

Project Management Oversight Report

December 2025

Executive Summary

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

Since 2020, the amount of funding available in the regional capital program has seen consistent growth, both on the federal and state levels, which has allowed the region to make progress toward lowering the state of good repair backlog and allowed for advancement of other key priorities. The most recent state action on October 31, 2025, included passage of SB 2111, a landmark transit funding and governance legislation that increased funds for transit operations. This bill also includes \$180 million of new annual road fund interest allocation to transit capital needs which is expected to be programmed later in 2026.

Despite these investments, the long-term capital needs of a large legacy transit system like Chicago are great. The RTA's 2025 Asset Condition Report highlights the need for an annual investment of \$4 billion over the next 20 years to address chronic disinvestment, to achieve a state of good repair, to make improvements to the sustainability of transit, and to improve accessibility, reliability, and equity. The current five-year capital program averages less than \$2 billion per year, leaving a big gap compared to the capital need. The region needs to continue to develop more sustainable funding streams to increase capital funding to maintain and improve the transit system.

This report includes 47 Rebuild Illinois projects and 39 PAYGO projects, representing over \$3.2 billion in state funding. Some of the projects that started recently have low expenditures due to payment milestones not yet achieved. There are also many other Rebuild Illinois projects that are in planning phases or under procurement and will be included in future reports.

All of the state funded projects and projects with budgets greater than \$10 million are detailed in this report. In total, these 112 projects represent over \$15 billion worth of capital investment for the three Service Boards. These projects address the system's state of good repair, transition to zero emissions, all station accessibility, system upgrades and expansions.

Ten state funded projects were completed during this reporting period. Six of the completed projects were Rebuild Illinois funded projects and four were PAYGO funded projects. There were 14 change orders executed during the current reporting period. The executed change orders were to add value, for unforeseen conditions, to extend the completion dates and to exercise options to purchase additional locomotives for Metra.

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.



Contents

Background	1
Report Highlights	3
State Funded Program Expenditures	5
Budget Performance	6
Schedule Performance	7
Change Orders	9
CTA Projects	11
State Funded Projects	12
PAYGO Funded Projects	46
Projects Over \$10 M	48
Metra Projects	51
State Funded Projects	52
PAYGO Funded Projects	104
Projects Over \$10 M	118
Pace Projects	126
State Funded Projects	127
PAYGO Funded Projects	135
Projects Over \$10 M	139
Conclusion	142

Background

PMO Program

The RTA implements the PMO program pursuant to Section 2.01(b) of the RTA Act. RTA is required to oversee the Service Boards' capital programs and expenditures. PMO is a part of RTA's fulfillment of this requirement. The PMO program is designed to accomplish the goals established by the RTA Act and implemented through the grant agreements with the Service Boards. These goals specifically include:

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

Through this program the PMO staff works with the RTA Capital Division and the Service Boards to ensure that capital funding is spent efficiently and effectively.

PMO Process

The PMO program provides a more stringent level of oversight for projects funded by the State of Illinois. This funding is appropriated for Service Board projects through RTA grants. Projects with budgets of \$10 million or more, that do not have any state funding, are also reported on semiannually.

The diagram below describes the PMO process for State Funded projects. First, the Service Boards complete and submit grant applications for Rebuild Illinois and PAYGO funding that are reviewed and approved by the RTA and IDOT. After the grant funds are awarded, then the Service Boards finish up their project planning and complete the procurement process for the project. Once the procurement process is completed, the RTA reviews the procurement through a process called concurrence, after which a Notice to Proceed (NTP) is issued for the project. The RTA PMO process starts once there is an executed contract with the contractor and project scope activities have commenced. From this point the PMO team considers the project to be active. The PMO team monitors the project scope, schedule and budget against the baseline approved in the executed contract documents. All active PMO projects are included in the PMO report. A project exits the PMO process once it reaches substantial completion. After substantial completion there are still closeout administrative activities and final invoices that are reviewed and approved by the RTA Capital Division, however the scope has been completed and the project is no longer included in the PMO report. RTA PMO projects are a subset of the capital program projects, and the PMO report provides a snapshot in time of the currently active PMO projects.





Project Schedules

The Service Boards submit a proposed project schedule with the grant application. This project schedule includes the Planning and Procurement Phase of the Project (second arrow above) as well as the actual Project Implementation (third arrow above). The schedule submitted with the grant application gives the RTA and IDOT a general projection when the funding will be expended and when the project will be completed. It tracks the project all the way through close out. In this report we refer to this schedule as the **Preliminary Project Schedule**.

As part of the PMO process, the **Project Implementation Schedule** is monitored. This schedule is submitted by the contractor and is included as part of the contract documents where the contractor is held liable to deliver the scope on that schedule. This applies to the design or construction phases of a project as well as the purchasing contract or rehabilitation of vehicles for rolling stock projects. This schedule can be changed if there are unforeseen conditions, scope changes or other project related needs. The schedule revisions are approved by the Service Board. Once the revisions are approved, the project implementation is tracked against the revised schedule. The PMO team tracks the project under this schedule through substantial completion and it does not include project close out activities.

In the current PMO report, both preliminary project schedules and the project implementation schedules are shown for all Rebuild Illinois and PAYGO projects.

Report Highlights

The Service Boards made considerable progress on the implementation of the projects that they committed to advancing. Some of the highlights from this reporting period are included below.

CTA is making progress on the preliminary design for the Red Line Extension (RLE). This project will extend the CTA's Red Line from the existing terminal at 95th/Dan Ryan to 130th Street. The 5.6-mile extension will include four new fully accessible stations near 103rd Street, 111th Street, Michigan Ave and 130th Street. The project also includes a new yard and shop at 120th Street. The contractor is working on the development of geotechnical plans, concept designs for the stations as well as field drilling and analysis. The yard and shop design continues to make headway to the next design milestone.



103rd Street Station Rendering.



Racine Stationhouse – Bridge Level.

Work is progressing at the Racine Station project. This project includes the rehabilitation of Racine Station, new Morgan substation and Hermitage traction power improvements. In October, the newly renovated east entrance to Racine Station opened. The west entrance at Loomis was closed for renovation. Demolition, pile driving and directional drilling activities are ongoing at the Loomis entrance. Construction activities are in progress at the new Morgan substation and equipment testing is being completed at the Hermitage substation.

Metra recently completed the rehabilitation of 79th, 87th and 103rd Street Stations on the Electric Line. The project included the addition of elevators, making the stations ADA accessible, as well as rehabilitation of station platforms, new lighting, headhouse rehabilitation, installation of new warming shelters, new platform amenities, new signage and other related work. The RTA PMO team completed a final walkthrough of the project in October 2025. Close out activities are in progress.



New platform at the 103rd Street Station.



New trainset rendering.

Metra is in the process of purchasing eight two-car battery powered, zero-emissions, self-propelled trainsets. The batteries will provide motive power as well as onboard systems such as lighting, intercoms, and HVAC. The intermediate design for the trainsets has been completed. Final design review is in progress. A change order is currently in process for an upgrade to more powerful batteries that will increase the trainset operational range. The contractor is beginning the manufacturing of trainsets 1 and 2. The first trainset is expected to be delivered in October 2026.

Pace recently completed Phase I of the North Division Garage. This project is part of Pace's plans for electrification of this facility to better serve the existing fleet and prepare for battery electric buses. The scope of work for this project included the following installations: two pantograph high voltage bus charging dispensers; ten pedestal bus charging dispensers; two 1440-kW bus charging units; additional outdoor fire hydrants; concrete pad with canopy structure for outdoor vehicle storage; transformer and switchgear to handle increased electrical loads from power grid; upgrades to drainage structures; and onsite electrical upgrades. The commissioning of chargers and charging dispensers is taking place in December 2025.



Solar Panel installation at North Division Garage.



Pace's new ADA transfer facility.

Pace completed the construction of a new ADA transfer facility that will be part of the updated Northwest Transportation Center. This transfer facility will provide connections to fixed-route services in addition to ADA paratransit services. It will prioritize accessibility with public restrooms, an indoor waiting area, EV charging station and additional parking. A ribbon cutting ceremony was held in September 2025.

Details on these and all active PMO projects can be found in the following sections of this report. Project progress information is also updated on a quarterly basis on the RTA's Regional Transportation Authority Mapping and Statistics (RTAMS) website at www.rtams.org. The projects on the website can be searched using various criteria including political jurisdictions.

State Funded Program Expenditures

Rebuild Illinois Bond Program

All of the \$2.6 billion in Rebuild Illinois State Bond funding has been awarded to CTA, Metra and Pace. As of November 2025, 44% of the total funding has been expended from the grants. The Service Boards combined expended over \$96 million in the current period, from June 2025 to November 2025.

Service Board	Total Awarded	Total Expended	Percent Expended	Expended This Reporting Period
CTA	\$1,238,906,000	\$688,689,864	56%	\$48,795,126
Metra	\$1,080,331,500	\$388,912,631	36%	\$45,059,001
Pace	\$283,762,500	\$73,230,318	26%	\$2,549,054
Total	\$2,603,000,000	\$1,150,832,813	44%	\$96,403,181

PAYGO Program

The table below shows the status of the \$1,405 million of PAYGO funds that were awarded to CTA, Metra and Pace. As of November 2025, 63% of the total funding has been expended from the grants. The Service Boards combined expended almost \$93 million in the current period, from June 2025 to November 2025.

Service Board	Total Awarded	Total Expended	Percent Expended	Expended This Reporting Period
CTA	\$870,565,000	\$619,078,634	71%	\$60,027,264
Metra	\$457,435,000	\$235,012,896	51%	\$29,201,510
Pace	\$77,000,000	\$26,148,342	34%	\$3,482,659
Total	\$1,405,000,000	\$880,239,872	63%	\$92,711,433

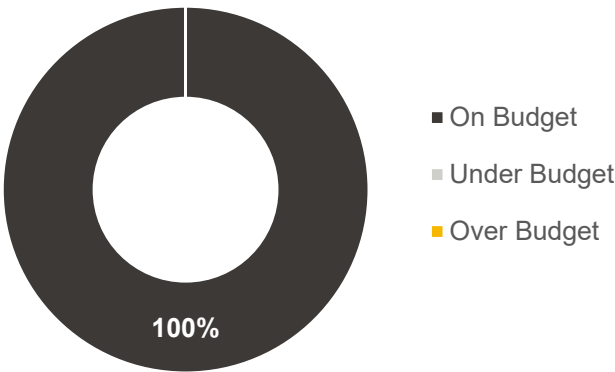


Regionwide State Funded Projects – Budget Performance

Budget Performance Status

Status	Quantity
On Budget	86
Under Budget	0
Over Budget	0
Total	86

Percentage of Total Projects



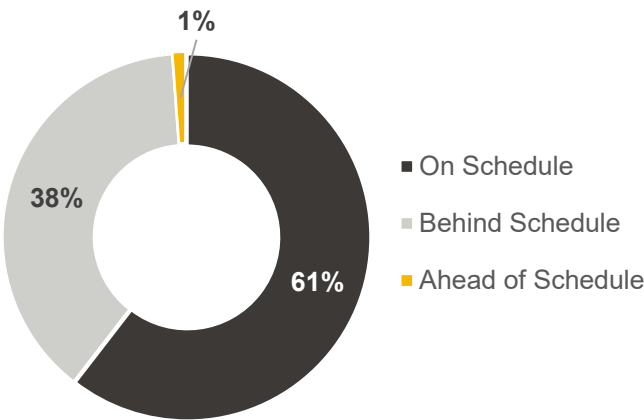
Regionwide State Funded Projects – Schedule Performance

The table and pie chart below show how the state funded projects performed with respect to the implementation schedule tracked by PMO. As defined earlier in the report, the Project Implementation Schedule tracks how the contractor is performing against the schedule included in the executed contract documents. This could apply to the design or construction phases of a project as well as for the purchasing contract or rehabilitation of vehicles for rolling stock projects.

Project Implementation Schedule Performance

Status	Quantity
On Schedule	52
Behind Schedule	33
Ahead of Schedule	1
Total	86

Percentage of Total Projects

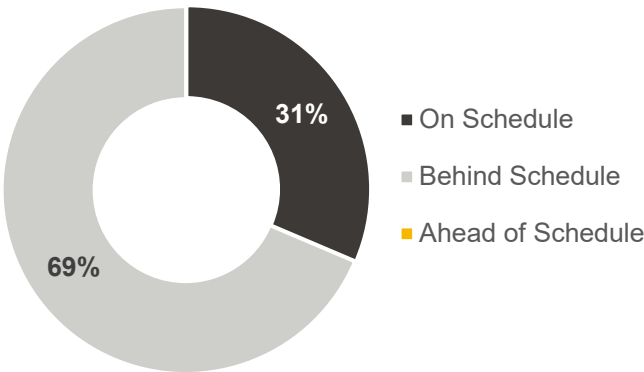


The table and pie chart below show how the state funded projects performed with respect to the Preliminary Project Schedules submitted by the Service Boards with the grant applications. These project schedules include any remaining planning activities with the Service Board project teams, the procurement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

Preliminary Schedule Performance

Status	Quantity
On Schedule	27
Behind Schedule	59
Ahead of Schedule	0
Total	86

Percentage of Total Projects



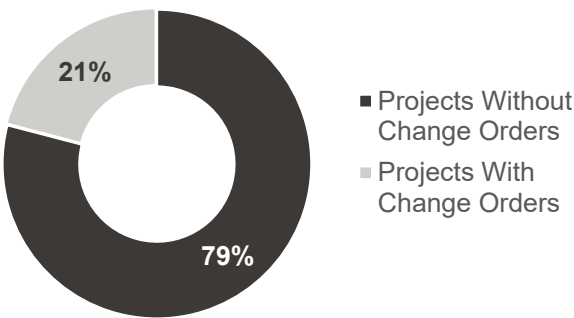
Regionwide State Funded Projects – Change Orders

Change Orders Status

Status	Quantity
Projects With Change Orders	18
Projects Without Change Orders	68
Total	86

Note: Some projects may have executed multiple change orders.

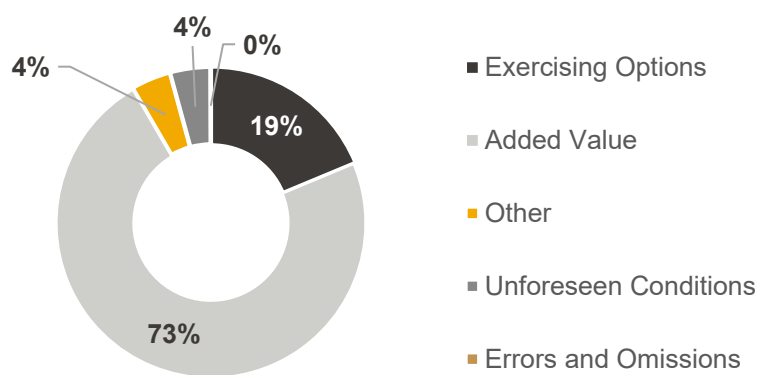
Percentage of Total Projects



Change Order Reasons

Status	Quantity	Cost
Exercising Options	3	\$25,078,525
Added Value	35	\$97,710,364
Other - Time Extensions/Revisions	12	\$5,530,971
Unforeseen Conditions	19	\$5,625,744
Errors and Omissions	1	\$49,616
Total	70	\$133,995,220

Percentage of Value for Options Category



The change order quantities and cost amounts represent the cumulative total for the 86 currently ongoing state-funded projects. The total cost of change orders represents 1% of the overall total budget of the state funded projects.

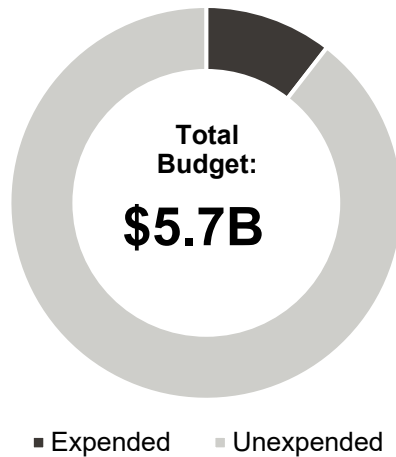
In the current reporting period, CTA executed three change orders. Two change orders added value to projects, and one was a time extension. Metra executed three change orders for unforeseen conditions on two construction projects and five change orders for changes that added value to projects as well as one time extension. A change order was also executed on the Metra Locomotive Purchase project to exercise Option 3 for an additional nine locomotives. Pace executed a change order for the River Division Expansion project to evaluate alternative bus charging options during the design.

CTA

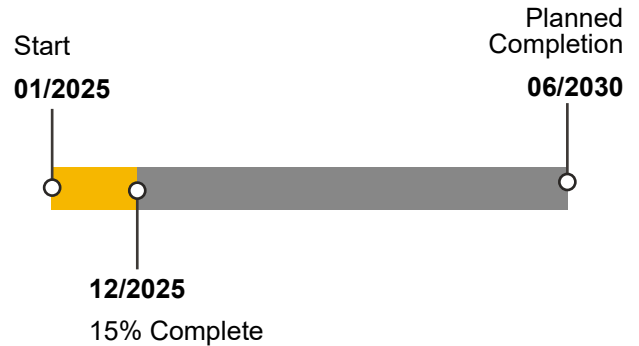


Red Line Extension

Budget



Design and Construction Schedule & Progress



Description

This project is for the extension of the CTA's Red Line from the existing terminal at 95th/Dan Ryan to 130th Street. The 5.6-mile Red Line Extension (RLE) will include four new fully accessible stations near 103rd Street, 111th Street, Michigan Ave and 130th Street. Multimodal connections at each station will include bus, bike, pedestrian and park & ride facilities. The project also includes a new yard and shop at 120th Street. The 120th yard is intended for overnight and midday storage of railcars for Red Line operation, added RLE service, extra cars needed for the Red Purple Modernization (RPM) program, and spares. The yard will also store non-revenue equipment. The yard will feature a dedicated substation, which can also provide backup feed to the mainline. Attached to the yard substation will be a separate shop traction power substation, dedicated to railcar propulsion and auxiliary power within the shop. The rail maintenance shop will include areas for inspection, railcar lifts and truck turntables, railcar washing and interior cleaning, wheel truing, material storage, receiving dock and material delivery areas, traction power distribution, locker room facilities, offices, and parking.



Rendering of the new 103rd Street Station.

Budget*

	Budget	Expended	Expended %
PAYGO	\$439,669,865	\$68,427,227	16%
Federal	\$2,221,077,829	\$250,874,648	11%
CTA	\$1,843,160,840	\$286,431,332	16%
Local Funds	\$950,000,000	\$0	0%
Future Funding**	\$296,096,112	\$0	0%
Total	\$5,750,004,646	\$604,733,207	11%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design and Construction Schedule	January 2025	June 2030	N/A	On schedule
Preliminary Project Schedule	August 2023	April 2031	N/A	On schedule

Status

This is a design-build project that is currently in the design phase. The design is divided into 5 segments. The contractor continues to develop the Geotechnical plans and packages for all 5 segments. The segment 3 geotechnical foundation report remains under CTA review, segment 4 report development continues, and segments 1, 2, and 5 are advancing analysis of field drilling results. Guideway design progressed with two Traffic Management Plans finalized and issued to IDOT for review, and the Segments 2 & 3 substructure package transmitted for UPRR review to allow for parallel work. Segment 4 continues to advance in final design while Segments 1, 2, 3, and 5 remain in intermediate design review. Station design remains in Intermediate Design Development. The Design Stormwater Management Report and Civil and Utility plans continue at the Intermediate stage. Systems specifications activity included submittals are under Final Design review, such as the Software Design Description and continued respond-to-comments cycles on items noted in the design-progress log. The Yard and Shop design package is being updated based on cost reduction efforts and adjacent design refinements on the mainline. The revisions are incorporated into a revised 60% design package.

Highlights

The project will reduce commute times for far South Side residents, improve mobility for the transit-dependent population, provide viable linkages between affordable housing, jobs, services, and educational opportunities, foster economic development in the project area, and provide a rail yard and shop facility.

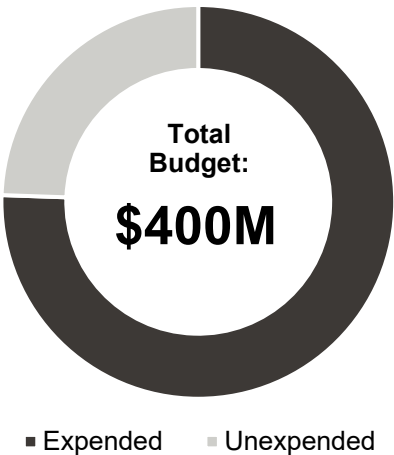
*Budget amounts as of September 2025.

**Future funding is funding that is included in the project budget; however the funds have not been included in the capital program at this time.

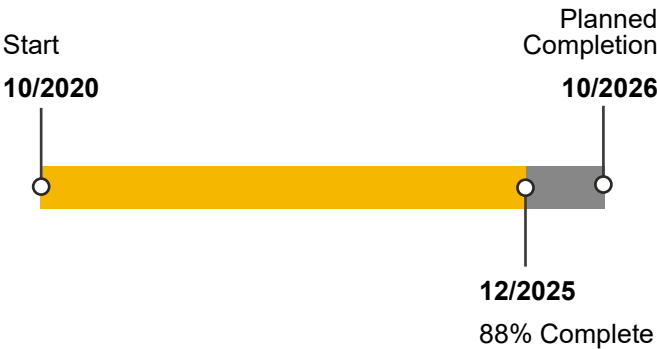


5000 Series Rail Car Quarter Life Overhaul

Budget



Implementation Schedule & Progress



Description

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



Refurbished truck assemblies waiting to be installed on cars.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$221,537,500	\$221,537,500	100%
PAYGO	\$30,000,000	\$265,677	1%
RTA Bonds	\$6,548,027	\$6,548,027	100%
FTA	\$81,286,097	\$64,882,833	80%
CTA Bonds	\$26,909,401	\$8,963,136	33%
Future Funding**	\$33,718,975	\$0	0%
Total	\$400,000,000	\$302,197,173	76%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	October 2020	December 2025	October 2026	On schedule
Preliminary Project Schedule	August 2020	December 2025	October 2026	Behind schedule

Status

As of the beginning of November, 630 out of 714 cars have completed the overhaul process. CTA continues to receive material kits and overhaul cars. CTA forces decreased the overhaul rate from 14 cars per month down to 8 rail cars per month for the remainder of this project to match previous overhaul rates.

