,578
Maintenance / Rehabilitation	5	\$186,086,310
Procurement	8	\$1,176,101,619

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Pace	New I-55 Garage - Plainfield	\$43,752,500
Pace	New Northwest Division Garage - Wheeling	\$43,135,380
Pace	Pace South Campus Project - Markham	\$27,100,000
Pace	River Division Expansion and Improvements	\$21,260,000
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Pace	Transit Signal Priority (TSP) Equipment and Installation Services	\$12,943,374

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Purchase 30' Low-Floor Diesel Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 30' low floor diesel buses. The minimum quantity to be purchased under this contract is 67 buses and the total number of buses procured will not exceed the maximum amount of 164.
BUDGET:	\$80,261,908; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 67 buses have been ordered to date. The first order consisted of 23 buses, all of which are in service. These were delayed due to the COVID-19 crisis. The second order consists of 44 and has been executed with the vendor. The vendor is expected to begin production in December 2021 and have all buses delivered in June 2022. The buses are expected to service the areas currently serviced by Fox Valley and MV Batavia.

PROJECT:	Purchase 15-Passenger Paratransit Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. 159 buses have been purchased under this contract. A new indefinite delivery/indefinite quantity 5-year contract for the purchase of 15-passenger paratransit buses for the ADA Paratransit Service Program was awarded in November 2020. The minimum quantity to be purchased under this contract is 170 buses and up to a not exceed the maximum amount of 753 total buses.
BUDGET:	\$69,991,388; on budget.
SCHEDULE:	Behind schedule; estimated completion September 2024.
HIGHLIGHTS:	These buses are expected to service the counties of DuPage, Kane, Lake, Will and Cook. Pace awarded a new contract for the purchase of additional vehicles in November 2020. The first order was for a quantity of 210 paratransit buses. Chassis availability has delayed production. At this time, Pace has received 1 vehicle and additional deliveries are anticipated by the end of 2021.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	New I-55 Garage – Plainfield
SCOPE:	This project is for the architectural and engineering services, and construction of a Pace bus maintenance and storage facility in Plainfield. In addition, road improvements using concrete will be funded to accommodate the new facility.
BUDGET:	\$43,752,500; on budget.
SCHEDULE:	On schedule; estimated completion December 2021.
HIGHLIGHTS:	Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Plainfield. Pace provided approval for the final design to the Village of Plainfield and the village executed a Design-Build Amendment under the Design- Build Agreement with Northern Builders to construct the facility. Once the construction is completed, Plainfield will transfer ownership of the property to Pace. Currently, the contractor progresses with construction by performing electrical and mechanical connections to the building as well as landscaping activities. Activities also continue with framing, installation of ductwork, and overhead sprinklers for the second floor of the office.

PROJECT:	New Northwest Division Garage – Wheeling
SCOPE:	This project is for the design and construction of a new Northwest Garage to replace the existing Northwest Division. In 2018, Pace purchased a 23-acre site with existing 430,000 square foot building to replace its existing Northwest Division. The Wheeling facility will be equipped with a Compressed Natural Gas (CNG) vehicle fueling station designed to supply an all-CNG bus fleet. The new facility will be a full service, fully furnished and equipped, heavy duty bus repair, maintenance, and storage garage. Occupancies will include Pace Vanpool Services and Graphics Departments including Pace's Print Shop.
BUDGET:	\$43,135,380; on budget.
SCHEDULE:	Behind schedule; estimated completion June 2024.
HIGHLIGHTS:	The design for the facility has been finalized. Pace is currently in the process of finalizing the procurement package for the construction of the facility. The procurement is expected to be published by the end of the year. Pace entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling, who is responsible for the design and improvements to Old Willow Road. This portion of the project for the road improvements were completed and are being closed out.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

PROJECT:	Pace South Campus Project – Markham
SCOPE:	This project is for the design and engineering, construction, project management, and any associated equipment and services for three facilities for the Pace South Campus in Markham. The three facilities are the Active Transit Management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.
BUDGET:	\$27,100,000; on budget.
SCHEDULE:	On schedule; estimated completion June 2023.
HIGHLIGHTS:	Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The design for the Acceptance Facility and office building have been finalized. Pace procurement issued a bid for the construction portion and received and evaluated bids. Pace awarded the construction contract this reporting period and is expecting to issue a Notice-to-Proceed to the contractor before the end of this year.