Highlights

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

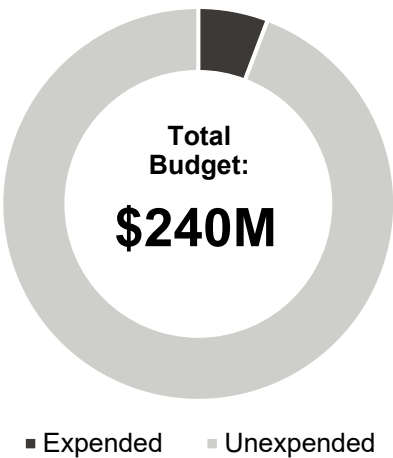
*Budget amounts as of September 2025.

** Future funding is funding that is included in the project budget; however the funds have not been included in the capital program at this time.

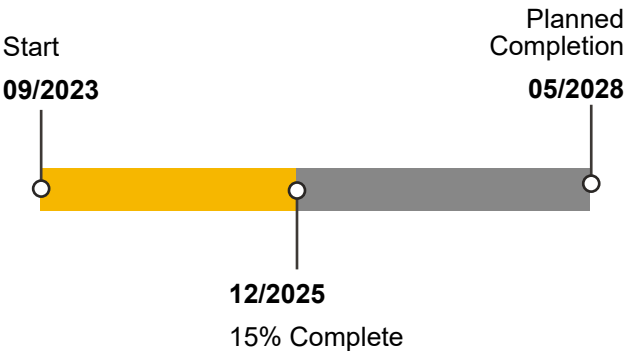


New Training and Control Center Operations (TACCO)

Budget



Design & Construction Schedule & Progress



Description

This project provides for the construction of a new joint use Training Center and Control Center on a property associated with the CTA West Shops. The facility will be equipped with modern state of the art technology, heightened security standards and redundant power sources. The control center portion of the campus will include a theater, situation room, network operations center, and communication and training rooms. The new training facility portion of the campus will contain offices, classrooms, and conference rooms for CTA employee training. The training facility will contain both bus and railcar inspection pits including embedded rail tracks and testing tracks for rail operations.



New Training and Control Center Operations (TACCO) Center Rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$207,270,670	\$13,539,874	7%
CTA	\$32,717,339	\$253,097	1%
Total	\$239,988,009	\$13,792,971	6%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design & Construction Schedule	September 2023	December 2026	May 2028	Behind schedule
Preliminary Project Schedule	August 2023	June 2026	June 2028	Behind schedule

Status

The 90% design has been finalized. CTA made a decision to terminate the contract with the private developer, and the CTA team is currently evaluating the best path to move this project forward with a new procurement.

Highlights

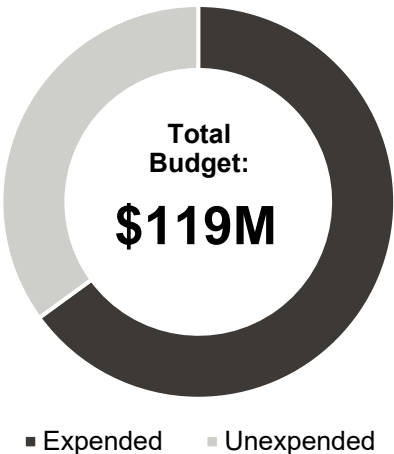
This project consolidates training functions across the agency within a centralized facility. It will also provide a state-of-the-art technology control and operations center. This project is developer led with CTA providing utilities and other components to the project site.

*Budget amounts as of September 2025.

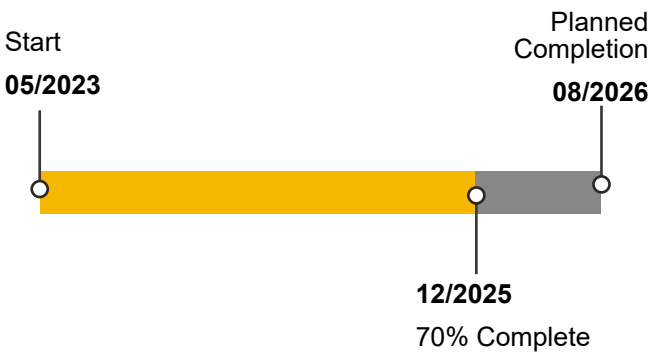


Forest Park: Phase I - Racine Station, Morgan Substation & Hermitage Traction Power Improvements

Budget



Construction Schedule & Progress



Description

This project funds the rehabilitation of the Racine station, the new Morgan substation, and the Hermitage traction power improvements. The scope of work for the station includes adding an elevator to make the station accessible to people with mobility impairments as well as adding other customer-facing improvements.



Racine Stationhouse – Bridge Level.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$114,238,635	\$77,024,199	67%
CTA Bonds	\$4,691,237	\$246,647	5%
Total	\$118,929,872	\$77,270,846	65%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	May 2023	April 2025	August 2026	Behind schedule
Preliminary Project Schedule	June 2021	September 2024	September 2026	Behind schedule

Status

Construction activities are ongoing. The newly renovated east entrance of the Racine Station opened in October. The west entrance at Loomis closed for renovation. Demolition, pile driving and directional drilling activities at Loomis are ongoing. Work activities at Morgan substation include the installation of louvers and exterior concrete panels, forming and pouring of the suspended ductbank, installing air barriers, exterior doors, loading dock grates and bollards at bridge level. At Hermitage substation the contractor is completing the cabinet installations as well as testing the substation equipment.

Highlights

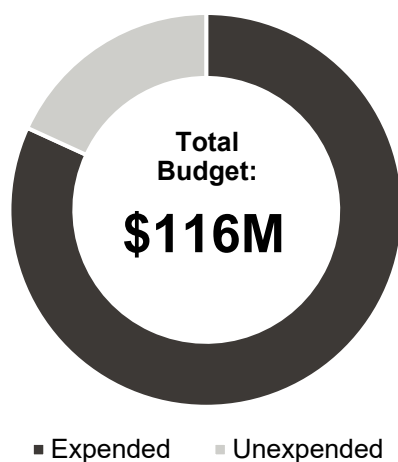
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating back to the opening of the branch. Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from LaSalle to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage.

*Budget amounts as of September 2025.

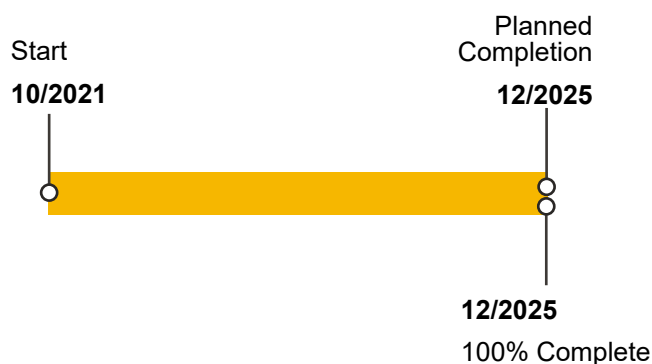


Blue Line Traction Power – Barry, Damen and Canal - Final

Budget



Construction Schedule & Progress



Description

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



New Barry Substation

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$105,297,254	\$87,023,090	83%
RTA Bonds	\$2,200,191	\$2,200,191	100%
CTA Bonds	\$8,086,171	\$5,366,842	66%
Total	\$115,583,616	\$94,590,123	82%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	October 2021	April 2024	December 2025	Behind schedule
Preliminary Project Schedule	October 2021	June 2024	January 2026	Behind schedule

Status

This project has reached substantial completion. Punchlist activities are ongoing. This will be the final report on this project.

Highlights

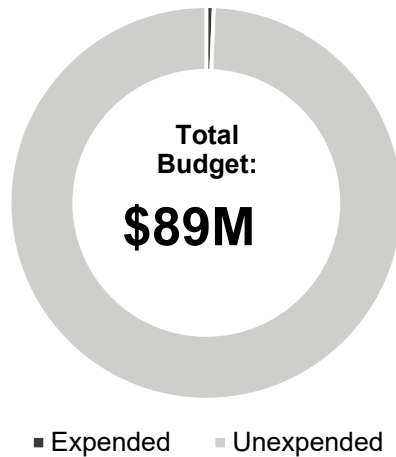
Adding two new substations and a tie house on the O'Hare Branch of the Blue Line will provide the necessary power capacity to accommodate increased frequency and meet the higher power requirements for the 5000 and 7000 series rail cars.

*Budget amounts as of September 2025.

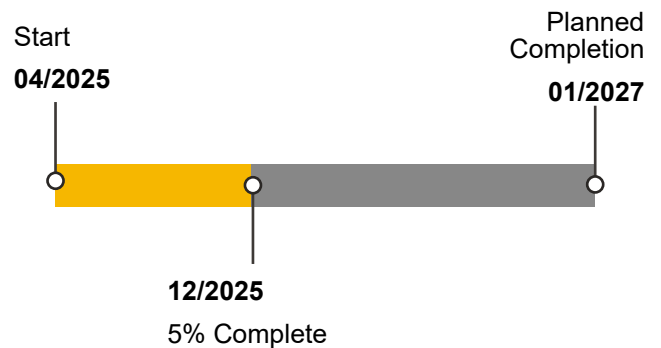


All Station Accessibility Program – Irving Park and Belmont

Budget



Design Schedule & Progress



Description

This project is for making Irving Park and Belmont Stations on the Blue Line ADA accessible. The scope of work includes the installation of two elevators at Belmont Station as well as additional egress on the east side of the station and an emergency exit stairway. At Irving Park, two new elevators will be installed as well as two new station houses with Customer Assistant kiosks.



Existing Irving Park Station entrance.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$17,639,525	\$0	0%
Federal	\$71,042,293	\$546,609	1%
Total	\$88,681,818	\$546,609	1%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2025	January 2027	N/A	On schedule
Preliminary Project Schedule	August 2024	May 2028	November 2029	Behind schedule

Status

This project is in the design phase. CTA issued a Notice to Proceed to the designer in April 2025. Design validation is being finalized. CTA is working on the National Environmental Policy Act (NEPA) process for this project.

Highlights

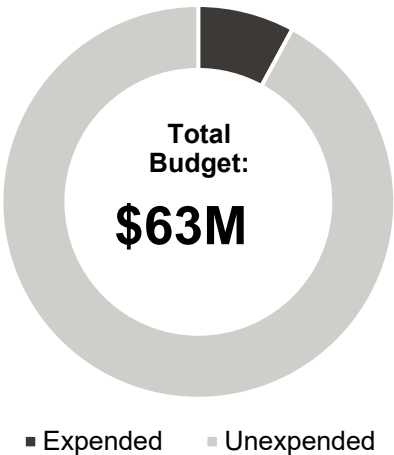
Irving Park and Belmont Stations are part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 37 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. If fully funded, the program is anticipated to be completed over a 20-year period.

*Budget amounts as of September 2025.

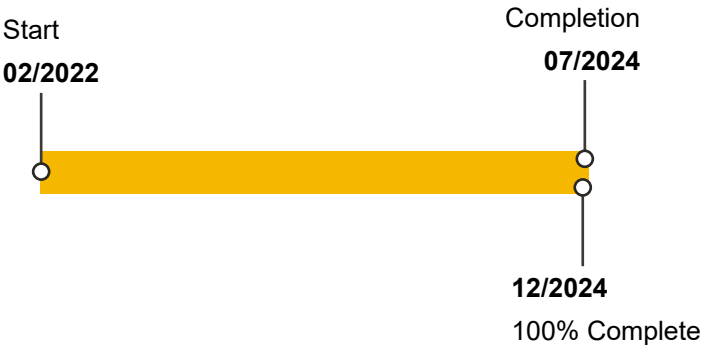


All Station Accessibility Program – California Station

Budget

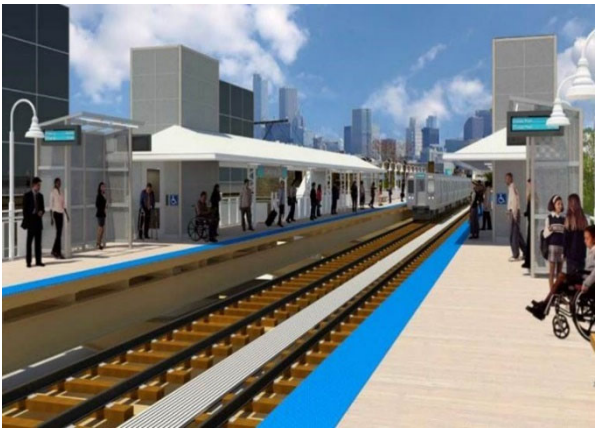


Design Schedule & Progress



Description

This project will provide for the renovation and expansion of California Station. It will include a new platform, new emergency exit stairs and two new elevators. The station will be 100% ADA accessible. In addition, state of good repair work will be performed as part of the station renovation.



California Station Rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$60,537,131	\$2,210,898	4%
Prior Years State Funds	\$60,000	\$60,000	100%
City TIF	\$2,760,750	\$2,760,750	100%
Total	\$63,357,881	\$5,031,648	8%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	February 2022	October 2023	July 2024	Completed on schedule
Preliminary Project Schedule	September 2020	February 2024	February 2028	Behind schedule

Status

The design for this project has been completed. CTA has finalized a construction bid package, it was advertised and bids were received, however the project had to be re-bid. Currently, bids are due in January 2026.

Highlights

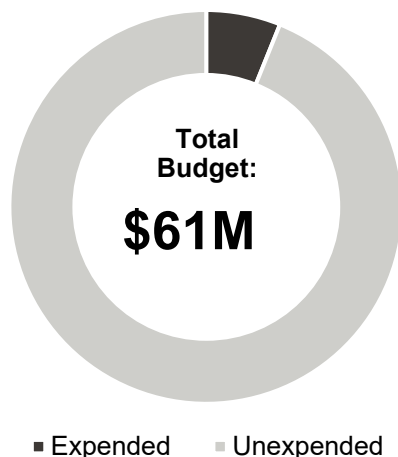
California Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. ASAP will address 37 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. If fully funded, the program is anticipated to be completed over a 20-year period.

*Budget amounts as of September 2025.

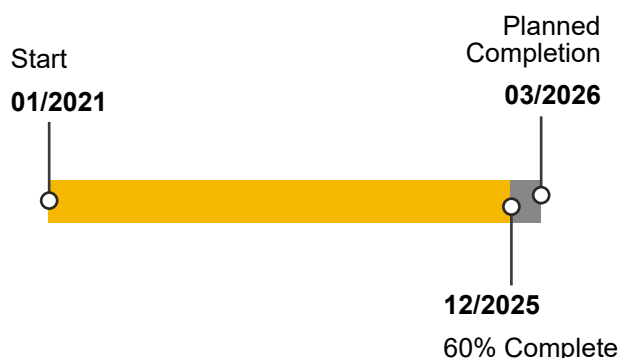


Cottage Grove Station

Budget



Design Schedule & Progress



Description

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



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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$60,000,000	\$2,290,620	4%
CTA Bonds	\$1,469,049	\$1,469,049	100%
Total	\$61,469,049	\$3,759,668	6%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	January 2022	March 2026	Behind schedule
Preliminary Project Schedule	December 2018	September 2024	November 2028	Behind schedule

Status

A design contract was awarded in January 2021 and CTA has issued a Notice to Proceed. The 60% design has been completed. The Preservation of Affordable Housing (POAH) and City of Chicago Department of Planning and Development (CDPD) are doing part of the design for the station. Due to delays associated with POAH the design portion of the project is currently on hold and CTA has terminated the design contract. CTA internal forces are continuing to work on the track crossover components of the project.

Highlights

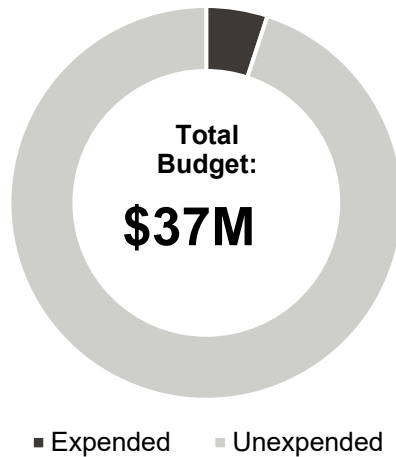
This project will increase operational safety at the station by bringing station infrastructure to a state of good repair. Building on a recent trend in reinvestment in Chicago's South Side, the Cottage Grove at Woodlawn Crossing project will stimulate economic development opportunities in an area of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

*Budget amounts as of September 2025.



All Station Accessibility Program – Elevator Replacement

Budget



Design Schedule & Progress



Description

This project will provide for the rehabilitation and/or replacement of elevators. The individual scope of work for each elevator will vary depending on its condition and elevator type. Inspections of all components of the following systems will determine whether rehabilitation or replacement is warranted: mechanical, electrical, control, communication, security, material finishes, structural members, ADA code compliance and municipality building code compliance.



Photo of an elevator taken during the inspections.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$25,370,000	\$1,860,447	7%
FTA	\$11,585,000	\$0	0%
Total	\$36,955,000	\$1,860,447	5%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	June 2022	August 2023	June 2025	On schedule
Preliminary Project Schedule	October 2020	November 2022	July 2028	Behind schedule

Status

The designer completed site assessments and elevator inspections. An assessment report to prioritize the elevator replacement and rehabilitation locations has been developed. The report also provides the scope of work needed for each individual elevator. The designs for the identified locations have been completed. CTA is finalizing the construction bid package which is expected to be advertised in the beginning of next year.

Highlights

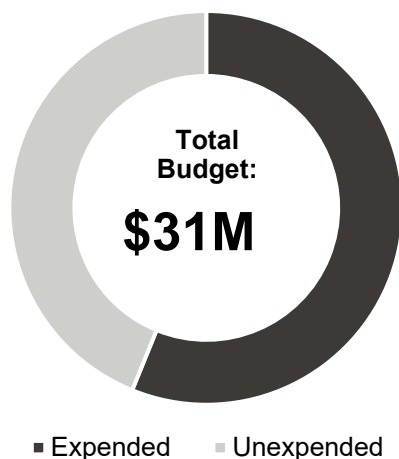
The Elevator Replacement project is part of CTA's All Station Accessibility Program (ASAP) Phase One. ASAP will address 37 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. If fully funded, the program is anticipated to be completed over a 20-year period.

*Budget amounts as of September 2025.

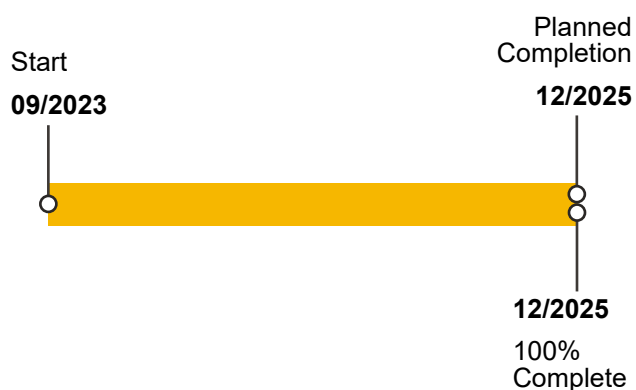


Harlem Station Bus Bridge - Final

Budget



Construction Schedule & Progress



Description

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



Canopy painting at Harlem Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$27,962,156	\$17,571,613	63%
FTA	\$4,120,917	\$2,928,945	71%
Total	\$32,083,073	\$20,500,558	64%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	September 2023	March 2025	December 2025	Behind schedule
Preliminary Project Schedule	December 2018	January 2024	January 2026	Behind schedule

Status

Construction activities are nearing completion at the Harlem Station Bus Bridge. The bridge portion of the project has been completed. The contractor is finishing up the canopy installation, canopy lighting and painting. The project will be substantially completed at the end of December 2025. The administrative project close out is ongoing, including payments on outstanding invoices. This is the final report on this project.

Highlights

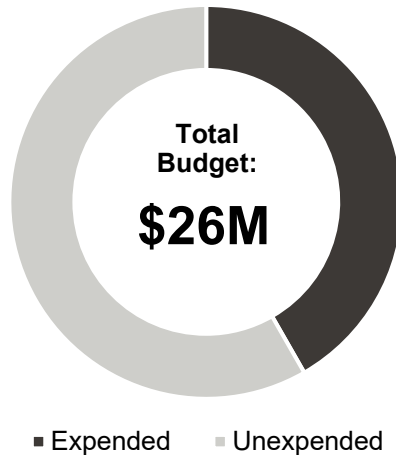
The condition of the Harlem Station Bus Bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. Since then, the CTA has monitored bridge defects over time. CTA has explored various engineering solutions to work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

*Budget amounts as of September 2025.

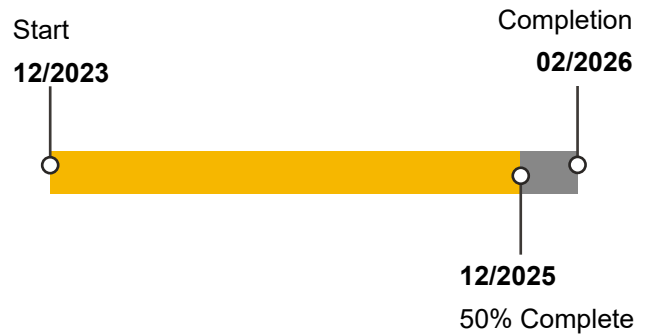


All Stations Accessibility Program – Austin Station

Budget



Construction Schedule & Progress



Description

This project will provide for the complete renovation and expansion of the stationhouse at Austin Boulevard. It will include an ADA compliant ramp between street level and the stationhouse, add an elevator connecting the stationhouse to the platform, remove the 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 from platform, renovate and expand the Mason Avenue stationhouse, add new signage, security cameras and lighting upgrades, and includes the renovation of platforms to improve clearances and remove obstructions.



Austin Station roofing steel membrane installation.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$5,300,000	\$2,468,242	47%
FTA	\$20,264,000	\$8,192,588	40%
Total	\$25,564,000	\$10,660,830	42%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	December 2023	March 2025	February 2026	Behind schedule
Preliminary Project Schedule	January 2020	November 2023	February 2026	Behind schedule

Status

Construction activities are ongoing. Work on the Mason Stationhouse and auxiliary exit has been completed. Activities at the Austin Stationhouse include installation of a temporary platform, underslab drainage work, installation of the north wall gypsum framing, footing and wall pouring, as well as pouring concrete for the light pole controller foundations at Cocoran and Austin.

Highlights

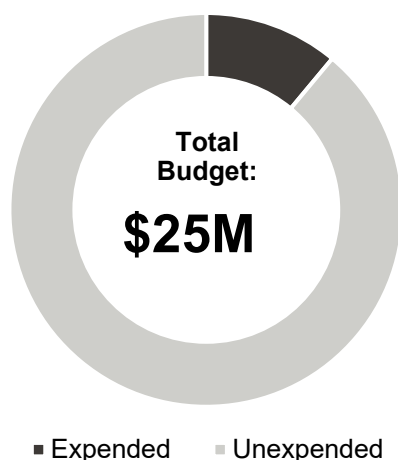
The Green Line Austin Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The goal of ASAP is to create a vertically accessible rail system within 20 years.

*Budget amounts as of September 2025.

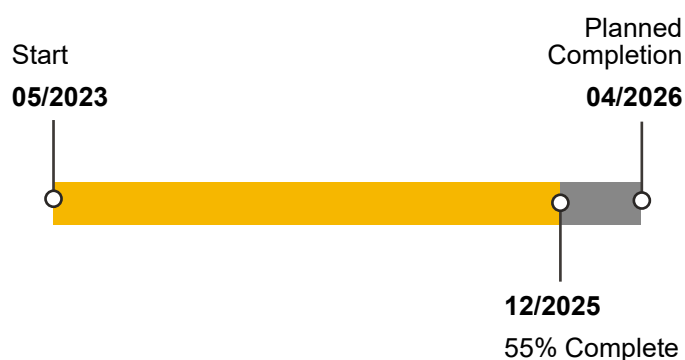


All Station Accessibility Program & Canopies at Montrose Station

Budget



Design Schedule & Progress



Description

This project is for the rehabilitation of the Montrose Station on the Blue Line. It will improve the station's vertical accessibility, including improved sidewalks, crosswalks and curb ramps, installation of two new elevators, ramps, power assisted doors, lighting, signage and communication upgrades. The scope also includes the replacement of worn and damaged platform canopies at the station.



Montrose Station platform – potential placement of elevator.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$24,703,822	\$2,776,870	11%
CTA Bonds	\$414,402	\$0	0%
Total	\$25,118,224	\$2,776,870	11%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2023	May 2024	April 2026	On schedule
Preliminary Project Schedule	July 2020	July 2024	July 2028	Behind schedule

Status

This project is in the design phase. The 60% design has been reviewed by CTA and the State Historic Preservation Office (SHPO). Based on the comments provided by SHPO, revisions had to be made to the 60% design to meet Section 106 requirements. The revised 60% design is expected to be submitted to CTA in January.

Highlights

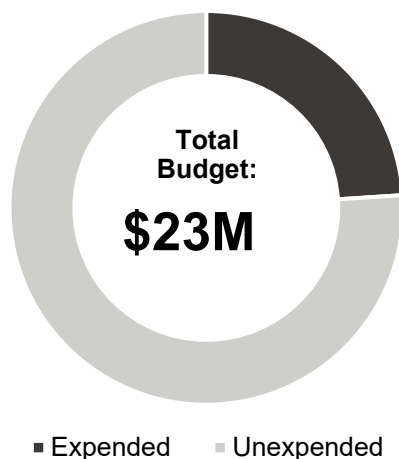
Montrose Station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 37 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. If fully funded, the program is anticipated to be completed over a 20-year period.

*Budget amounts as of September 2025.



Non-Revenue Vehicles – Diesel Locomotives

Budget



Design/Construction Schedule & Progress



Description

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



Fully assembled, the first new diesel locomotive at the CTA Skokie shop.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$473,165	\$473,165	100%
RTA Bonds	\$7,924,753	\$4,908,551	62%
FTA	\$11,000,000	\$65,721	1%
CTA Bonds	\$3,333,095	\$0	0%
Total	\$22,731,013	\$5,447,397	24%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design & Construction Schedule	August 2020	January 2023	May 2026	Behind schedule
Preliminary Project Schedule	August 2020	January 2023	December 2024	Behind schedule

Status

The project is in full production mode. CTA continues to work with the vendor to address final configuration and modifications on the first vehicle before testing on rail and final acceptance. All changes will be pushed to the remaining three locomotives. Delivery of the second vehicle will take place after acceptance of vehicle #1 and the contractor will continue commissioning and delivering of the vehicles.

Highlights

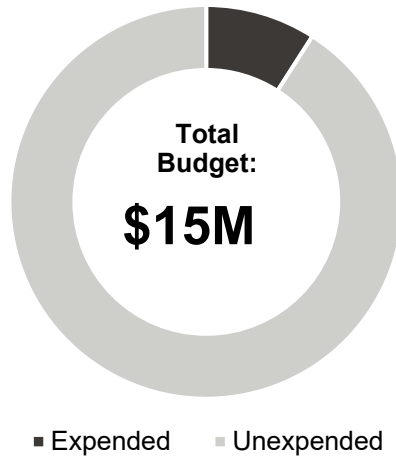
The current locomotives have been in service from 1981 and 1986 and have exceeded their life expectancies. CTA's Operation Management team identified the condition of this equipment as poor and of the highest priority for replacement.

*Budget amounts as of September 2025.

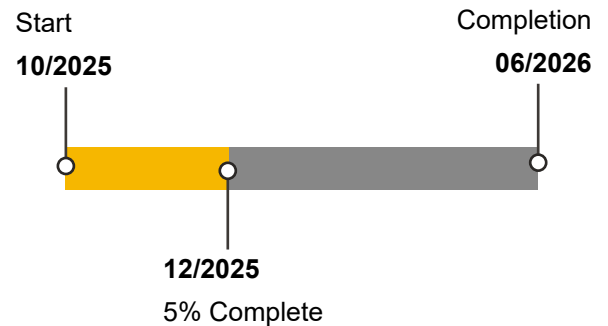


43rd Street Station – Green Line

Budget



Construction Schedule & Progress



Description

This project is for the rehabilitation of the 43rd Street Station on CTA's Green Line. The scope of work for the project provides significant visual upgrades to the station at street and platform levels. The station will have an upgraded enclosed entry, new northbound exit only stairs, upgrades to southbound exit stairs, main stationhouse stairs, new polycarbonate canopy, platform upgrades, painting, lighting, communications and signage among other improvements.



43rd Street Station Rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$9,340,887	\$125,986	1%
FTA	\$3,696,062	\$17,071	0%
City TIF	\$1,983,938	\$1,218,956	61%
Total	\$15,020,887	\$1,362,013	9%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	October 2025	June 2026	N/A	On schedule
Preliminary Project Schedule	June 2021	July 2025	September 2026	Behind schedule

Status

This project is in the construction phase. A contract for construction has been awarded and the Notice to Proceed has been issued in October 2025. The contractor is currently working on the required submittals.

Highlights

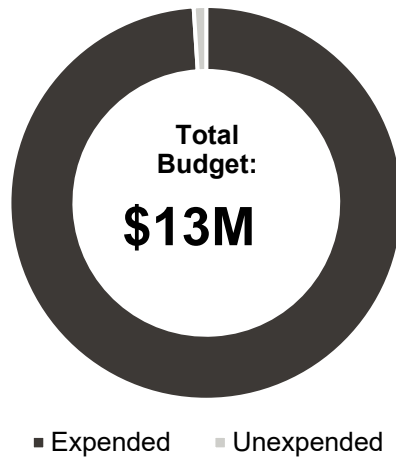
This project will revise an exit only stair to reduce the street level footprint and make other aesthetic and state of good repair upgrades to coordinate with an upcoming Transit Oriented Development.

*Budget amounts as of September 2025.

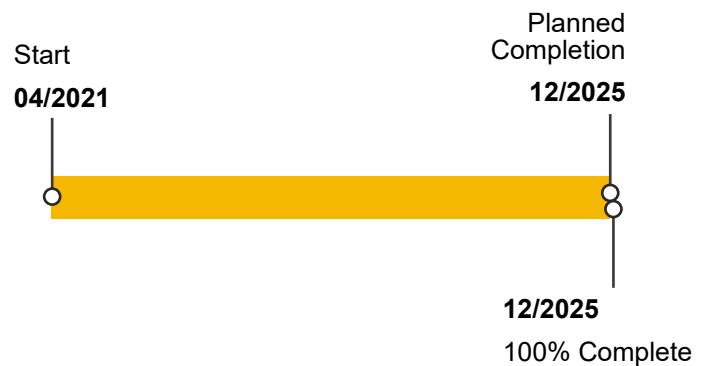


Green Line – Jackson Park Branch Trackwork - Final

Budget

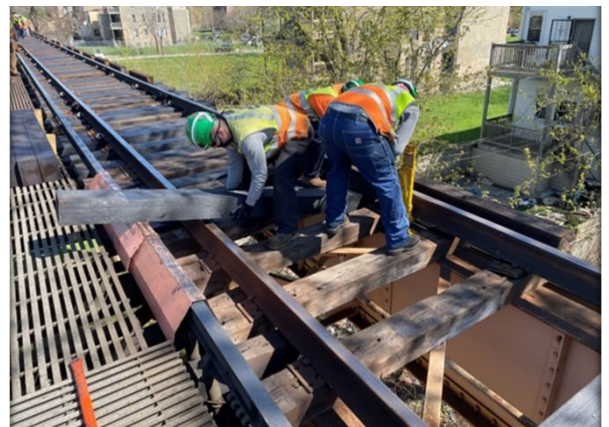


Construction Schedule & Progress



Description

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



Work performed by CTA forces at Jackson Park.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$12,855,446	\$12,723,028	99%
Total	\$12,855,446	\$12,723,028	99%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	April 2021	December 2025	N/A	On schedule
Preliminary Project Schedule	October 2020	December 2025	N/A	On schedule

Status

The work under this project was related to tie replacement, cross grinder and flange replacements by CTA forces. The work has been completed and the project is in close out. This is the final report on this project.

Highlights

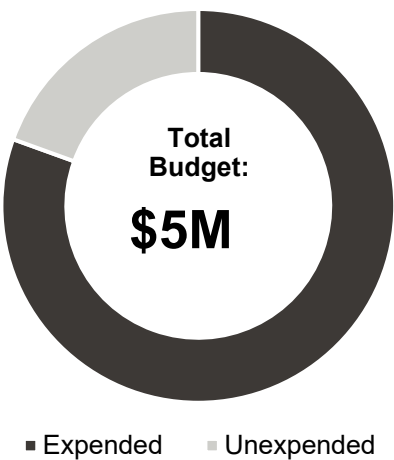
The track and structure elements being replaced as part of this project must be kept in a state of good repair in order to maintain safe and reliable service and minimize slow zones on CTA's Jackson Park and Englewood Lines.

*Budget amounts as of September 2025.

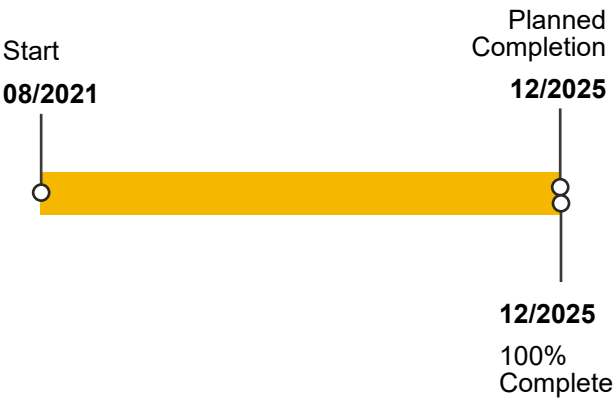


Rehabilitate Blue Line - Kimball Subway Waterproofing - Final

Budget



Construction Schedule & Progress



Description

This project will address severe water management issues in the Kimball Subway. The scope includes concrete crack grout injection, subway drainage improvements, vent shaft drainage improvements, pump room equipment replacement, replacement of water damaged track, replacement of contact rail and chairs and removal of the pre-cast walkway. The purpose of this project is to manage the water infiltration, restore the track, and define a maintenance plan to extend the useful life of CTA assets. Funding will provide for grouting actively leaking structural joints and cracks in the subway. It will also contain and route the water toward the existing drainage system and repair the track that has been damaged due to water infiltration.



Existing water damaged area in the Kimball Subway.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$2,237,845	\$2,237,845	100%
RTA Bonds	\$1,465,006	\$1,465,006	100%
CTA Bonds	\$961,000	\$51,365	5%
Total	\$4,663,851	\$3,754,216	80%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	August 2021	December 2024	December 2025	On schedule
Preliminary Project Schedule	April 2021	February 2023	December 2025	Behind schedule

Status

Work activities under this project have been completed by CTA forces. This is the final report on this project.

Highlights

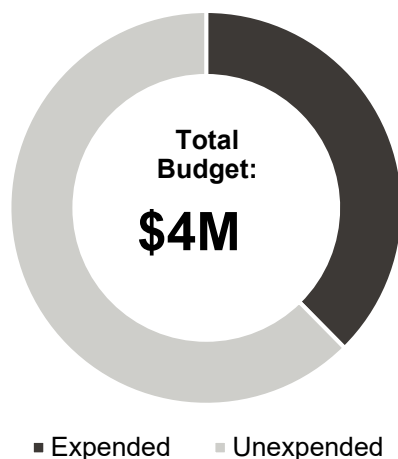
Water infiltration has created a damp, corrosive environment in the Dearborn and Kimball Subways and has compromised the condition of the track and tunnel infrastructure.

*Budget amounts as of September 2025.

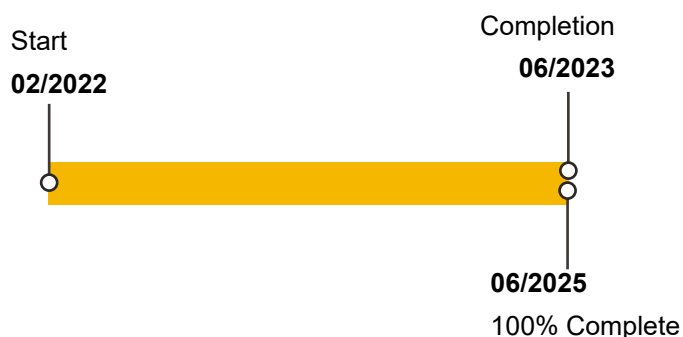


Green Line – Lake Street Bridge

Budget

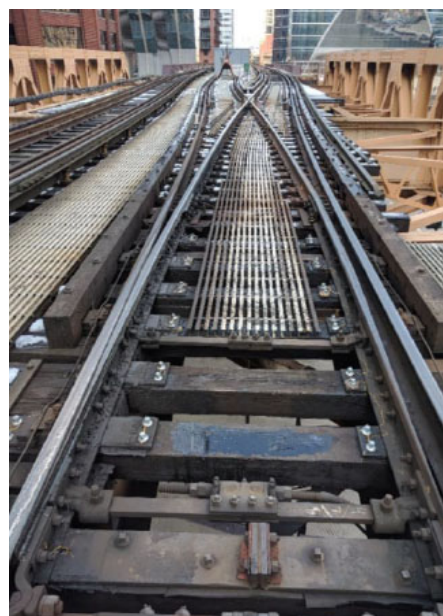


Design Schedule & Progress



Description

The Green Line Improvements project will largely focus on track replacement and structural repairs. This funding will support track improvements on both sides of the Lake Street Bridge, which is scheduled to be completely replaced by the Chicago Department of Transportation (CDOT). The scope of the project will include improving the curve geometry on the east side of the bridge, replacing the timber ties and rail fasteners, installing new gauge planking, replacing equipment at both the east and west turnouts, and replacing structural steel framing for the three side platforms adjacent to the track.



Existing track by the Lake Street Bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$3,669,633	\$1,379,520	38%
Total	\$3,669,633	\$1,379,520	38%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	February 2022	June 2023	N/A	Completed On schedule
Preliminary Project Schedule	November 2020	July 2024	June 2027	Behind schedule

Status

The design has been completed. Coordination efforts with CDOT are ongoing. Once CDOT finishes their portion of the design, CTA will align the timeline for procurement and construction activities with CDOT's. Currently CTA is coordinating with CDOT to align project scope, responsibilities and timelines. CTA's portion of this project will be completed in-house by CTA work force. CTA is in the process of completing a list of materials that will need to be purchased and preparing supporting documentation needed for procurement.

Highlights

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

*Budget amounts as of September 2025.



CTA PAYGO Funded Projects

Project: CTA – Ventra 3.0 Upgrades

Scope:	This project is for the complete overhaul of the Ventra payment system to move CTA, Pace, and Metra onto a modern, open architecture platform that includes technology and fare system enhancements from the past ten years.			
Status:	During this reporting period, formal QA testing was completed and started the “Day in the Life” phase simulating normal operation to test for defects. CTA completed installing mobile validators on 50 buses and 30 rail station gates. CTA is also working to commission and activate these devices and ensuring proper connection to the cloud-backed office environment.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$127,172,726	\$13,778,917	11%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2024	December 2027
	Preliminary Schedule	On Schedule	May 2024	December 2027

Project: CTA – 2023 – Facilities Maintenance – Systemwide

Scope:	This project will target preventive maintenance projects systemwide. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance. Station will receive cleaning at regular intervals.			
Status:	Preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures. Facilities improvements were ongoing during this reporting period and maintenance work continues.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$12,000,000	\$8,382,954	70%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2023	March 2026
	Preliminary Schedule	Behind Schedule	August 2023	June 2025



Project: CTA – Elevated Track and Structure Maintenance – 2024

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 continued during this reporting period. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$9,595,891	\$6,410,433	67%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2025	December 2025
	Preliminary Schedule	Behind Schedule	January 2025	March 2025

Project: CTA – Life Extending Bus Overhaul (1000-Series)

Scope: This project will provide for the life extension overhaul to return buses to a state of good repair. This aggressive overhaul program will replace parts nearing the end of their useful life before they fail. This will extend the useful life of the 1000-series buses by 5 to 7 years.

Status: The team completed testing of the pilot Haldex air dryers on two buses and the buses were put back in service. As of this reporting period, CTA advertised the RFP and are responding to potential proposers' questions. The procurement process continues.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,893,610	\$0	0%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2022	June 2026
	Preliminary Schedule	Behind Schedule	May 2022	October 2025



CTA Projects over \$10 M

Project: CTA – Red Purple Modernization (RPM) – Phase 1

Scope: The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass (RPB), Lawrence to Bryn Mawr Modernization (LBMM), Corridor Signal Improvements (CSI), Advance Systems Work and Broadway Substation Upgrade.

Budget: \$2,203,408,226; on budget.

Schedule On schedule; estimated completion extended to April 2027.

Highlights The RPB portion completed the traction power return systems in the Clark Junction area and finished major structural rehabilitation. Pavement restoration progressed, the elevated structure was cleaned and repainted, the new Addison Audio House was installed, work began on the Belmont historic exhibit, and aerial drainage installation continued.

The LBMM portion opened the new Bryn Mawr, Berwyn, Argyle, and Lawrence stations in July with punchlist work ongoing. New track from Ardmore to Leland was completed and turned over. Street and alley utility work continued, and demolition of the temporary stations, remaining retaining walls, and embankment areas were completed.

The CSI portion completed switch heater and signal wiring at Berwyn and Argyle, commissioned cameras and station circuits, and placed the new tracks between Thorndale and Wilson into service. Work began on signal junction boxes near Addison, replacing older equipment, preparing for system upgrades, setting up the new control server, and installing communications and signal fiber between Addison and Montrose.

Project: CTA – Purchase Rail Cars – 7000-Series

Scope: Purchase up to 846 rail cars to replace the 2600 and 3200 series fleet. The current project budget is for the base order of 400 cars. CTA has programmed funding for option #1. A design consultant is assisting with quality control.

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

Schedule On schedule; estimated completion extended to March 2027.

Highlights Status conferences continued with CRRC to address and track various items. Production deliveries continued with six cars delivered and eight accepted into revenue service. CTA inspection personnel continue working in China and Chicago, conducting welded subassembly checks, car body inspections, and retrofits of prototype cars to production standards. There is one car body remaining in the Chicago facility, with three additional car bodies in transit from China. Final assembly is ongoing on 249 cars in the US, with six cars currently in final inspection at Skokie Shops. CTA has accepted 242 cars for revenue service out of 248 delivered.



Project: CTA – Purchase Up to 45 Electric Buses and Up to 9 Charging Stations

Scope: This project involves the base order of forty-five 40FT battery-powered, zero emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.

Budget: \$71,991,905; on budget.

Schedule On schedule; estimated completion extended to December 2026.

Highlights The charging stations were received and installed and reached substantial completion in January 2021. In Q4-2021, seventeen (17) production buses were completed and delivered to CTA. The installation of revenue fare collection systems, communication equipment, network systems were completed in Q2-2022. A total of twenty-three (23) buses were delivered. Nineteen (19) are in service and four are being used at the 74th Garage for operator training. CTA previously exercised an option for an additional twenty-two (22) buses and CTA management is working internally and with the vendor on how proceed with these option buses.

Project: CTA – Western Station – Brown Line

Scope: This project will provide for the rehabilitation of the Western Station on the Brown Line. Scope includes new lighting, painting, materials replacement, signage, mechanical & drainage work, replacement of two elevators, improvements to the bus turnaround area, walkway entrances, stationhouse exterior and plaza, mezzanine, and platforms.