PROJECT:	River Division Expansion and Improvements
SCOPE:	Pace intends to expand and improve its existing River Division bus garage onto newly acquired property south of the existing garage. It will be designed to accommodate storage, servicing, maintenance, and associated program areas for an additional 75 buses, 26 paratransit and 6 non-revenue vehicles in addition to other improvements to modernize the existing facility.
BUDGET:	\$21,260,000; on budget.
SCHEDULE:	On schedule; estimated completion June 2025.
HIGHLIGHTS:	Pace entered into a contract for Architectural and Engineering services for pre-design and design services. The contractor completed the pre-design activities, and a final pre-design report was submitted to Pace. Site assessments, site surveys and data collection were completed. Discussions continued regarding the purchase of the adjacent property. The cell tower and associated structure will be removed in lieu of being relocated. The contractor is in the process of starting detailed design activities.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2021

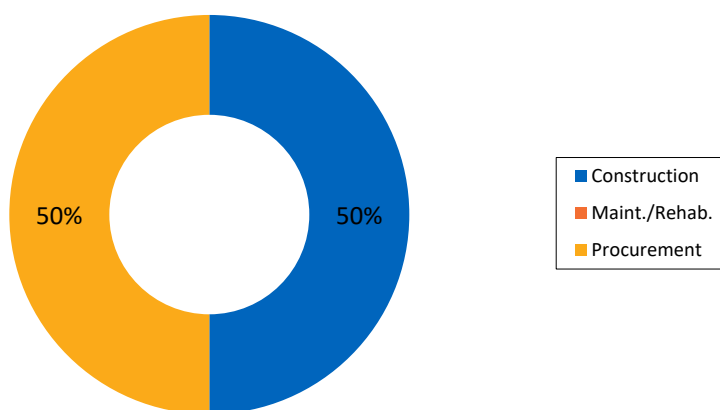
PROJECT:	Purchase 7-Passenger Vanpool Vehicles
SCOPE:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured will not exceed the maximum amount of 400.
BUDGET:	\$13,899,800; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	To date a total of 25 vans have been ordered, all have been received. Pace has executed a contract to install OEM passenger running boards on the first order of 25 vans. Thus far, 11 of the running boards have been installed and are in the active fleet with the remaining to be installed in fourth quarter of 2021. The vans will be utilized in the six county Pace service area.

PROJECT:	Transit Signal Priority (TSP) Equipment and Installation Services
SCOPE:	A 3 year contract for the purchase of regional TSP equipment and installation services for the implementation phase of the TSP project covering nine corridors was executed on December 17, 2019.
BUDGET:	\$12,943,374; on budget.
SCHEDULE:	On schedule; estimated completion October 2022.
HIGHLIGHTS:	Activities continue to progress with the implementation phase of the TSP project. The vendor received permit to implement TSP system along 58 signalized intersections of Dempster Street from IDOT. Construction and systems integration is completed at 33 intersections and testing is scheduled through fourth quarter of 2021. Pace is working with the City of Evanston on the approval of TSP intersections along the last section of Dempster St. The vendor received approval to implement TSP along Grand and Sheridan from IDOT which is ongoing. Contractor submitted permit application to IDOT-District 1 for six more corridors. IDOT is currently reviewing three corridors.

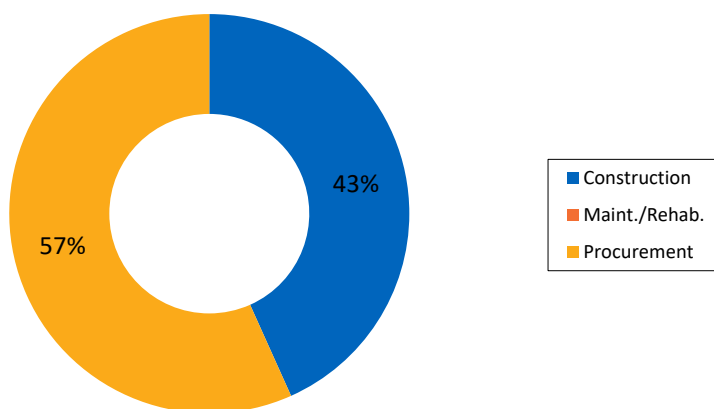
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$135,247,880
Maintenance / Rehabilitation	0	\$0
Procurement	4	\$177,096,470

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Conclusion

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



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