Budget: \$33,487,825; on budget.

Schedule On schedule; estimated completion extended to May 2027.

Highlights Status conferences continued to coordinate with the adjacent CDOT project, including pedestrian maintenance-of-traffic and grading along the east side of the CTA station. The project team finalized materials for station floor resurfacing and determined that thin brick cladding will not be added to interior columns; concrete will be removed, repaired, and painted. The Department of Buildings permit was received in July.

Demolition work advanced on the exterior brick at the south elevator, bus canopy, and concrete in the bus turnaround area. Meetings with Rail Ops, Traffic Planning, Bus Ops, Fare Control, Construction Safety, and Station Management were held to optimize construction sequencing and minimize rider impact.

The contractor continued to make headway to work on rebuilding the masonry walls, installing storefronts and upper-level windows, resurfacing the interior floor, and completing electrical duct bank work.

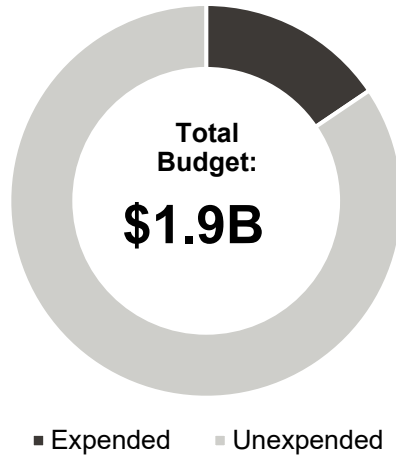
Project:	CTA – Replace Video System – Series 5000 & 3200 Rail Cars
Scope:	This project will provide for the specification development, procurement, and installation of video systems replacement for the 5000-Series and 3200-Series rail cars. Funds will also provide for rail technology upgrades which will include scope finalization, development of specifications, procurement, performance of work, and training.
Budget:	\$25,100,000; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	CTA finalized the procurement process and the contract was awarded to Railhead Corporation. The contractor completed the design and began delivery of pre-production video recorder kits. The installation of the remaining preproduction units was completed this reporting period and testing continues. CTA will install the system on more unit to test the production bill of materials to ensure accuracy and proper functioning. This will allow for production to begin immediately following the conclusion of the test. Testing is expected to end in February 2026 and production installation to begin in March 2026 against the entire 5000-series rail car fleet.

Metra

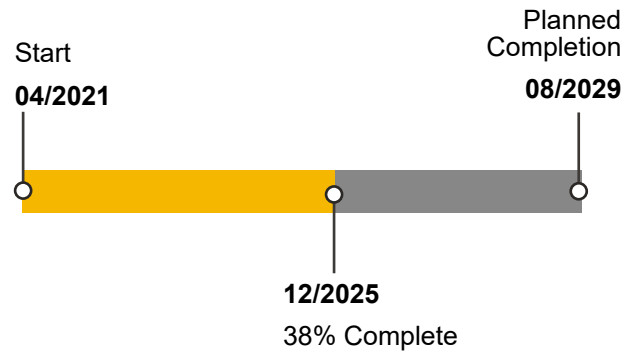


New Bi-Level Rail Cars

Budget



Implementation Schedule & Progress



Description

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



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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$376,339,200	\$147,261,663	39%
PAYGO	\$80,375,000	\$75,606,313	94%
RTA Bonds	\$47,800,166	\$45,897,632	96%
FTA	\$42,496,740	\$20,502,877	48%
Future Funding**	\$1,314,949,147	\$0	0%
Total	\$1,861,960,253	\$289,268,485	16%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2021	March 2027	August 2029	Behind schedule
Preliminary Project Schedule	March 2021	December 2026	January 2029	Behind schedule

Status

The final design review activities for all subsystems continue and are 95% complete. The construction of the first car body shell continued with inspections and validations ongoing. The first car body shell production will have a more comprehensive review and inspection process as all components are validated. The first rail car is expected to be delivered to Metra in January 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. The new car design will be more comfortable, accessible, reliable, and safer.

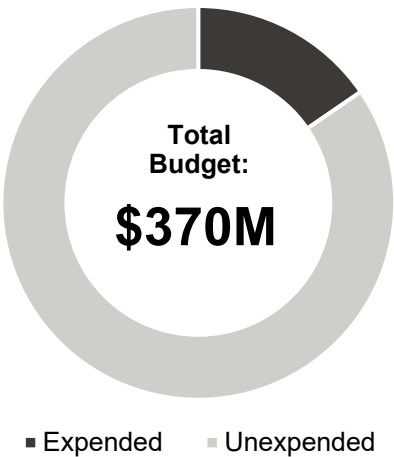
*Budget amounts as of September 2025.

** Future funding is funding that is included in the project budget; however the funds have not been programmed at this time.

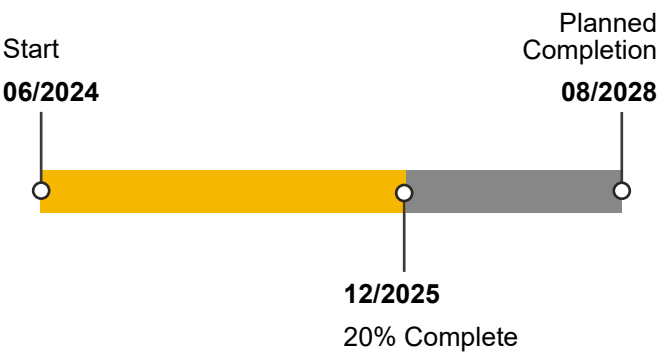


Zero-Emissions Trainsets

Budget



Implementation Schedule & Progress



Description

Metra is purchasing eight two-car battery powered, self-propelled trainsets. It also includes the option, to purchase up to eight additional two-car battery powered self-propelled trainsets. In addition, Metra can also order up to sixteen trailer cars with toilets and up to sixteen trailer cars without toilets. Trailer cars can be added to trainsets in between controlling end cars to make up longer trainsets with additional seating capacity. The batteries will provide motive power as well as onboard systems such as lighting, intercoms, and HVAC.



Trainset rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$15,000,000	\$0	0%
PAYGO	\$3,750,000	\$0	0%
RTA Bonds	\$25,400,000	\$3,622,688	14%
CMAQ	\$169,300,000	\$14,490,757	6%
FTA	\$58,780,171	\$39,143,502	67%
Future Funding**	\$94,185,303	\$0	0%
Total	\$370,415,474	\$57,256,947	15%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule (8 trainsets)	June 2024	August 2028	N/A	On schedule
Preliminary Project Schedule	June 2024	December 2028	N/A	On schedule

Status

The intermediate design has been completed. Final design review in progress. The contractor is beginning the manufacturing of trainsets 1 and 2. The first trainset is expected to be delivered in October 2026.

Highlights

This multi-year, multi-phase project will acquire battery-electric trainsets. Metra will be among the first passenger rail transit agencies to purchase and operate self-propelled trainsets that will not require the construction and maintenance of wayside power. Metra estimates that replacing one old diesel locomotive with a zero-emission locomotive will reduce nitrogen oxides (NOx) emissions by more than 30 tons per year, thus significantly reducing the agency's greenhouse gas footprint and greatly improving air quality in the region.

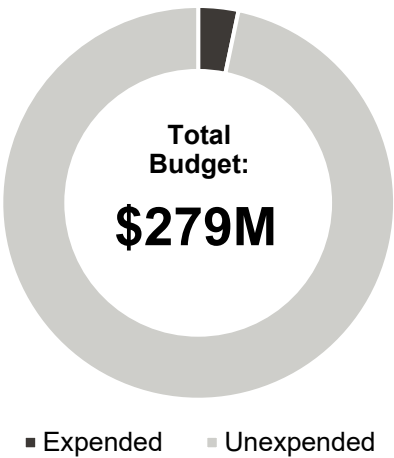
*Budget amounts as of September 2025.

**Future funding is funding that is included in the current 5-year capital program; however the funds are not yet included in an executed grant agreement.



Union Pacific North Line – South 11 Bridges

Budget



Design Schedule & Progress (Segment 1)



Description

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



Rendering of a new bridge on the UP North Line.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$156,100,000	\$8,528,331	5%
FTA	\$123,000,000	\$671,239	1%
Total	\$279,100,000	\$9,199,570	3%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule (Segment 1)	June 2020	November 2021	June 2025	Behind schedule
Preliminary Project Schedule	May 2020	December 2025	December 2029	Behind schedule

Status

This project is in the final design phase. It has been separated into 3 segments. The design for the first segment has been completed. Currently Metra is working with the designer on a construction procurement package and the Issue for Bid documents to be advertised for bid early next year. Community outreach activities continue.

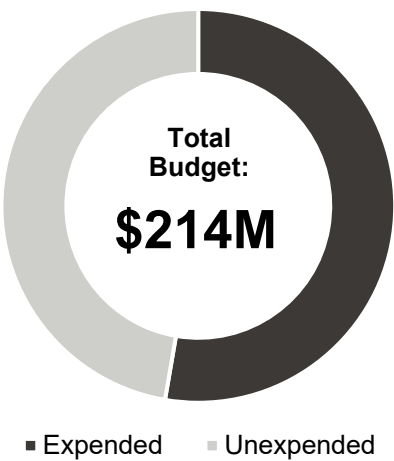
Highlights

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

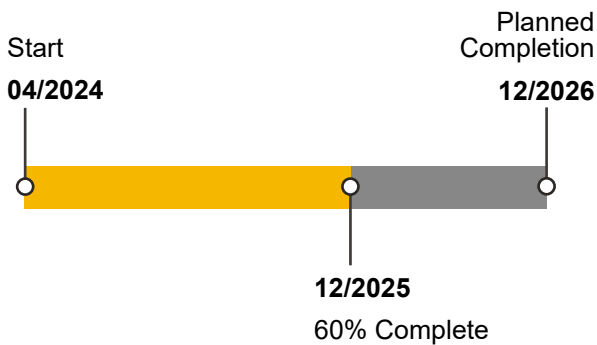
*Budget amounts as of September 2025.

Remanufactured Locomotive Purchase

Budget



Implementation Schedule (Option 2)



Description

This project involves purchase of up to forty-two (42) remanufactured diesel locomotives which will allow for increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average. The base order is for 15 locomotives and three separate options each consisting of nine locomotives.



Remanufactured locomotive 505 delivered to Metra.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$127,532,842	\$70,593,994	55%
FTA	\$46,142,424	\$42,005,255	91%
RTA Bonds	\$34,000,000	\$0	0%
Future Funding**	\$5,962,013	\$0	0%
Total	\$213,637,279	\$112,599,249	53%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Schedule (Base Order)	April 2020	October 2023	April 2024	Behind schedule
Project Schedule (Option 1)	April 2024	June 2025	N/A	Ahead of schedule
Project Schedule (Option 2)	June 2025	July 2027	N/A	Ahead of schedule
Preliminary Project Schedule	March 2020	December 2025	December 2026	Behind schedule

Status

All 15 locomotives from the base order have been delivered to Metra. One of the completed locomotives experienced a failure of the blower fan. Metra made the decision to replace the blower fans on all the completed locomotives under warranty. Metra also exercised Options 1, 2, and 3 under the contract for an additional 27 locomotives. All locomotives for Option 1 were delivered to Metra when the last locomotive arrived in March 2025. Option 2 locomotives are currently in various stages of production and expected to begin deliveries in February 2026, final delivery in October 2026, and final acceptance in December 2026. Option 3 locomotives will begin production once option 2 locomotives are completed, however progress is being made slowly with cab component stripping underway.

Highlights

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

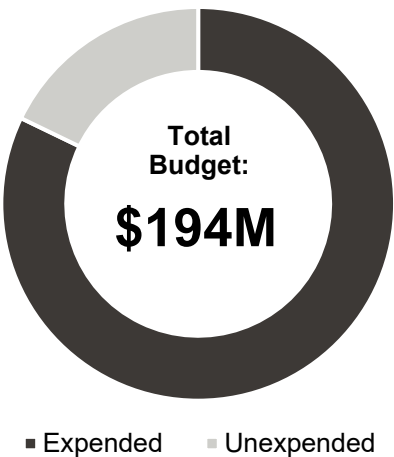
*Budget amounts as of September 2025.

** Future funding is funding that is included in the project budget; however the funds have not been programmed at this time.

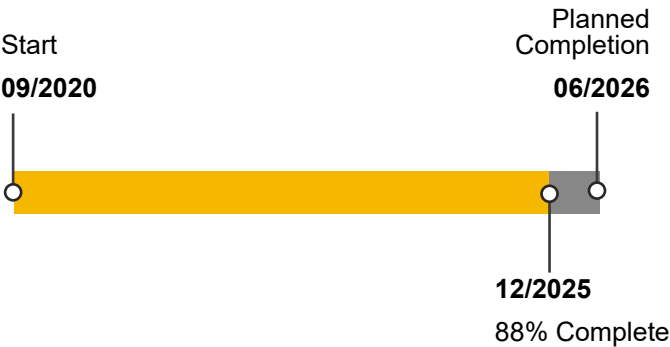


Rail Car Rehabilitation (Nippon Sharyo)

Budget



Implementation Schedule & Progress



Description

This project provides for the mid-life rehabilitation of bi-level trailer and cab rail cars. The rehabilitation includes, but is not limited to the overhaul or replacement of couplers, yokes, and draft gears; renewal of buffer assemblies; replacement of all weather stripping; repair of heating, lighting systems as well as the floors and floor coverings. It also includes reconstruction of trucks, overhaul and modification of air conditioning units and replacement of all windows.



Rehabilitated rail car – passenger area.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$26,400,000	\$24,871,573	94%
PAYGO	\$34,449,937	\$23,351,264	68%
RTA Bonds	\$19,054,142	\$7,082,637	37%
FTA	\$114,487,813	\$104,415,528	91%
Metra	\$38,200	\$38,200	100%
Total	\$194,430,092	\$159,759,202	82%

Schedule

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

Status

The project is currently in phase 10 of 10 of the rehabilitation process. As of the end of November, 282 cars were completed. Work continues to rehabilitate cars at an average rate of 3 cars per month.

Highlights

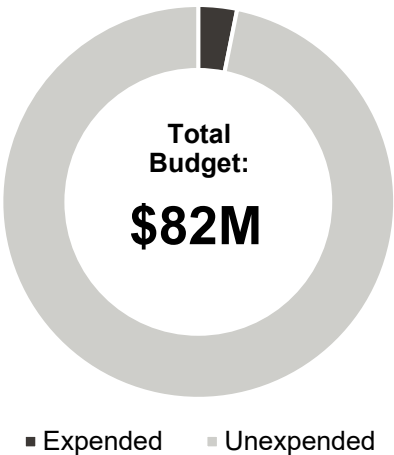
This project is part of a larger Metra Rail Car Rehabilitation Program. Nippon Sharyo Corporation built and delivered these rail cars between 2002 and 2008. This is the first major rehabilitation of these commuter cars, and it is performed in multiple phases.

*Budget amounts as of September 2025.

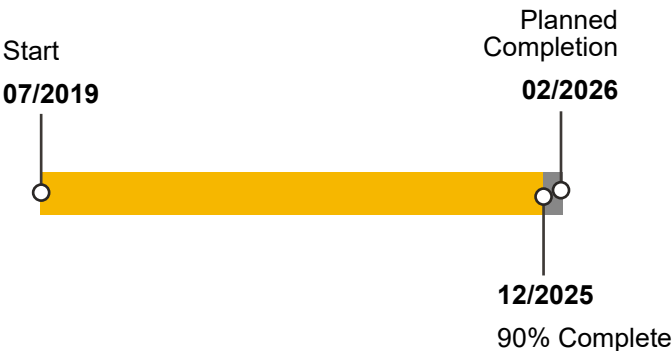


59th/60th Street Station (University of Chicago)

Budget



Design Schedule & Progress



Description

This project is for the rehabilitation of the 59th/60th Street (University of Chicago) Station and reopening the 60th Street entrance. Project work includes, but is not limited to, the replacement of two platforms with detectable warning strips, installation of elevators, headhouses, gatehouses, and stairways at the 59th Street entrance and the newly reopened 60th Street entrance. New platform lighting, station signage, and necessary ADA improvements will also be implemented.



Rendering of the new 59th/60th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$18,000,000	\$1,329,654	7%
Prior Years State Funds	\$12,000,000	\$0	0%
FTA	\$49,500,000	\$0	0%
University of Chicago	\$2,500,000	\$300,000	12%
Total	\$82,000,000	\$2,606,591	4%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	July 2019	November 2025	February 2026	Behind schedule
Preliminary Project Schedule	February 2022	September 2024	December 2027	Behind schedule

Status

The design for this project started in 2019 and the initial 60% design was completed in July of 2020. At that time the design was paused for the Section 106 National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) process. These activities have been completed and the design process re-started. Additional scope was added to the project based on the comments that came out of the Section 106 consultation process. The designer has submitted a 90% design and is progressing to final design. The comments from the 90% design will be addressed in the final design submittal.

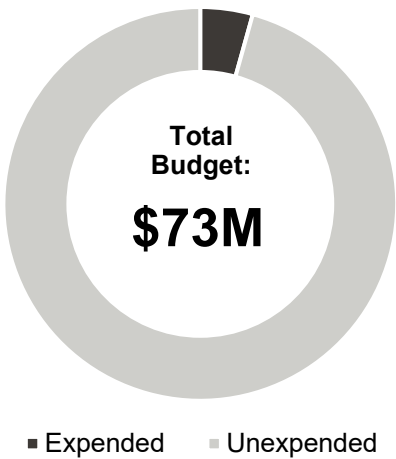
Highlights

The existing condition of the 59th/60th Street Station justifies its rehabilitation. The 60th Street Station entrance is uninhabitable. The platforms at this station are deteriorating and need rehabilitation to maintain adequate service. The station must also be upgraded to meet the accessibility requirements of the Americans with Disabilities Act (ADA).

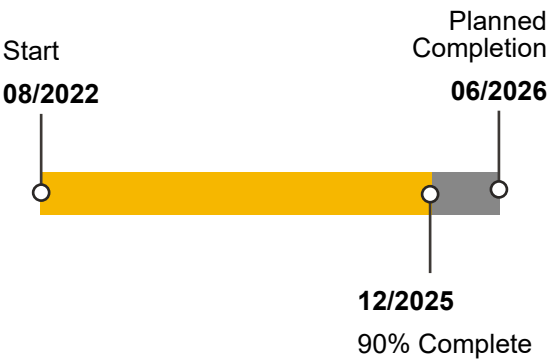
*Budget amounts as of September 2025.

Harvey Transportation Center

Budget



Design Schedule & Progress



Description

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



A rendering of the new Harvey Transportation Center.

Budget*

	Budget	Expended	Expended %
FTA – RAISE Grant	\$20,000,000	\$0	0%
Rebuild Illinois – Metra	\$4,000,000	\$2,108,385	53%
FTA – Metra	\$2,261,122	\$980,609	43%
RTA Bonds	\$27,300,000	\$0	0%
Rebuild Illinois - Pace	\$8,400,000	\$45,508	1%
FTA - Pace	\$10,850,000	\$0	0%
Total	\$72,811,122	\$3,134,502	4%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2022	August 2024	June 2026	On schedule
Preliminary Project Schedule	December 2021	August 2024	December 2026	Behind schedule

Status

This project is in the design phase. The design is currently at 90% completion, and it is progressing to the 100% milestone.

Highlights

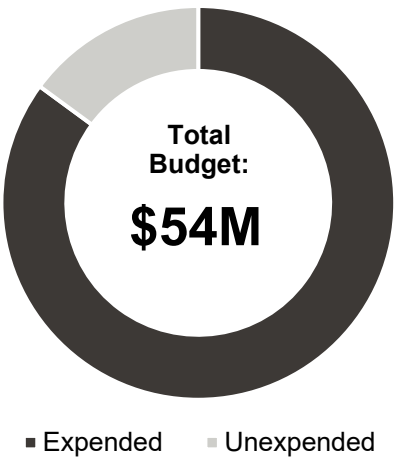
This project will offer significant upgrades for public transit riders in the south suburbs. It aims to facilitate intermodal transfers between Pace and Metra, create a better passenger experience, and boost economic growth in the City of Harvey.

*Budget amounts as of September 2025.



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

Budget



Construction Schedule & Progress



Description

This project is for the design and construction of 3 stations on the Metra Electric Line. The project includes the following stations: 79th Street, 87th Street and 103rd Street. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, headhouse rehabilitation, replacement of leaking roofs, installation of new warming shelters, new platform amenities, and other related work. The project also includes wayfinding signage or other station identifiers.



New platform level headhouse at 87th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$43,150,000	\$35,975,209	83%
PAYGO	\$11,000,000	\$10,100,791	92%
Total	\$54,150,000	\$46,076,000	85%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2023	October 2024	October 2025	Behind schedule
Preliminary Project Schedule	May 2020	December 2021	December 2025	Behind schedule

Status

Construction activities at all three stations have been completed. The project is in the close out phase. This is the last report on this project.

Highlights

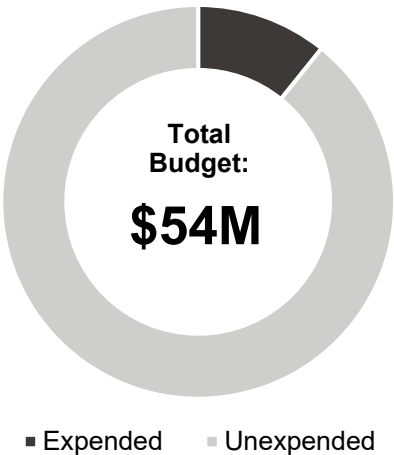
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

*Budget amounts as of September 2025.

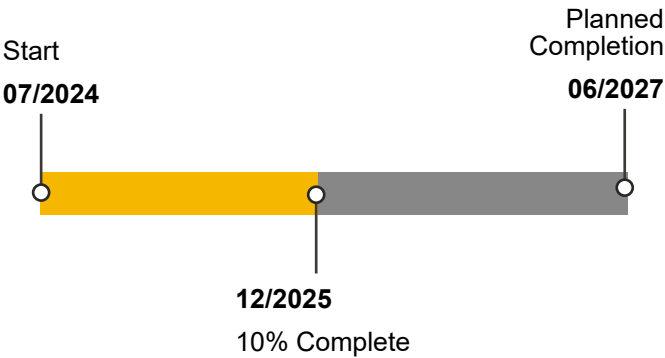


95th Street Station – Chicago State University (CSU)

Budget



Construction Schedule & Progress



Description

This project is for design and construction of 95th Street Chicago State University Station on the Metra Electric Line. At the completion of the project the station will be fully ADA accessible. The project elements include the replacement of station platforms, installation of elevators, adding a pedestrian tunnel, a retail space, and a new parking facility. The project also includes new lighting, station amenities and wayfinding signage.



Rendering of the 95th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$20,000,000	\$4,260,416	21%
FTA	\$29,000,000	\$992,963	3%
Cook County	\$5,000,000	\$570,669	11%
Total	\$54,000,000	\$5,824,048	11%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	July 2024	June 2027	June 2027	On schedule
Preliminary Project Schedule	May 2020	December 2024	June 2028	Behind schedule

Status

Construction activities are ongoing. The contractor is working on pouring the stairs to the platform and installing helical piles for the new platform. Waterproofing around the stairs and headwalls is ongoing. The contractor also began viaduct repairs.

Highlights

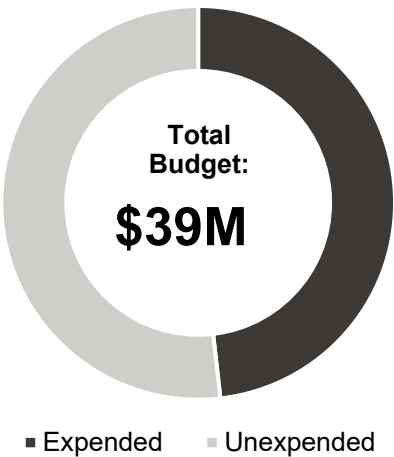
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*Budget amounts as of September 2025.

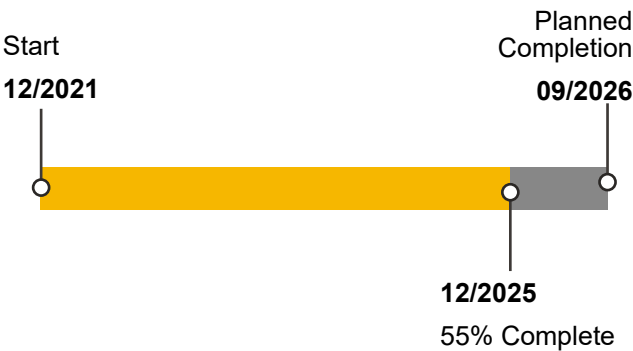


Auburn Park New Station

Budget

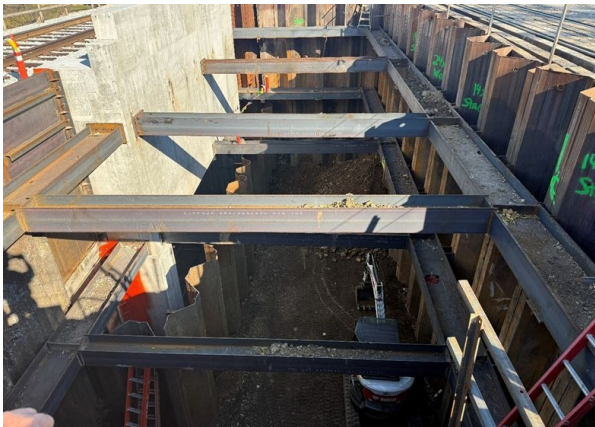


Construction Schedule & Progress



Description

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



Excavation work and bracing at track level for the new Auburn Park Station.

Budget*

	Budget	Expended	Expended %
Prior Years State Funds	\$20,000,000	\$14,158,037	71%
Rebuild Illinois	\$15,000,000	\$2,995,317	20%
PAYGO	\$4,300,000	\$1,788,667	42%
Total	\$39,300,000	\$18,942,021	48%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	December 2021	December 2023	September 2026	Behind schedule
Preliminary Project Schedule	October 2021	September 2023	September 2026	Behind schedule

Status

The construction activities are in progress. The contractor completed bridge deck waterproofing, joint removals, and milling. Sidewalk brick pavers work along 79th street was completed, and steel railing was installed. At the vendor building, the contractor is working on face brick, terra cotta, roofing, and soffit work. At the tunnel, plumbing work is ongoing. Excavation and deck drain coring is in progress at track level.

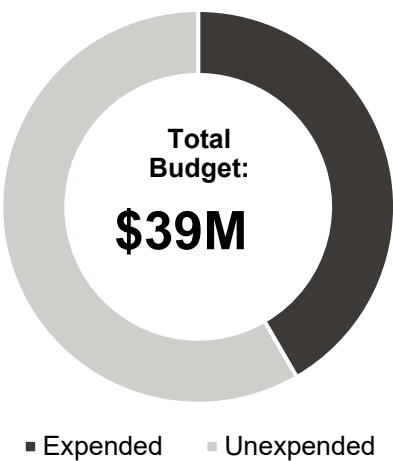
Highlights

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

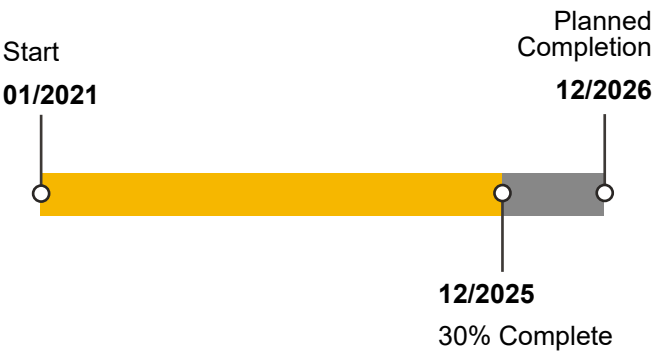
*Budget amounts as of September 2025.

Central Warehousing

Budget



Design and Construction Schedule & Progress



Description

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



Current photo of the warehouse building.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$13,000,000	\$9,457,225	73%
PAYGO	\$7,925,000	\$31,949	0%
Metra	\$18,000,000	\$6,722,366	37%
Total	\$38,925,000	\$16,211,540	42%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design and Construction Schedule	January 2021	December 2024	December 2026	Behind schedule
Preliminary Project Schedule	June 2020	December 2024	December 2026	Behind schedule

Status

The property acquisition, environmental site assessment, interior demolition, parking lot paving, fencing and roof rehabilitation were previously completed. The 30% design on the interior build out of the building has been completed in-house. Metra is in the procurement process for a designer to complete the final design.

Highlights

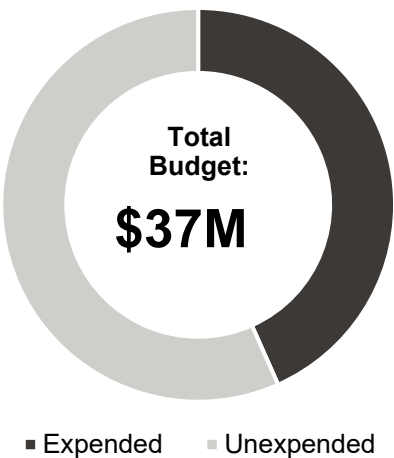
This project will consolidate all warehouse operations to provide a singular, central location for materials. This consolidation will allow Metra to better manage its inventory of materials through better tracking and reduction of ordering redundancies.

*Budget amounts as of September 2025.

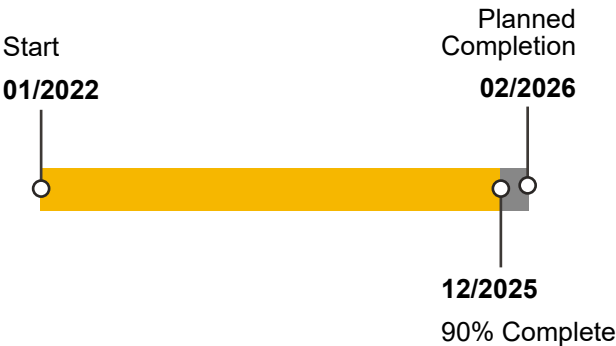


Substation Improvements

Budget

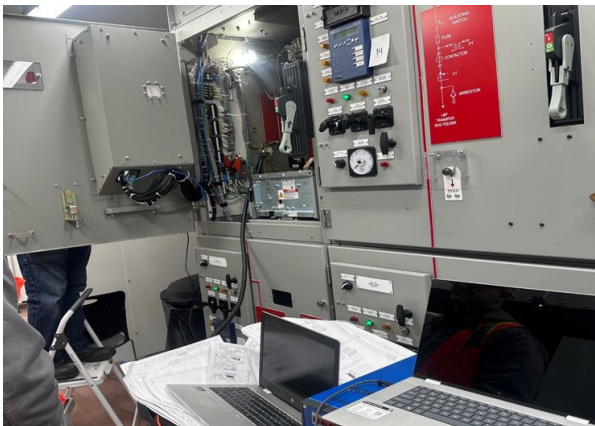


Matteson Substation Construction Schedule & Progress



Description

This project is for the replacement of the rectifiers at substations along the Metra Electric Line. The rectifiers are 35 years old and they have long exceeded their useful life. Replacement parts are not available. The Matteson Substation has been identified as a high priority location. Planned work at Matteson includes construction services to replace and add traction power equipment including a 15kv AC switchgear lineup and two-dry type copper-winding traction power transformers. Other locations identified under this project include Jackson Substation and Homewood Substation. The design for the Jackson Substation was completed under this project however the construction was separated to a new project.



Equipment testing at the Matteson Substation.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$36,091,657	\$15,810,221	44%
FTA	\$1,004,551	\$267,178	27%
Total	\$37,096,208	\$16,077,399	43%

Schedule

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

Status

The contractor is continuing work on the mechanical field testing and integration. Field testing and commissioning of equipment is expected by the end of December. The design activities for Homewood Substation are in progress.

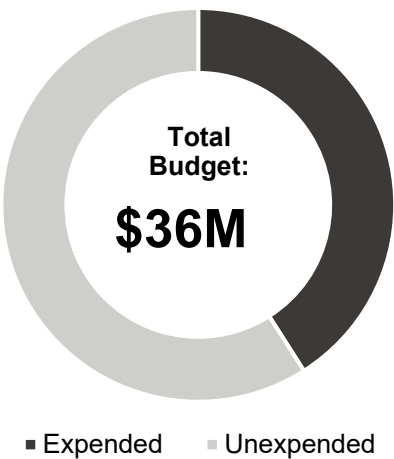
Highlights

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

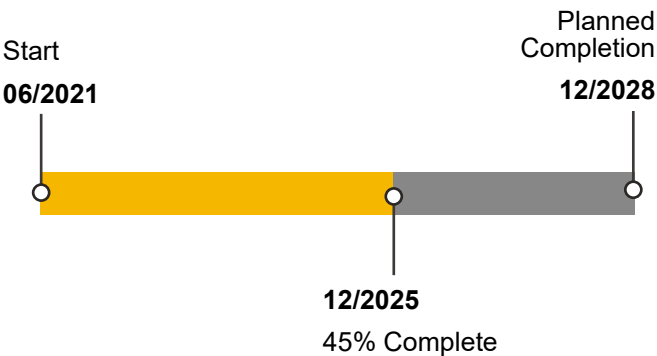
*Budget amounts as of September 2025.

Right-of-Way Equipment

Budget



Implementation Schedule & Progress



Description

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



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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$8,000,000	\$0	0%
PAYGO	\$25,624,385	\$12,664,991	50%
FTA	\$100,000	\$0	0%
EPA	\$2,106,102	\$2,015,116	96%
Total	\$35,830,487	\$14,680,107	41%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	June 2021	December 2023	December 2028	On schedule
Preliminary Project Schedule	June 2021	December 2023	December 2028	Behind schedule

Status

Metra has accepted delivery of a catenary truck and one more has been procured. Procurement for two swingloaders with highrails is in progress. The track stabilizer, spot temper, blast regulator, tie crane, 2 hi-rail track excavators, an undercutter, 2 tower trucks, 10 wheel loaders and a diesel powered skid-steer loader have been purchased and delivered to Metra. Other right of way equipment is in the procurement process.

Highlights

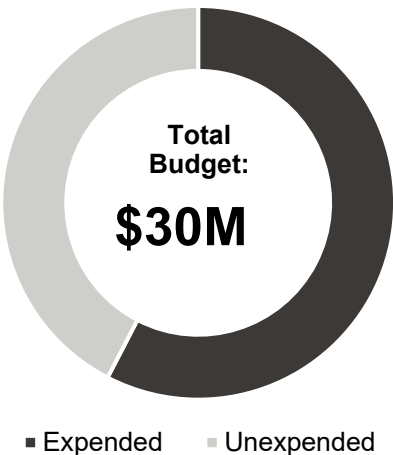
This project will lead to a reduction of maintenance costs for equipment that is obsolete. This will improve efficiencies related to maintenance and repair work in the railroad right-of-way.

*Budget amounts as of September 2025.

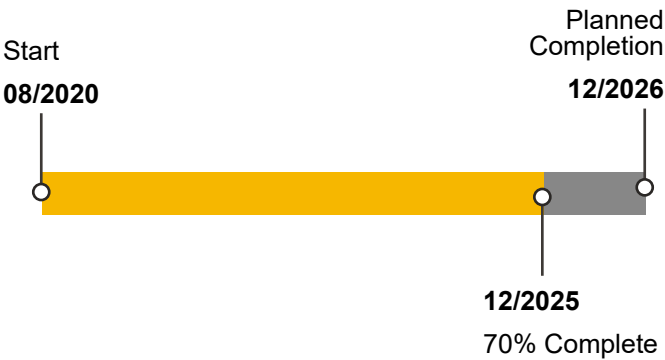


CREATE - 75th Street Corridor Improvement Project (CIP)

Budget



Design Schedule & Progress



Description

This project provides funds for engineering and construction of various elements for the 75th Street Corridor Improvement Project (CIP) that will relieve rail congestion by separating freight and passenger rail lines. Bottlenecks will be eliminated, and train idling will be reduced. This project specifically is for the flyover connection from the existing tracks in the 75th Street corridor to the existing Rock Island tracks. Multiple PAYGO and Rebuild Illinois grants are funding this work.



Rendering of the flyover connection.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$11,218,000	\$7,275,774	65%
PAYGO	\$9,782,000	\$7,852,413	80%
Metra	\$2,000,000	\$0	0%
Amtrak	\$5,000,000	\$1,230,235	25%
IDOT CREATE	\$1,065,809	\$444,866	42%
CSX	\$667,246	\$327,478	49%
Total	\$29,733,055	\$17,130,766	58%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2020	September 2023	December 2026	Behind schedule
Preliminary Project Schedule	June 2020	September 2023	December 2030	Behind schedule

Status

The flyover design development has met the 60% milestone and is progressing to 90%. The schedule and design development is tied to another CREATE project with Norfolk Southern. Coordination with Norfolk Southern is ongoing. Work is progressing on Right-of-Way assessment and property acquisition assessment.

Highlights

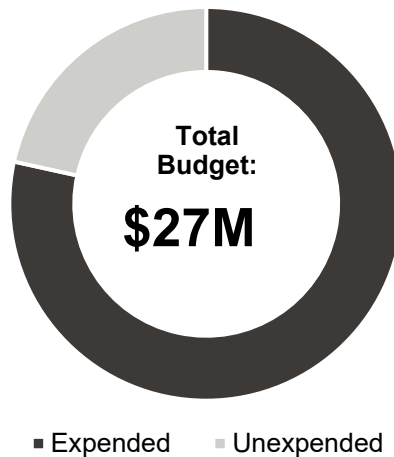
This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a regional and multi-agency coordinated effort to improve the efficiency of the rail network in the Chicago area.

*Budget amounts as of September 2025.

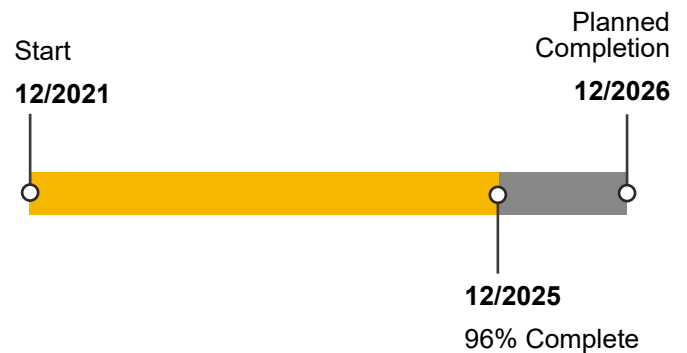


Ticket Vending Machines (TVMs)

Budget



Implementation Schedule & Progress



Description

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



Dual Tender TVM on the left, Electronic Payment TVM on the right.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$24,640,090	\$19,783,155	80%
FTA	\$2,650,000	\$1,624,085	61%
Total	\$27,290,090	\$21,407,239	78%

Schedule

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

Status

This project is currently in the production phase. Construction, delivery, and installation of the Ticket Vending Machines is in progress. A total of 288 machines have been installed.

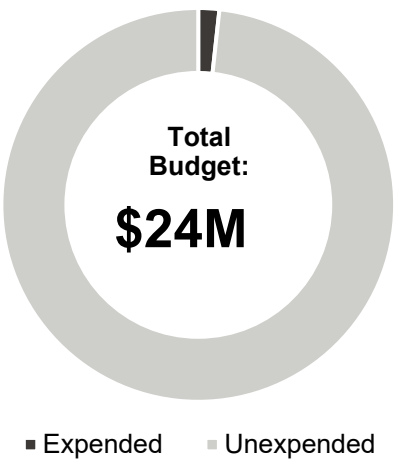
Highlights

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

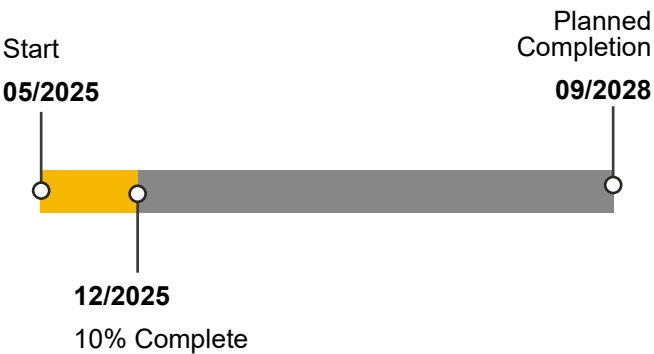
*Budget amounts as of September 2025.

Jackson Substation

Budget



Construction Schedule & Progress



Description

This project provides for the construction services to upgrade and improve equipment at the Jackson Substation located on Metra’s Electric District Line. Work includes all labor and materials including foundations, underground duct banks, grounding system, TPS upgrades, replacement of three transformerrectifier units (TRU) and the addition of a fourth TRU, replacement of switchgear, disconnect switches, and control power system, providing a new Light and Power substation adjacent to the existing substation, and providing light and power equipment including exterior and subsurface work including excavation, earthwork, shoring temporary support of existing structures, reinforcing cast-in-place concrete foundations, footings, slabs, pits and pads.



Switchgear inside the existing Jackson Substation.

Budget*

	Budget	Expended	Expended %
PAYGO	\$6,190,000	\$212,666	3%
FTA	\$6,270,000	\$208,802	3%
RTA Bonds	\$12,000,000	\$0	0%
Total	\$24,460,000	\$421,468	2%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	May 2025	September 2028	N/A	On schedule
Preliminary Project Schedule	October 2023	March 2025	December 2028	Behind schedule

Status

This project is in the beginning stages of the construction phase. The contractor is working on submittals and permitting as well as mobilizing on the jobsite.

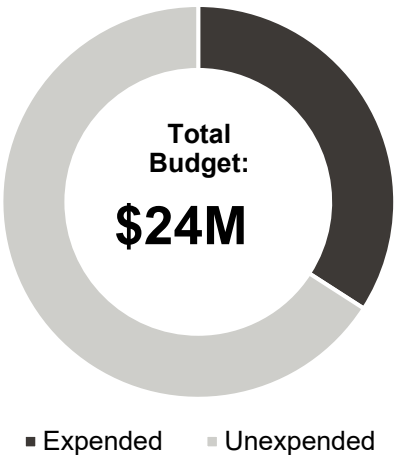
Highlights

The rectifiers at this substation are several decades old, difficult to repair due to a lack of spare components, and they have long exceeded their useful life. This project is a prerequisite for additional service capacity on the tracks leading into Van Buren St. Station. It is also part of an ongoing program to repair and replace components of the electrical power distribution system and will allow for additional trains to be scheduled. The improvements will increase service reliability and reduce the operating costs of maintaining outdated equipment.

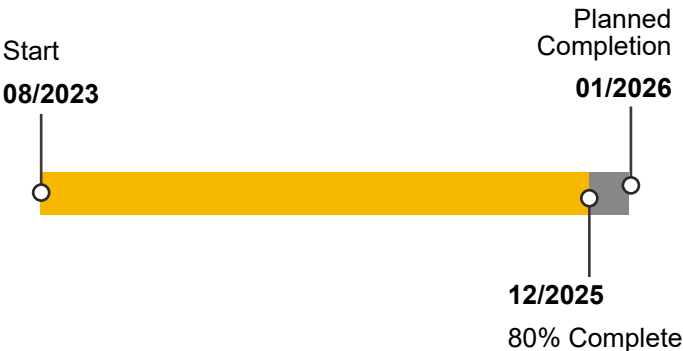
*Budget amounts as of September 2025.

Morgan Street Bridge Replacement

Budget



Construction Schedule & Progress



Description

This project is for the removal and replacement of the bridge over Morgan Street. It is a timber structure on the Beverly Branch of the Rock Island District. The state funding is for construction only as the design has been completed with other funding sources.



Retaining wall construction at Morgan Street Bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$11,000,000	\$6,793,657	62%
FTA	\$12,619,421	\$1,261,776	10%
Total	\$23,619,421	\$8,055,433	34%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	August 2023	December 2024	January 2026	Behind schedule
Preliminary Project Schedule	June 2020	December 2026	N/A	On schedule

Status

Construction activities are nearing completion. The contractor finished installing the handrail along the retaining wall and applied seal coating to the retaining wall and substructure elements. Additionally, the contractor completed sidewalk and pavement removals at the north end of the project and demobilized the crane from the site. The construction of new pavement is in progress.

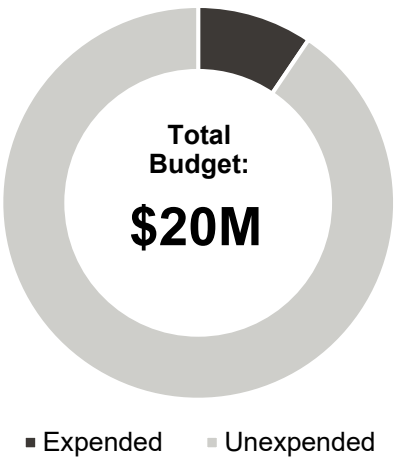
Highlights

Rehabilitation and replacement of deteriorating structures are necessary for continued use of the bridge. The project replaces the old timber structure bridge with a modern cast bridge. This will reduce maintenance costs at that location.

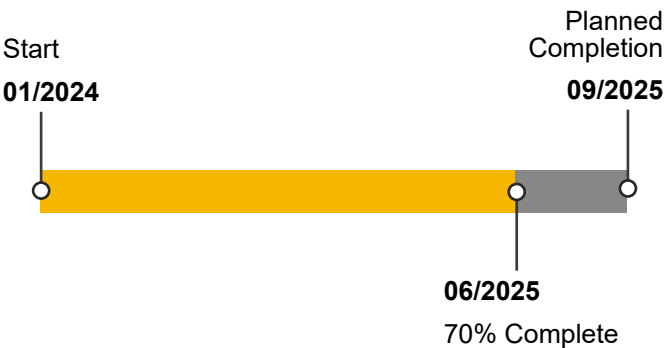
*Budget amounts as of September 2025.

Westmont Station

Budget



Design Schedule & Progress



Description

This project will implement various improvements to Westmont Station to address state of good repair issues and provide various ADA improvements. Specifically, the project will reconstruct platforms, improve/maintain the external and internal condition of the depot, improve ADA circulation in and around the station, and modify the station bathrooms so they are ADA accessible. This project also involves installing a new heated platform technology that the Village of Westmont requested. The heated platform will reduce the amount of snow and ice build-up during winter months, nearly eliminating the need for manual snow removal.



Existing Westmont Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$17,000,000	\$1,192,546	7%
FTA	\$2,743,975	\$677,174	25%
Total	\$19,743,975	\$1,869,720	9%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2024	July 2025	September 2025	On schedule
Preliminary Project Schedule	November 2021	November 2026	December 2028	Behind schedule

Status

The design has been completed. Metra is working on the construction procurement package.

Highlights

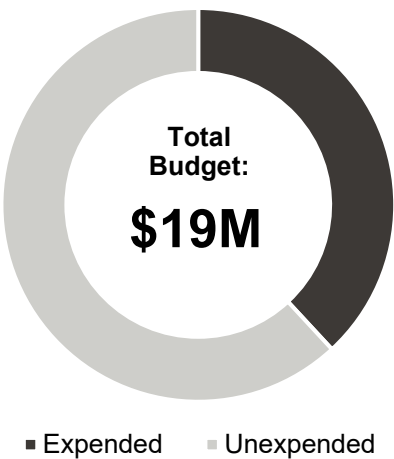
This project involves a full reconstruction of the Westmont Station platforms to meet BNSF's updated passenger platform standards.

*Budget amounts as of September 2025.

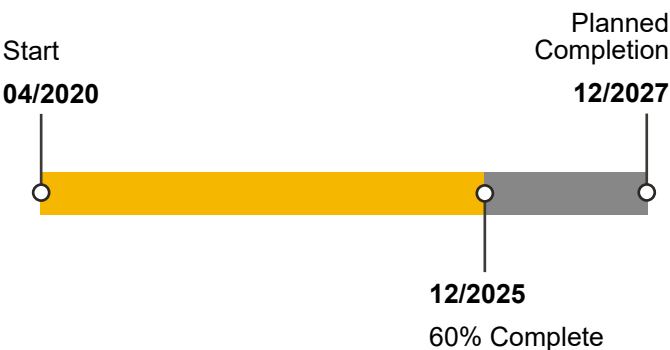


Smart Gates

Budget



Implementation Schedule & Progress



Description

This project involves upgrades to protected grade crossings to improve their safety and reliability. This project will fund upgrades of circuitry at these grade crossings to the latest technology. Metra will install monitors to remotely check the condition of the grade crossing protection system. When a monitor detects an anomaly, the system will send notice to the back office and dispatch a signal maintainer to perform repairs. Currently the project includes 50 locations. As funding becomes available Metra plans to install the smart gates at all grade crossings on the system.



Existing Metra grade crossing.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$1,500,000	\$1,416,418	94%
PAYGO	\$10,000,000	\$1,138,001	11%
FTA	\$7,719,036	\$4,769,425	62%
Total	\$19,219,036	\$7,323,844	38%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2020	December 2024	December 2027	On schedule
Preliminary Project Schedule	April 2020	December 2024	December 2027	On schedule

Status

The construction and software installation on the first 14 crossings has been completed. The software consultant is finalizing the configuration of the communication with the back office. User interface work is ongoing. Wayside software and configurations have been completed. Efforts to integrate crossing cameras continue. Metra was selected to receive an FRA Rail Crossing Elimination grant that will fund the installation of additional 36 smart gate crossings with PAYGO funding local match. Hardware installation at the next 25 locations is in progress.

Highlights

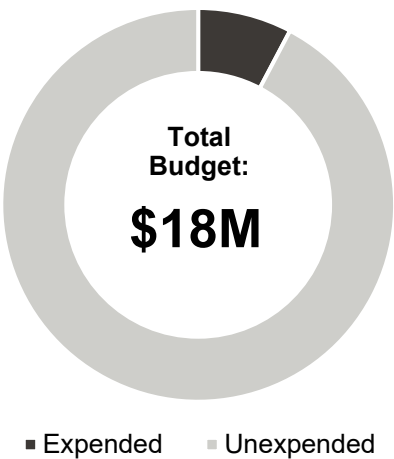
The Illinois Commerce Commission is requiring remote monitoring of protected grade crossings on all new projects in their 2019-2023 safety plan. Smart Gates will increase reliability of crossing gates by dispatching signal maintainers to fix malfunctions earlier than they would otherwise be detected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

*Budget amounts as of September 2025.

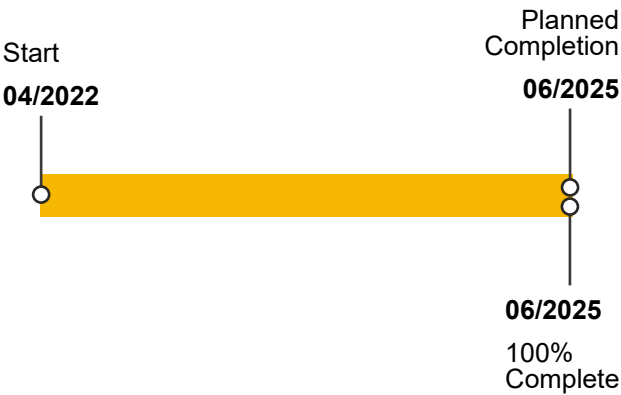


Stoney Creek Bridge

Budget



Design Schedule & Progress



Description

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



Current condition of the Stoney Creek Bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$15,400,000	\$1,409,203	9%
PAYGO	\$2,830,000	\$0	0%
Total	\$18,230,000	\$1,409,203	8%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2022	April 2023	June 2025	On schedule
Preliminary Project Schedule	November 2021	March 2024	December 2027	Behind schedule

Status

The 100% design has been completed. Procurement activities for construction are in progress. The permit process activities have been initiated.

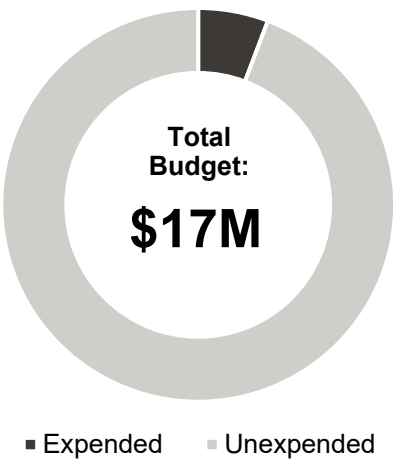
Highlights

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

*Budget amounts as of September 2025.

CREATE EW-2 Bridge Lift

Budget



Construction Schedule & Progress



Description

This project provides for construction services to raise three existing spans of the 5-span Metra Bridge No. 87 at 79th Street on the Rock Island District. Spans 3, 4 and 5 will be raised to provide additional vertical clearance below the upper-level Metra Bridge. In addition to the jacking of the existing girders and floor beams, new bearings will be installed at several locations; new concrete pier caps will be constructed to support the new bearings; and substructure repairs to the existing piers and abutments will be completed.



Existing EW-2 bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$7,000,000	\$735,348	11%
PAYGO	\$8,600,000	\$0	0%
CREATE	\$404,189	\$245,480	61%
RTA Bonds	\$1,000,000	\$0	0%
Total	\$17,004,189	\$980,828	6%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	October 2025	June 2027	N/A	On schedule
Preliminary Project Schedule	May 2020	June 2024	December 2027	Behind schedule

Status

The design for the project has been completed. Metra advertised the construction procurement and received only one bid. The proposed cost exceeded the allocated construction budget for the project. Metra decided to re-design the project to reduce the risk off of the potential contractor and attract more bids. The re-design has been completed and bid out. A construction contract has been awarded and Notice to Proceed has been issued. The contractor is currently working on submittals and permitting.

Highlights

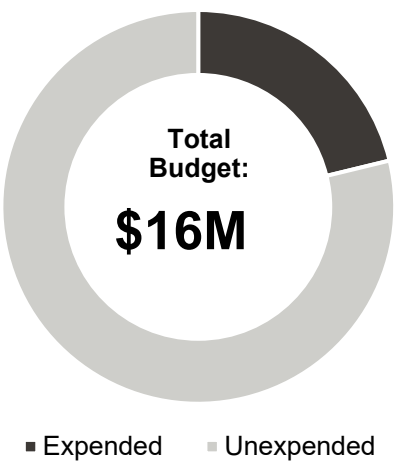
This project is a component of the regional CREATE program, which seeks to improve rail movements in the Chicago region. This project is implemented in conjunction with the construction of the Auburn Park Station.

*Budget amounts as of September 2025.

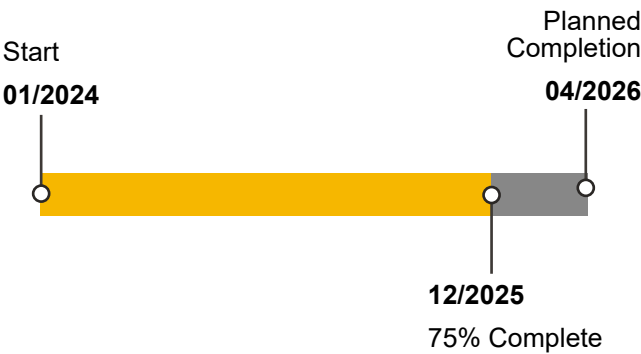


Crew Facilities

Budget



Fox Lake Construction Schedule & Progress



Description

This project includes, but is not limited to, renovation of existing crew facilities or construction of new crew facilities at existing yard locations across the Metra system. Work may include design of and renovations to interior spaces such as office spaces, locker rooms, and training facilities. Four site locations were selected for this project: Fox Lake, Elgin, Western Ave and Morton Grove.



Roofing work at the Fox Lake crew facility.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$16,000,000	\$3,394,383	21%
Total	\$16,000,000	\$3,394,383	21%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Fox Lake)	January 2024	May 2025	April 2026	On schedule
Preliminary Project Schedule	June 2020	December 2024	December 2026	Behind schedule

Status

Metra is building a new crew facility at Fox Lake Station on the Milwaukee North District Line. Construction activities are in progress. The contractor is finishing up installing new roofing to the existing and new buildings. The exterior stamped asphalt work is ongoing. Interior plumbing and flooring work is nearly completed. Installation of interior doors and hardware is ongoing.

The crew facility design at the Western Ave location is 60% complete. Procurement activities for the design at Elgin are in progress. At the Morton Grove location, preliminary engineering and scope definition activities are ongoing.

Highlights

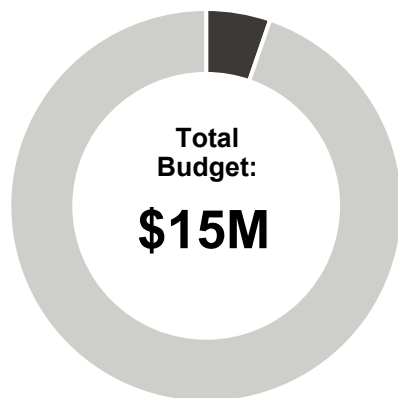
The existing facilities are small, outdated, and cannot handle all of the crews that must be accommodated. The new facilities will better accommodate the needs of the crews.

*Budget amounts as of September 2025.



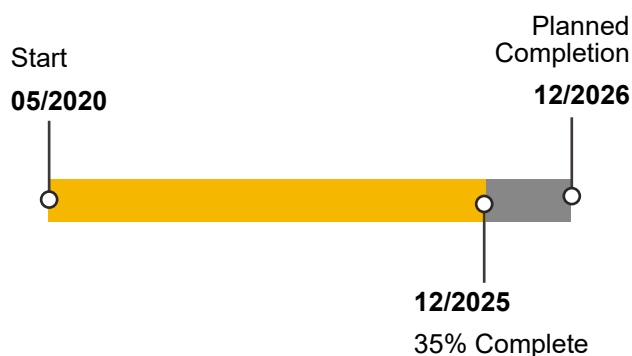
111th Street Station - Pullman

Budget



■ Expended ■ Unexpended

Design Schedule & Progress



Description

This project is for the design and construction of 111th Street Station on the Metra Electric Line. The project elements include the replacement and/or rehabilitation of station platforms, new lighting, headhouse rehabilitation, replacement of leaking roofs, installation of new warming shelters, new platform amenities, and other related work. The project also includes wayfinding signage.



Rendering of 111th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$14,750,000	\$777,996	5%
Total	\$14,750,000	\$777,996	5%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2020	December 2022	December 2026	On schedule
Preliminary Project Schedule	May 2020	December 2024	December 2028	Behind schedule

Status

The National Environmental Policy Act (NEPA) and the State Historic Preservation Office (SHPO) review process has been completed. Metra has completed the procurement process for the designer and the Notice to Proceed has been issued. Design activities have been initiated.

Highlights

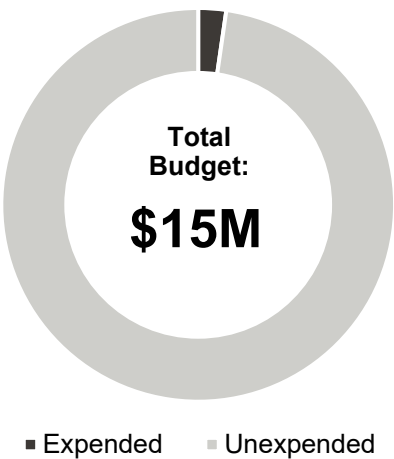
This project is part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990. Platforms, station structures, and pedestrian routes to Metra train platforms will comply with ADA design requirements.

*Budget amounts as of September 2025.



South Water Street Station

Budget

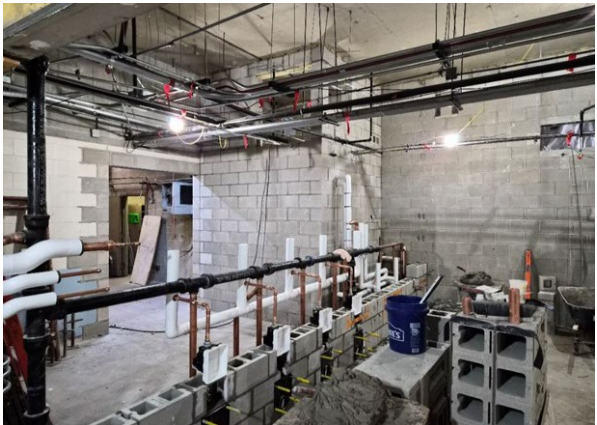


Construction Schedule & Progress



Description

This project provides for the selective demolition and reconstruction of Millenium Station facilities and amenities such as vendor areas, ticket rooms, office areas, storage, and locker rooms. The project will also fully renew the South Water Street entrance and focus on enhancing accessibility for passengers..



New plumbing installation in progress at Millenium Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$12,000,000	\$332,184	3%
FTA	\$2,500,000	\$0	0%
Total	\$14,500,000	\$332,184	2%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2025	June 2027	N/A	On schedule
Preliminary Project Schedule	January 2025	December 2026	December 2027	Behind schedule

Status

Construction activities are ongoing. The contractor is working on electrical overhead and in-wall rough-ins, mechanical ductwork layout, trenching and pour-back for underground systems, and framing of restroom ceilings and ticketing areas. Fire alarm, plumbing, and masonry trades continued with above-ceiling rough-ins and in-wall coordination.

Highlights

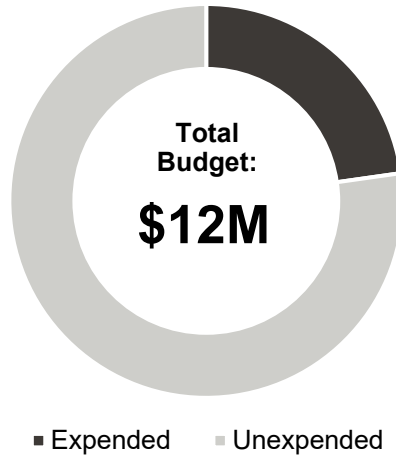
This project is part of Metra's Electric Community Initiative. It will renovate the South Water Street entrance area to Millennium Station on Metra's Electric District.

*Budget amounts as of September 2025.

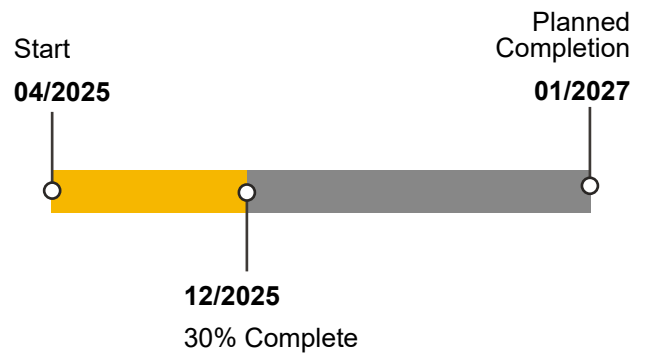


115th Street Station

Budget



Construction Schedule & Progress



Description

This project provides for construction services to renovate the 115th Street Station and two parking facilities on the Rock Island District. The scope of work includes removal and replacement of the shelters for both inbound and outbound platforms, rehabilitation of the parking facilities along the railroad tracks, new plazas and sidewalks, improved stormwater management, new site lighting, and new landscaping.



Proposed rendering of the 115th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$10,000,000	\$1,425,678	14%
FTA	\$1,246,000	\$1,246,000	100%
Cook County	\$500,000	\$0	0%
Total	\$11,746,000	\$2,671,678	23%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2025	January 2027	N/A	On schedule
Preliminary Project Schedule	March 2024	August 2027	N/A	On schedule

Status

Construction activities are ongoing. The steel columns and column foundations were installed on the west shelter. Installation of the west shelter plumbing has begun. The contractor is working on framing and pouring the west shelter foundation walls and slab, installing sewer outlets, and backfilling the stormwater detention vault.

Highlights

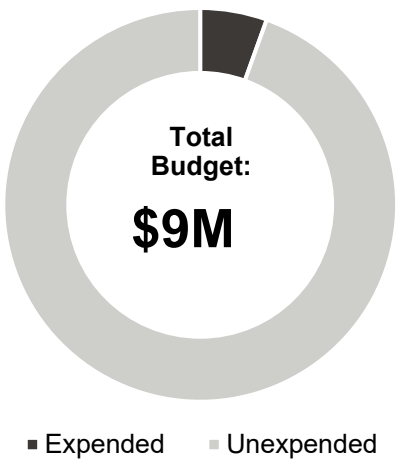
This project involves a reconstruction of the 115th Street Station building that was built in 1892 and demolished after it was damaged by fire in 2017.

*Budget amounts as of September 2025.



96th Avenue Bridge

Budget



Design Schedule & Progress



Description

This project is for the replacement of Bridge 275 on Metra's Rock Island Line. The bridge spans 96th Avenue in Mokena. The superstructure will be replaced with a deck plate girder system supporting two tracks and steel grated walkways on both sides. The existing abutments and wingwalls will be reused and modified to accommodate the superstructure replacement.



Existing 96th Ave bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$2,800,000	\$519,287	19%
PAYGO	\$6,655,000	\$0	0%
Total	\$9,455,000	\$519,287	5%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	December 2023	July 2025	December 2025	On schedule
Preliminary Project Schedule	November 2021	December 2022	December 2028	Behind schedule

Status

This design has been completed. Metra is working on the construction procurement package to be released in the first quarter of 2026. The permitting process for construction has been initiated with the Village of Mokena.

Highlights

Bridge 275 carries the Metra Rock Island District over 96th Avenue in Mokena. The existing structure was built in 1929 and has reached the end of its useful life and it is costly to maintain. Replacing this bridge and abutments will reduce operating costs and provide more reliable service on the line.

*Budget amounts as of September 2025.

METRA PAYGO Funded Projects

Project: Metra – Ties and Ballast

Scope: This project will rehabilitate and improve the right-of-way on Metra lines by replacing ties, ballast, and other infrastructure and signals.

Status: Major elements for this project includes ironworkers; track, signal and utilities work. Track and structure improvements continued along Metra lines during this reporting period.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$25,432,500		\$12,448,454	49%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2024	January 2026
	Preliminary Schedule	On Schedule	July 2024	January 2026

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

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

Status: The designer for the bridge and entrance completed the design. Procurement for the construction management and general contractor have begun this reporting period.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$22,180,366		\$3,490,658	16%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2021	December 2027
	Preliminary Schedule	Behind Schedule	August 2021	December 2026



Project: Metra – Vehicles and Equipment

Scope:	This project will provide for the procurement of various vehicles and equipment. The vehicles and equipment have reached the end of their useful life. When procured, they will be used to perform various activities to upkeep equipment, facilities, and infrastructure systemwide.		
	Procurement activities are in progress. Metra is waiting on delivery of vehicles, including highway vehicles, service carts, electric vans, police vehicles, and truck & service vehicles. As of this reporting period, 104 vehicles have been received with more to be delivered.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$19,176,875	\$12,069,810	63%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2026
	Preliminary Schedule	On Schedule	December 2026

Project: Metra – Platform Improvements

Scope:	This project aims to bring Metra's stations into ADA compliance focusing on platform and platform access routes, as necessary. Items addressed include construction of new platforms, ADA access improvements, ADA building improvements, and related work at sites as necessary and determined.		
	Platform work at Chicago-Ridge, Willow Springs, Mundelein, Jefferson Park, Barrington, Franklin Park, New Lenox, West Hinsdale, Forest Glen, and Wood Dale was completed. Work at River Forest and the Oak Lawn Station was completed this reporting period. The 103 rd Street station platform is 40% complete and continues. This project continues to support various Metra platform improvements at various locations.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$12,000,000	\$10,248,366	85%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2026
	Preliminary Schedule	Behind Schedule	December 2022



Project: Metra – Station Displays (TROI Net)

Scope:	This project involves the design and rollout of Metra's next generation of Visual Information System (VIS) signs. They will be installed at multiple locations systemwide to meet accessibility requirements by providing the same visual information at Metra's current audio/visual station announcements.			
	Displays continued delivery during this reporting period. Installation at 166 stations were completed with 398 monitors installed. Work continues with the installation of the displays.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$8,100,000	\$1,044,478	13%	
Schedule:	Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	On Schedule	May 2023	December 2027
	Preliminary Schedule	Behind Schedule	May 2023	December 2026

Project: Metra – Elevator Replacement

Scope:	The project replaces and renovates selected elevators throughout the Metra system. This will reduce maintenance costs and improve ADA access to platforms and stations. This project funds the design portion of the project.			
	Elevator modernization for Grand/Cicero Station has completed NEPA and preliminary engineering, but design is on hold to address periodic station and elevator flooding. Millennium Station elevator replacement design was terminated at 30% due to unforeseen conditions, and scope revision continues. Site evaluations and field investigations were completed and systemwide elevator inspection and assessment is ongoing.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$6,800,794	\$272,992	4%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	January 2021	December 2027
	Preliminary Schedule	Behind Schedule	January 2021	December 2021



Project: Metra – Yard Improvements – Western Ave.

Scope: This project upgrades electric heating elements for switches and steel grated boardwalks at the Western Ave. Yard, HVAC systems replacement, and power distribution and wayside power upgrades in the Elgin Yard.

Status: The diesel shop roof replacement and HVAC rehab received proposals and under negotiations. The Fox Lake cable reel and electrical components replacement continued construction activities in this reporting period. The bridge steel replacement continued to make progress. The Western Avenue Yard water separator received the permits and construction work continues.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,500,000		\$5,262,559	81%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2020	June 2026
	Preliminary Schedule	Behind Schedule	February 2020	December 2022

Project: Metra – Systemwide Yard Improvements

Scope: This project will improve the state of good repair by renovating, expanding, and building new facilities in Metra's rail yards. It will provide design and construction funds for largescale rail yard improvement projects across Metra.

Status: Construction is complete for the CCF generator and UPS and the Rock Island 47th St. Yard air compressor installation. Environmental consulting services are 5% complete and continues. Fox Lake cable reel work is 50% complete. The Blue Island cable reel has a new scope being prepared. At the 47th St. Coach & Diesel Shop, construction is 80% complete following asbestos abatement. HVAC replacement at the 47th St. Yard is also 80% complete. Surveying and utility mapping for the Harvey warehouse continues. CM services for the WACY wastewater system upgrade are 50% complete.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,000,000		\$1,844,532	31%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	February 2021	December 2027
	Preliminary Schedule	Behind Schedule	February 2021	December 2025



Project: Metra – Shelters

Scope:	This project involves replacing of existing shelters that are deteriorated at stations across the system. Shelters will be prefabricated and may include on-demand heating elements.		
Status:	Aluminum shelters continue to be installed throughout the system. NEPA was completed and IFB submittals are almost complete for 91 st , Ashburn, Lisle, Brookfield Zoo, Edgebrook, and Evanston stations. The next package of stations at Midlothian, Downers Grove, Braeside, and Hickory Creek have completed their 10% designs and initiated the NEPA process.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$4,628,224	\$2,309,599	50%
Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	Behind Schedule	October 2020
	Preliminary Schedule	Behind Schedule	October 2020

Project: Metra – Milwaukee North Line Signals (Final)

Scope:	This project is for the design and material purchases for the Lake Forest West Crossovers for signal and grade crossing upgrades from Rondout to Deerfield West Control Point on the Milwaukee North Line.		
Status:	Designs were completed for both Phase II and Phase III. Metra Force Account completed signal installation and this project is in now in closeout and final invoices remain. This will be the final update on this project.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$4,500,000	\$4,295,377	95%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	Behind Schedule	November 2025
	Preliminary Schedule	Behind Schedule	June 2023



Project: Metra – Chicago Union Station (CUS)

Scope:	This project will support the Amtrak-led effort to complete the Final Design phase work and rehabilitation of Chicago Union Station (CUS). The facilities are out of date and must be renovated. Metra and Amtrak will collaborate to maintain and improve CUS and the facilities within the terminal.		
	The project is in preliminary engineering and working towards the 30% design milestone and the NEPA process is ongoing. Design activities continued during this reporting period.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$4,500,000	\$0	0%
Schedule:	Schedule:	Status:	Start Date:
	Completion Date:		
	Project Schedule	On Schedule	March 2024
	December 2028		
	Preliminary Schedule	On Schedule	March 2024
	December 2028		

Project: Metra – Randolph St. Interlocking

Scope:	This project will replace existing switches, cables, and relays at the lower Randolph St. interlocking on the Metra Electric Line. It will enhance the reliability and safe operation of interlockings, switches, and signals. The improvements will help maintain smooth service and ensure continued mobility for all riders. The project also supports Metra’s focus on safety, security, and long-term system performance.		
	Metra continues to release purchase requisitions and cables continue to be delivered and offsite assembly has begun during this reporting period. Installation of cables continues.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,635,000	\$1,141,867	31%
Schedule:	Schedule:	Status:	Start Date:
	Completion Date:		
	Project Schedule	On Schedule	July 2024
	December 2027		
	Preliminary Schedule	On Schedule	July 2024
	December 2027		



Project: Metra – Millennium Station – MEP Upgrades – MED

Scope: This project will replace Millennium Station's five existing boilers and associated equipment. These boilers and associated equipment are at the end of their useful lives.

Status: Construction work for the Millennium Station boiler replacement was completed. Metra Force Account continued working on the LED light conversion project. Scope was added to the project and the project is 65% complete with work continuing.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,400,000	\$204,708	6%

	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	February 2022	December 2026
	Preliminary Schedule	Behind Schedule	February 2022	December 2023

Project: Metra – Kedzie Station

Scope: The project will rehabilitate the station, including platforms, canopies, staircases, retaining walls, guardrails, and station amenities. The station will be made ADA accessible with a compliant ramp or elevator, and the platform will receive tactical striping for accessibility. The project aims to modernize this historic station, enhance amenities, and potentially increase ridership.

Status: Construction work began this reporting period starting with signal work at the station. The next phase will begin to address work and repairs on the station platforms.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,250,000	\$0	0%

	Schedule:	Status:	Start Date:	Completion Date:
Schedule:	Project Schedule	On Schedule	January 2025	December 2028
	Preliminary Schedule	On Schedule	January 2025	December 2028

Project: Metra – IT Components & 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 replacements, mainframe tape systems, replacement of obsolete network switches, computers, printers, copiers, and servers.		
	Purchasing of computer hardware and accessories continued during this reporting period. Computer hardware & accessories purchases are 41% complete, computer software & software are 63% completed, VM software is 76% completed, and IT solution products & services are 20% complete. Metra continues releasing purchase orders and installation work continues.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,100,000	\$1,748,748	56%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2028
	Preliminary Schedule	On Schedule	December 2028

Project: Metra – Systemwide Station Sign Replacement

Scope:	This project will replace Metra station identification signage throughout the system. The new signs will be designed to comply with the Americans with Disabilities Act (ADA). The signs that are getting replaced were installed in the early 1980s, before the passage of the ADA, and are reaching the end of their useful life.		
	Purchase order releases for various types of station signs continued. Signs continued being fabricated and installed at various stations systemwide during this reporting period.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$3,075,000	\$1,747,914	57%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2027
	Preliminary Schedule	On Schedule	December 2027



Project: Metra – Elmhurst Station Improvements

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

Status: Preliminary engineering and NEPA process were completed. The Village of Elmhurst is leading the design with their consultant. The designer reached 90% design milestone and continues towards 100% design.

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

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	June 2022	December 2026
	Preliminary Schedule	Behind Schedule	June 2022	August 2023

Project: Metra – Hickory Creek Bridge

Scope: This project involves the rehabilitation of a bridge on the Rock Island Line that crosses Hickory Creek in Will County. Work includes, but is not limited to, replacement of existing stone abutments, retaining wall construction, steel spans, decks, rehabilitation items for various blocks and abutments. Additional work may be added based off of survey results of field conditions.

Status: The project is in the design phase. Activities this reporting period included completing the NEPA process and the submission of the 100% design. The 100% design is under review and bid documents are being prepared. Permitting activities continue.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$2,750,000	\$0	0%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	April 2021	December 2028
	Preliminary Schedule	On Schedule	April 2021	December 2028



Project: Metra – Van Buren St. Improvements

Scope:	The project will update the station facilities and address immediate capital repair needs. The facility improvements will ensure the Metra experience is safe, easy, and enjoyable for all customers.			
Status:	Metra forces have begun work this reporting period. Work is currently focused on managing work around the City of Chicago water infiltration mitigation project and will then move to other critical elements.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$2,500,000	\$453,524	18%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2025	December 2027
	Preliminary Schedule	On Schedule	January 2025	December 2027

Project: Metra – Systemwide Cameras

Scope:	This project provides funding for the installation of up to 600 cameras annually throughout the Metra system. The project goal is to install up to 1,300 cameras, associated wiring and masts covering all grade crossings and the 23 existing depots along the Rock Island and SouthWest Service lines.			
Status:	Camera licenses, security cameras, SD cards, and accessories were purchased, and installation completed. IP cameras and equipment purchases are currently underway and are 27% complete and releases of purchase orders continues.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$2,450,000	\$457,876	19%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2024	December 2028
	Preliminary Schedule	On Schedule	July 2024	December 2028



Project: Metra – Communications Improvements

Scope:	This project will acquire new telecommunications network equipment to replace and upgrade aging, obsolete equipment. Improvements funded by this project include, but may not be limited to, UPS batteries, portable radios, conferencing equipment, and cases for communications equipment.			
	Purchase order releases for various communications equipment and licenses began this reporting period. Procurement for radio antenna equipment and replacement batteries for various systems are underway.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$2,068,251	\$0	0%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2025	December 2028
	Preliminary Schedule	On Schedule	January 2025	December 2028

Project: Metra – Capital Delivery Support Contracts

Scope:	This project will secure preconstruction support contracts intended to ensure that accuracy and precision can be factored into the origin of projects. The Site Surveying & Data Evaluation Services contract is intended to aid the Capital Delivery Department when surveying, initial site data collection, project closeout checks, or other similar type of work is requested for a new area, a new potential project is requested, or when new information arises in existing projects.			
	Permit expeditor, NEPA, and surveying services continued during this reporting. The contract for on-call land survey consulting services continues for six stations.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$1,825,000	\$216,397	12%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2024	July 2026
	Preliminary Schedule	On Schedule	July 2024	July 2026



Project: Metra – PTC Renewal – Mechanical

Scope:	This project funds the second phase of Positive Train Control (PTC), including updating on-board equipment and parts in locomotives and cab cars that communicate with the guideway PTC system.		
	Metra continued with installations of the software and hardware units for cars and locomotives during this reporting period. Currently, Metra is processing approximately 30 PTC units per month and completed 531 units. Metra will continue installation and upgrading electronic equipment.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,750,000	\$921,066	53%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2026
	Preliminary Schedule	On Schedule	December 2026

Project: Metra – Rogers Park Station

Scope:	This project will completely rehabilitate the Rogers Park station on the Union Pacific North line. The project scope includes repairs to the station depot and entrance ramps and shelters, including the installation of a shelter along the tracks above grade. It will also include lighting upgrades, platform renovation work, and other related work as needed.		
	Metra completed the NEPA process for the project and the 30% design submittal was received. UP is reviewing the 30% deliverable and their feedback.		
Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,400,000	\$0	0%
Schedule:	Schedule:	Status:	Completion Date:
	Project Schedule	On Schedule	December 2027
	Preliminary Schedule	On Schedule	December 2027



Project: Metra – Parking Lot Improvements (Final)

Scope:	The project work will include rehabilitating existing parking lots. The work includes but is not limited to, earthwork, new asphalt pavement, grinding of asphalt pavement, concrete curbs, sidewalks, stormwater drainage systems, lighting, electrical work, solar panels, fee collection systems, fee collection shelters, signage, landscaping, pavement seal coatings, paint striping, and landscaping.			
Status:	Activities for the National Street parking lot and the Evanston Main Street parking lot were completed. These projects are in closeout and final invoices remain. This will be the final update on this project.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$1,210,000	\$1,056,770	87%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2024	November 2025
	Preliminary Schedule	On Schedule	July 2024	December 2028

Project: Metra – Evanston Davis Street – UPR

Scope:	This project will completely rehabilitate the Evanston Davis Street Station. The project scope includes repairs to the station depot and platform shelters, station lighting upgrades, and platform renovation work. Retaining wall sections may be repaired as needed. Additional work may include, but not limited to, sidewalk repairs, upgraded bike facilities, landscape upgrades, staircase repairs, and other related work as needed.			
Status:	The NEPA process was completed, and design development continues. The 30% design was submitted and UP is currently reviewing.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$1,000,000	\$654,581	65%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	June 2023	June 2027
	Preliminary Schedule	Behind Schedule	June 2023	December 2025



Project: Metra – Woodstock Station Warming Shelter

Scope: This project will add a new warming shelter on the inbound platform side located across the tracks from the current Woodstock Metra Station.

Status: The Village of Woodstock has a contract with the design consultant for the warming shelter. Coordination activities continued during this reporting period between Union Pacific and the Village of Woodstock. NEPA was completed and the IGA with the Village was executed. The design is at 90% and continues to the 100% submittal.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,000,000		\$0	0%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2024	December 2027
	Preliminary Schedule	On Schedule	July 2024	December 2027

Project: Metra – Bicycle Parking

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

Status: The NEPA process was completed and three stations were added to the scope. Metra is working on initiating the procurement for the purchase of the bike racks for Metra forces to install.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$85,000		\$0	0%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	July 2022	December 2027
	Preliminary Schedule	Behind Schedule	July 2022	June 2025



Metra Projects over \$10 M

Project: Metra – Program Management

Scope: This project includes professional services to hire a consultant team to provide additional program management capacity. The initial program management contract will be for five-years. The consultant's efforts will focus on implementing existing projects in their Capital Program.

Budget: \$152,121,422; on budget.

Schedule On schedule; estimated completion extended to December 2030.

Highlights The project management oversight contract was awarded to WSP. WSP and Metra staff are working through the process to support delivery of Metra's Capital Program. Project start-up deliverables were completed and approved as of the end of September 2025. Purchase Order Releases have been approved and work is in progress on various capital projects.

Project: Metra – 16th Street Interlocker

Scope: This project will replace the 16th Street interlocking with a modern solid state automated electronic system. The 16th Street interlocking plant consists of an obsolete manual interlocker with two outdated hand lever machines built in 1901 and 1929. There are no manufacturers of spare or replacement equipment for these machines.

Budget: \$68,632,681; on budget.

Schedule On schedule; estimated completion extended to December 2028.

Highlights The preliminary design was completed, and CN is waiting on drawings. Bid package documents were developed and design proposals were submitted. The award for the interlocking track and signal upgrades were awarded in October 2022 and activities for signal upgrades design continue. New grants were awarded for this project to address the capital needs for this project. Materials for the project are currently being ordered. Software testing is 100% complete and coordination is underway. Wire shop design was also completed this reporting period with wiring work underway.



Project:	Metra – Car Rehabilitation – Nippon Sharyo Highliners
Scope:	This project involves the mid-life rehabilitation of up to 26 multiple-unit bi-level electric cars. The units numbers for these cars are 1201 to 1226. They were built by the Nippon-Sharyo Corporation and delivered between 2005 and 2007. This is the first major rehabilitation of these commuter cars.
Budget:	\$43,083,795; on budget.
Schedule	On schedule; estimated completion extended to December 2026.
Highlights	This project is progressing with procurements for materials and parts ongoing. Sixteen cars have completed the rehab activities, and two cars are currently in process. Additional cars will continue with the rehabilitation process.

Project:	Metra – GPS Train Tracking
Scope:	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.
Budget:	\$42,930,556; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	The project design is 100% complete. The First Article of Inspection and training were completed. All installation work on the MED and RID yards were completed. Station control unit for station announcements installations were completed. All software were installed. The GPS Train Tracker backbone is projected to be completed by the end of 2026 with 68% of equipment installed. The tracking website is functional, and trains can be tracked as the roll out continues.

Project:	Metra – Bridge A-32 Reconstruction (Final)
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:	\$39,609,109; on budget.
Schedule	On schedule; substantial completion reached in November 2025.
Highlights	The construction contract was awarded in October 2020 and the construction management contract was awarded in February 2021. The contractor continues to make headway with construction activities during this reporting period. The bridge steel girders were delivered and installed, and waterproofing of the bridge deck were completed. Bridge work has been completed and station site construction is nearing completion and the contractor reached substantial completion. The project is 99% complete and punchlist work remains. This will be the final update on this project.

Project:	Metra – 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:	\$39,036,527; on budget.
Schedule	On schedule; estimated completion December 2028.
Highlights	Metra was able to complete the conversion to Dynamics 365. The vendor continues to work on additional scope for post-software implementation. Metra submitted a revised procurement package for the Payroll System replacement. There were scope additions that occurred during this reporting period for the UP employees onboarding, the vendor portal, and integration with other systems. The Purchase Agreement for the Payroll System replacement was awarded and phase 1 of the project continued this reporting period with data requirements.

Project:	Metra – Van Buren St. Station
Scope:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
Budget:	\$34,485,250; on budget.
Schedule	On schedule; estimated completion December 2030.
Highlights	Metra awarded the consultant contract for station concept design. The concept design is at 15% completion and on hold pending completion of lakefront ordinance protection, NEPA, and environmental processes. Documents are being prepared to be submitted to lakefront ordinance for approval. Environmental and NEPA work is ongoing. The LIQ blanket for design services to go from 15% to 30% took place and NTP was given to the contractor this reporting period. The 30% design is expected to be completed in Q1-2027. There will be another solicitation to get the design from 30% to 100%.

Project:	Metra – Car Rehabilitation – Budd (Final)
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.
Budget:	\$31,950,728; on budget.
Schedule	On schedule; substantial completion reached in November 2025.
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. Eighty cars have completed the rehabilitation and no more cars will be added to the program. Final invoices remain and project is in closeout phase. This will be the final update for this project.

Project:	Metra – Metra Electric District Improvement Project
Scope:	This project funds the upgrade of the Metra Electric Line track and structure and is in conjunction with the South Shore Line project by the Northern Indiana Commuter Transportation District (NICTD) on shared tracks. NICTD is funding design of this project using FTA funds. Work under this project may include, but is not limited to, upgrading and/or realigning tracks; installing signals, turnouts, and associated catenaries; extending and constructing new storage tracks; and constructing new platforms.
Budget:	\$31,500,000; on budget.
Schedule	On schedule; estimated completion September 2027.
Highlights	This project will modernize and improve the commuter rail line by replacing aging infrastructure and increasing service reliability and speed. Metra started work on this project and is currently coordinating track and signal construction with NICTD.

Project:	Metra – Ties and Ballast – UPR (Final)
Scope:	Metra’s Union Pacific North (UP-N) Line will undergo significant rehabilitation. Union Pacific Railroad’s crews will replace ties, clean, or replace ballast, and replace switch components on the northern extents of the UP-N Line.
Budget:	\$30,178,736; on budget.
Schedule	On schedule; substantial completion reached in November 2025.
Highlights	Metra coordinated efforts with UP Forces for work related to replacing and cleaning ties, replacement of ballast, as well as switch components on the Kenosha Sub tracks 1 & 2, Kenosha ties work to follow Harvard ties. The work was completed during this reporting period, and final invoices remain. This will be the final update on this project.

Project:	Metra – Car and Locomotive Cameras
Scope:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes, but is not limited to, an inward facing camera which includes facial recognition, an outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.
Budget:	\$28,444,178; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	The new technology allows recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. Currently, the DVR system is being installed by Metra Forces and passenger cameras are being installed by a vendor. All prototype installations were completed with no issues. The full-scale installation began, and kits started delivery in October 2022. In total, 178 cars were completed, and the project is on-going and continuing installation activities.

Project:	Metra – A-20 Techny Interlocker
Scope:	This project provides engineering and construction to modernize the A-20 Interlocker near Techny Road in Northbrook on the Milwaukee District North Line. The scope of work includes improving two grade crossings (Shermer and Techny Road), modernizing signals, and improving track between Morton Grove Station and Deerfield Station. Under this project, work may include adding rails, switches, signals, crossovers, and renewal of track and signal circuits and cables. This project will implement a signal control system that is PTC ready.
Budget:	\$19,258,610; on budget.
Schedule	On schedule; estimated completion extended to July 2030.
Highlights	Preliminary engineering was completed this reporting period. Final design and materials solicitation package is ongoing with procurement. The railroad cost sharing agreement was executed.

Project:	Metra – Chicago Union Station Interlockers
Scope:	This project involves the modernization and upgrading of outmoded interlockers at the north and south ends of Chicago Union Station (CUS). Metra and Amtrak will share the cost of the project.
Budget:	\$13,096,850; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	Amtrak scope of work identified for the 2025 activities related to Amtrak replacing and upgrading switches, signals and rails at Harrison St and Taylor St on the north and south ends of CUS were completed during this reporting period. Currently, Amtrak is identifying scope of work for 2026 activities.

Project:	Metra – Morgan Interlocking
Scope:	This project will provide design funds for the replacement of the Morgan Street interlocking on Metra's Milwaukee C&M subdivision and the signal system infrastructure between Canal Street and A2 interlocking.
Budget:	\$12,820,000; on budget.
Schedule	On schedule; estimated completion December 2028.
Highlights	The Morgan interlocker overall site design previously reached the 60% milestone, and the 90% design was submitted during this reporting period. The 90% design is under review. The Morgan interlocker critical component design work reached 100% design during this reporting period. An IGA with CDOT was executed and CDOT is reviewing the civil drawings. Once approved and comments addressed, the designer can proceed to the 100% design submittal.

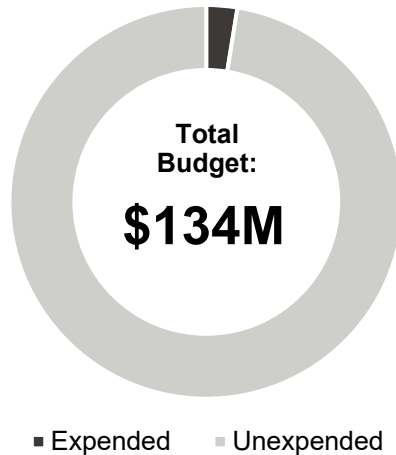
Project:	Metra – Yard Power Transformers
Scope:	This project will fund the replacement of electrical power transformers and related components within rail yards that BNSF owns and operates and Metra services from the yard. BNSF Railway will contribute to the capital costs of the project based on the terms set in fixed facility agreements.
Budget:	\$11,185,000; on budget.
Schedule	On schedule; estimated completion December 2027.
Highlights	The current equipment is beyond its useful life and Metra aims to replace it to allow to modernize and improve the commuter rail line by replacing aging infrastructure and increasing service reliability and speed. As of this reporting period, the project is ongoing with work on Phase II at 14 th St with design work and main electrical service at Hill yard. Design work continues.

Pace

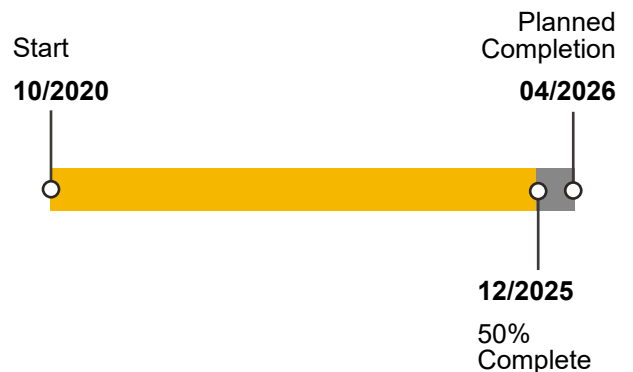


River Division Electrification/Expansion

Budget



Design Schedule & Progress



Description

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



Existing River Division bus garage.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$113,901,460	\$3,412,879	3%
PAYGO	\$20,250,000	\$0	0%
Total	\$134,151,460	\$3,412,879	3%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	October 2020	December 2022	April 2026	Behind schedule
Preliminary Project Schedule	July 2020	December 2024	December 2028	Behind schedule

Status

Pace has entered into a contract for Architectural and Engineering services for pre-design and design services. The contractor completed the pre-design activities, and final pre-design report was submitted to Pace. The adjacent property acquisition has been completed. Pace has completed a Change Order to the design contract to include additional scope for the electrification component. The design activities with the additional scope for electrification are ongoing. The final 60% design is scheduled to be submitted to Pace at the end of December 2025.

Highlights

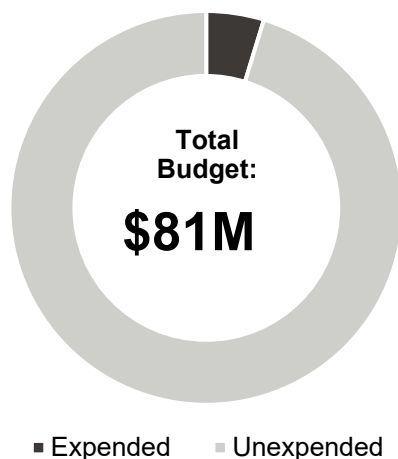
This garage was built in 1989 and is in need of improvements. Expanding and renovating the 63,000 sq.ft. garage would support the agency's new I-90 Express service and consolidate buses currently housed in the facility in East Dundee, saving over half a million dollars in annual lease costs. In addition,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

*Budget amounts as of September 2025.

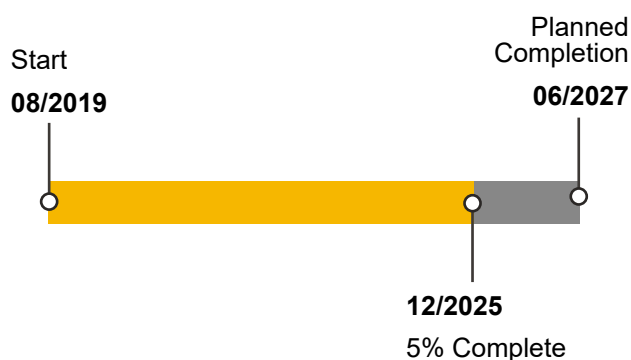


New Northwest Division Garage - Wheeling

Budget



Design Schedule & Progress



Description

This project is for the design and construction of a new Northwest Garage to replace the existing Northwest Division. In 2018, Pace purchased a 23-acre site with existing 430,000 square feet building to replace its existing Northwest Division. The new facility will be a full service, fully furnished and equipped, heavy duty bus repair, maintenance, and storage garage. The scope includes the design and construction of Old Willow Road Improvements. Occupancies will include Pace Vanpool Services and Graphics Department including Pace's Print Shop.



Improvements to Old Willow Road.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$79,010,000	\$1,719,398	2%
RTA Bonds	\$1,950,315	\$1,950,315	100%
Pace	\$170,380	\$170,380	100%
Total	\$81,130,695	\$3,840,093	5%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2019	December 2020	June 2027	Behind schedule
Preliminary Project Schedule	January 2019	June 2023	December 2028	Behind schedule

Status

Pace entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The improvements to Old Willow Road have been completed. This project had to be rescope to add the electrification component. Currently, Pace has finalized the scope of work for the demolition of the existing building and the procurement for this contractor is currently in progress. Pace is also working on the scope of work for the design build project to construct the new garage. This procurement package is expected to be finalized in June 2026.

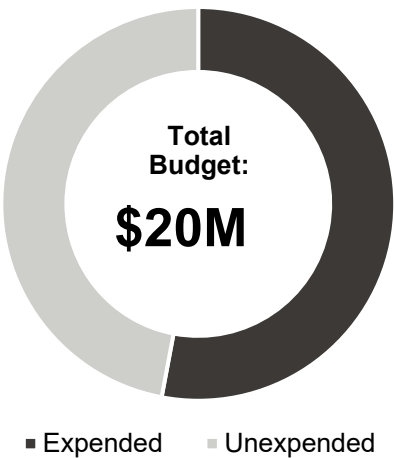
Highlights

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

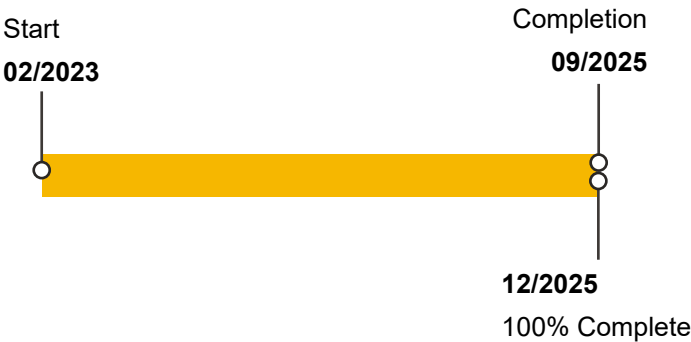
*Budget amounts as of September 2025.

ADA Technology Upgrades and Transfer Centers

Budget



Schaumburg ADA Transfer Center Construction Schedule & Progress



Description

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



The new Northwest Transportation Center.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	\$20,000,000	\$10,597,096	53%
Total	\$20,000,000	\$10,597,096	53%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule – Northwest Transportation Center	February 2023	April 2024	September 2025	Behind schedule
Preliminary Project Schedule	July 2020	December 2026	N/A	On schedule

Status

Construction at the Northwest Transportation Center ADA Transfer Facility has been completed. The design for the Calumet City ADA transfer facility has been completed. Pace is reviewing and finalizing construction documents. Calumet City will lead the procurement for the construction part of this project.

Pace implemented various technology enhancement projects. This portion of funding is mostly spent down. Final invoicing activities continue.

Highlights

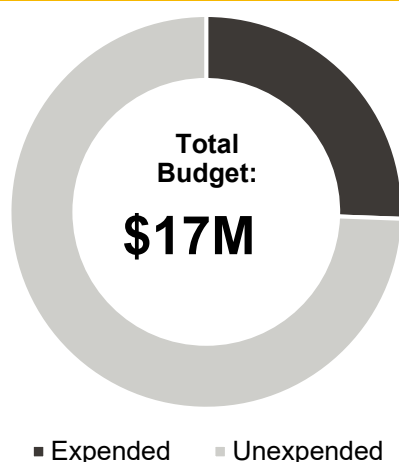
These upgrades of new software and hardware will provide a better customer experience and improve service reliability, safety, and travel time information to our riders. In addition, Pace has committed to providing accessible transportation for the ADA community and has located a facility in Schaumburg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

*Budget amounts as of September 2025.

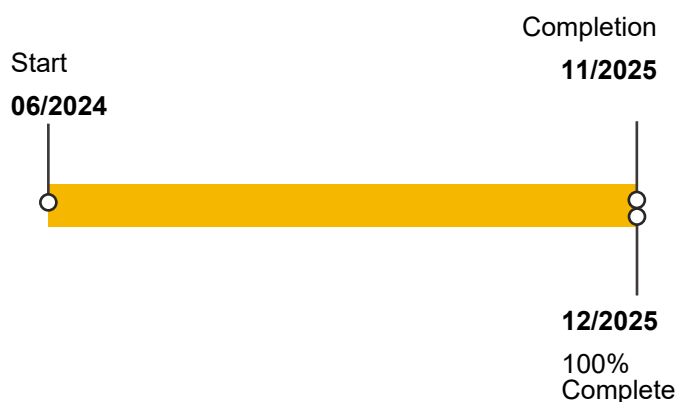


North Division Electrification/Expansion – Phase I - Final

Budget



Design and Construction Schedule & Progress



Description

This project is Phase I of Pace's plans for electrification of the North Division Garage in Waukegan to better serve the existing fleet and prepare for battery electric buses. The scope of work for this project includes but is not limited to the following installations: two pantograph high voltage bus charging dispensers; ten pedestal bus charging dispensers; two 1440-Kw bus charging units; additional outdoor fire hydrants; concrete pad with canopy structure for outdoor vehicle storage; transformer and switchgear to handle increased electrical loads from power grid; upgrades to drainage structures; and onsite electrical upgrades.



Canopy solar panel installation at North Division Garage.

Budget*

	Budget	Expended	Expended %
PAYGO	\$16,850,000	\$4,306,276	26%
Total	\$16,850,000	\$4,306,276	26%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design and Construction Schedule	June 2024	June 2025	November 2025	Behind schedule
Preliminary Project Schedule	June 2023	December 2026	N/A	On schedule

Status

Construction activities on this project have been completed. This is the final report.

Highlights

Pace has committed to operating a zero-emission fleet by 2040 requiring charging capabilities. This project is a crucial first step in Pace's long-term aim to continue to provide excellent public transit with cleaner, quieter, and more sustainable vehicles. The North Division Facility needs various improvements and is key to Pace's electrification plan.

*Budget amounts as of September 2025.



Pace PAYGO Funded Projects

Project:	Pace – Intelligent Bus System (IBS) Upgrades – 2022			
Scope:	This project will provide for IBS system enhancement features to help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.			
Status:	Pace continued activities on this project. This project is for automatic passenger counters on fixed route buses. Pace is working on scope for radios related to the IBS systems that will use the remaining funds.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$2,250,000	\$1,582,867	70%	
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	July 2022	December 2026
	Preliminary Schedule	Behind Schedule	July 2022	December 2023

Project:	Pace – 2021 – Bus Stop Shelters, Benches, Pads & Signs			
Scope:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities, and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.			
Status:	Activities continued by working with the vendor for delivery of the second half of shelters for the order placed in 2024. The new concrete pads contract was awarded and Pace is working with the vendor to acquire permits for four locations. Both the pads and shelters expect work to begin in Q1-2026.			
Budget:	Project Budget:	Amount Expended:	Percent Expended:	
	\$1,330,000	\$308,320	23%	
Schedule:	Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	Behind Schedule	February 2022	December 2026
	Preliminary Schedule	Behind Schedule	February 2022	April 2024



Project: Pace – 2022 – Bus Stop Shelters, Benches, Pads & Signs

Scope: This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities, and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.

Status: Activities continued by working with the vendor for delivery of the second half of shelters for the order placed in 2024. The new concrete pads contract was awarded and Pace is working with the vendor to acquire permits for four locations. Work for pads and shelters are expected to begin in Q1-2026.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$1,125,000	\$294,426	26%
Schedule:	Schedule:	Schedule:	Schedule:
	Project Schedule	Behind Schedule	October 2022
	Preliminary Schedule	Behind Schedule	September 2029
	Schedule:	Schedule:	Schedule:
	Project Schedule	Behind Schedule	October 2022
	Schedule:	Schedule:	Schedule:
	Preliminary Schedule	Behind Schedule	September 2025

Project: Pace – Computer Systems, Hardware/Software

Scope: This project is for the purchase of software, hardware, licenses, consulting, installation, hosting, training, and project implementation services needed to upgrade or replace old technology as well as update the Pace website.

Status: Pace previously executed a contract for redesigning Pace’s website however was rebid to utilize a greater portion of funding. The procurement process continues with bids received and currently being evaluated. Additional tasks will be added throughout the duration of this project.

Budget:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,100,000		\$33,300	3%
Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	July 2022	December 2026
	Preliminary Schedule	Behind Schedule	July 2022	December 2023



Project: Pace – 2020 – Bus Stop Shelters, Benches, Pads & Signs (Final)

Scope: This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities and other related equipment. In also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.

Status: The vendors completed work related to the deliveries of shelters, pads, and benches related to this project. The remaining funds for this project were deobligated and this project is considered complete. This will be the final update on this project.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$713,594	\$713,594	100%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	October 2020	November 2025
	Preliminary Schedule	Behind Schedule	October 2020	April 2023

Project: Pace – 2021 – Bus Tracker Signs

Scope: This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve customer experience.

Status: Activities continued related to the real time signs installed at various transit centers along the Pulse Milwaukee Line. Additional replacement real-time signs have been identified along Milwaukee Avenue. Final invoices remain for the real-time bus information signage and electrical connections.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$600,000	\$548,000	91%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	February 2022	March 2026
	Preliminary Schedule	Behind Schedule	February 2022	December 2022



Project: Pace – Intelligent Bus System (IBS) Upgrades – 2020 (Final)

Scope: This project will provide for IBS system enhancement features to help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.

Status: Pace completed the scope of work for IBS services and transit master software upgrades related to IBS servicers and new servers were not extended. Pace de-obligated the remaining funding for this project. This will be the final update on this project.

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	\$359,254	\$359,254	100%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2021	November 2025
	Preliminary Schedule	Behind Schedule	December 2021	June 2023

Pace Projects over \$10 M

Project: Pace – Purchase 15-Passenger Paratransit Buses

Scope: This project involves an indefinite delivery/indefinite quantity 5-year contract for the purchase of 15-passenger paratransit buses for the ADA Paratransit Service Program was awarded in November 2020. The minimum quantity to be purchased under this contract is 170 buses and up to a not to exceed maximum of 753 total buses.

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

Schedule On schedule; estimated completion extended to December 2025.

Highlights These buses will service DuPage, Kane, Lake, Will and Cook counties. Pace awarded a new contract in November 2020. The first order was for a quantity of 210 paratransit buses. The final vehicle of the base order was delivered in March 2024. Pace executed a second order of 125 additional vehicles. These vehicles will combine additional paratransit vehicles & vehicles to be used for the community vehicle program. Pace received 43 of these 125 vehicles and expects final delivery by the end of 2025.

Project: Pace – Purchase Hybrid-Electric Buses

Scope: This project involves an order of 47 hybrid-electric buses. The buses will be for the replacement of (24) 35FT buses, (13) 40FT buses, as well as an expansion of buses on this route with an additional (10) 40FT buses. The buses on this order will be used on the Dempster Pulse Line route.

Budget: \$54,210,401; on budget.

Schedule On schedule; estimated completion extended to December 2025.

Highlights Pace awarded this contractor for the purchase of these replacement and expansion buses in October 2024. Pace has received five of the buses and the remainder are expected to be delivered by the end of the year.

Project: **Pace – Purchase 40’ Battery-Electric Buses**

Scope: This project is for a contract to purchase twenty-seven 40’ battery-electric buses. The purchasing of these battery-electric buses was part of the agency’s ongoing “Project Zero” initiative to transition its entire fleet to zero-emission vehicles.

Budget: \$39,484,854; on budget.

Schedule On schedule; estimated completion December 2026.

Highlights The contract was executed with Gillig in July 2025 for the purchase of twenty-seven 40’ battery-electric buses. Pace met with the vendor to confirm the production and delivery schedule. The production of the buses is scheduled to start in August 2026 and final delivery expected by the end of 2026.

Project: **Pace – Purchase 35’ Hybrid-Electric Buses**

Scope: This project is for a contract to purchase thirty-three 35’ hybrid-electric buses. The purchasing of these hybrid-electric buses will allow Pace time to procure and switch to a zero-emission bus fleet as the industry grows to meet the needs of the public transit industry.

Budget: \$39,270,792; on budget.

Schedule On schedule; estimated completion August 2026.

Highlights The contract was executed in February 2025 for the purchase of thirty-three 35’ hybrid-electric buses. Pace confirmed with the vendor the production and delivery schedule. The vendor confirmed that production of the buses is scheduled to start in March 2026 and final delivery expected by August 2026.

Project:	Pace – Purchase Electric Buses
Scope:	This project is for a contract to purchase battery-electric 40' buses and charging stations. This contract was executed by means of tagging on with State of Georgia's cooperative agreement with Proterra Operating Company, Inc.
Budget:	\$28,749,859; on budget.
Schedule	Behind schedule; estimated completion April 2026.
Highlights	The contract was executed, and the vendor originally provided Pace with an updated production schedule due to previous supply chain issues and long lead time items. However, the vendor was bought out by a new company, Phoenix Cars, LLC. Since the change, Phoenix has provided Pace with an updated delivery schedule. Production of eight buses began and delivery of the buses are expected to start by the end of the year and last vehicle is expected to be delivered in Q1-2026.

Project:	Pace – Transit Signal Priority (TSP)
Scope:	This project has a 3-year contract for the purchase of regional TSP equipment and installation services for the implementation phase of the TSP project covering nine corridors was executed in December 2019.
Budget:	\$14,031,402; on budget.
Schedule	On schedule; estimated completion extended to December 2026.
Highlights	Activity continues with Parsons Transportation Group Inc. for Regional TSP equipment and installation services for the implementation phase of the TSP project. Deployment and testing are complete at Dempster Street, Grand Avenue, 95th Street, and 147th Street, with system integration ongoing at 147th Street, Cicero Avenue, and Cermak. Roosevelt Road systems have been deployed and tested, with integration ongoing. Permits have been acquired, and mobilization at Cermak, Rand, and 159th Street is underway, with installations scheduled to start by the end of 2025.

Conclusion

RTA implements the Project Management Oversight (PMO) program as part of the requirements under the RTA Act to oversee the Service Boards' capital programs and expenditures. This report provides details on progress, schedule, and budget for active capital projects in the RTA region. It shows the results of great efforts made by collaboration between the RTA, the Service Boards, various governmental entities, and local municipalities. The Service Boards' project management and capital improvements efforts in this reporting period have seen considerable progress. Many of Rebuild Illinois and PAYGO projects are moving forward and are included in this report. The current projects are part of the progress made to bring our region's transit system one step closer to being in a state of good repair, financially stable, safe, accessible, reliable, and useful for riders as well as for our region to be connected, thriving, and winning the fight against climate change.





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