



Project Management Oversight Report

December 2022



**Regional
Transportation
Authority**

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.

The RTA's 2018-2023 Regional Transit Strategic Plan, *Invest in Transit*, highlights the need for \$30 billion to maintain and modernize the region's transit network. The Rebuild Illinois and PAYGO funding has begun to expedite overdue repair and replacement projects, reduce the backlog of deferred improvements, and move the system toward a state of good repair. With all of the Rebuild Illinois and prior year's PAYGO funds already programmed, the region has begun to see results on many key projects highlighted here.

This report includes 43 Rebuild Illinois, 34 PAYGO and 4 projects funded with prior years' programs, representing over \$2.45 billion in state funding. There were 17 new projects added this reporting period, most of them funded with the 2022 PAYGO funds. 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.

The 107 projects detailed in this report together represent over \$7.56 billion worth of construction, maintenance, and procurement. Many of these projects address outstanding capital needs, while others are directed toward enhancing customer experience, safety, and security.

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

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

Table of Contents

Background	1
State-Funded Projects	3
Project List	4
Rebuild IL Program	7
CTA	8
Metra.....	28
Pace	46
PAYGO Program	51
CTA	52
Metra	58
Pace	71
Prior Years Programs	77
Metra	78
Pace	81
Budget Performance	83
Schedule Performance	84
Change Orders	86
Regionwide Projects over \$10,000,000	88
Regionwide	89
CTA	93
Metra.....	110
Pace.....	128
Conclusion.....	136

Background

PMO Program

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

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

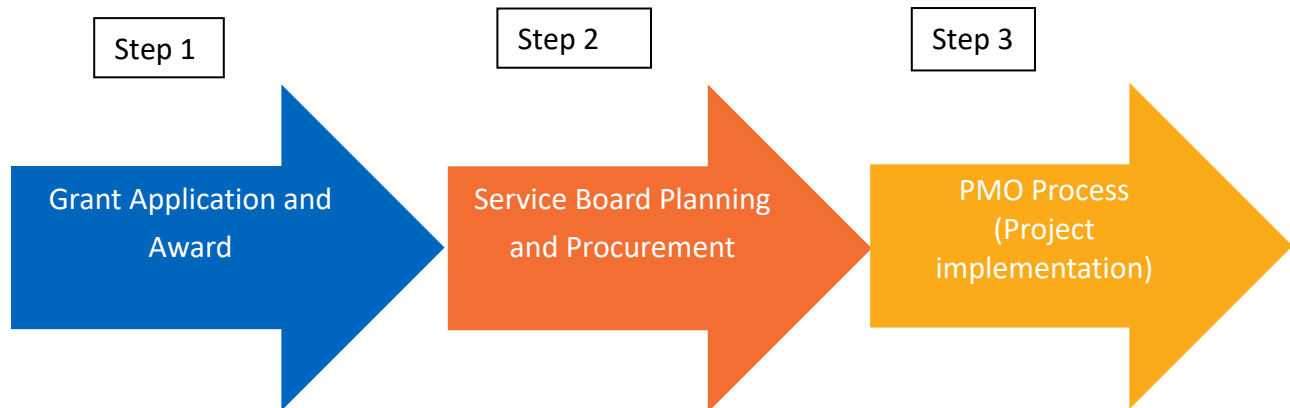
The PMO program supports the RTA's *Invest in Transit* Strategic Plan as it focuses on ensuring that we are efficient stewards of the capital funding. Through this program the PMO staff works with the RTA Capital Division and the Service Boards to ensure that capital funding is spent efficiently and effectively.

PMO Process

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

The diagram below describes the PMO process for State Funded projects. First, the Service Boards complete and submit the grant applications for the Rebuild Illinois and PAYGO funding that are reviewed and approved by the RTA and IDOT. After the grant funds are awarded, the Service Boards finish up their project planning and complete the procurement process for the project. Once the procurement process is completed at the Service Board level, the RTA concurs on the procurements and a Notice to Proceed (NTP) is issued for the project. The RTA PMO process starts once there is an executed contract with the contractor and project scope activities have commenced. From this point the PMO considers the project to be active. The PMO team monitors the project scope, schedule and budget against the baseline approved in the executed contract documents. All active PMO projects are included in the PMO report. A

project exits the PMO process once it reaches substantial completion. After substantial completion there are still closeout administrative activities and final invoices that are reviewed and approved by the RTA Capital Division, however the scope has been completed and the project is no longer included in the PMO report. RTA PMO projects are a subset of the capital program projects, and the PMO report provides a snapshot in time of the currently active PMO projects.



Project Schedules

The Service Boards submit a proposed project schedule with the grant application. This project schedule includes the Planning and Procurement Phase of the Project (Step 2 above) as well as the actual Project Implementation (Step 3 above). The schedule submitted with the grant application gives the RTA and IDOT a general projection when the funding will be expended and when the project will be completed. It tracks the project all the way through close out. In this report we refer to this schedule as the **Overall 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 overall project schedules and the project implementation schedules are shown for all Rebuild Illinois and PAYGO projects.

State-Funded Projects



Regionwide

STATE-FUNDED PROJECTS

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA-RB	5000-Series Rail Car Rehabilitation	\$221,537,449
CTA-RB	Blue Line Traction Power - Barry, Damen and Canal	\$113,681,000
CTA-RB	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
CTA-RB	Replace Buses	\$79,236,988
CTA-RB	Cottage Grove Station	\$75,000,000
CTA-RB	Replace Non-Revenue 61st Rail Shop	\$67,500,000
CTA-PG	Bus Maintenance - 2021	\$53,365,222
CTA-RB	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
CTA-PG	Elevated Track and Structure Maintenance - 2021	\$38,000,000
CTA-RB	Harlem Station Bus Bridge	\$36,087,000
CTA-PG	Bus Maintenance - 2022	\$36,000,000
CTA-RB	Forest Park - Racine Station - Phase I	\$34,300,000
CTA-RB	All Stations Accessibility Program – California Station	\$30,330,000
CTA-PG	Rail Car Maintenance - 2020	\$27,074,655
CTA-RB	All Stations Accessibility Program – Elevator Replacement	\$25,370,000
CTA-PG	Facilities Maintenance - 2021	\$20,000,000
CTA-PG	Open Fare Payment System Equipment Lease - Ventra - 2022	\$15,000,000
CTA-RB	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA-RB	Green Line - Jackson Park	\$12,855,446
CTA-RB	Rail Facilities - Des Plaines Yard	\$10,900,000
CTA-PG	Rail Car Maintenance - 2021	\$10,000,000
CTA-PG	New Flyer Articulated Buses Mid-Life Overhaul - 2020	\$9,615,472
CTA-RB	Forest Glen Building Demo	\$7,366,852
CTA-RB	Green Line - Lake Street Bridge	\$7,025,296
CTA-RB	Kimball Subway - Waterproofing and Track	\$5,359,704
CTA-RB	All Stations Accessibility Program – Austin Station	\$5,300,000
CTA-RB	Kedzie Bus Garage Façade	\$4,720,701
CTA-RB	Non-Revenue Vehicles - Diesel Locomotives	\$473,165
Metra-RB	New Bi-Level Commuter Cars	\$434,314,200
Metra-RB	Union Pacific North Line Bridges - Phase II (11 South)	\$156,100,000
Metra-RB	Locomotive Purchase	\$138,916,300
Metra	Union Pacific West Line Expansion	\$44,500,000
Metra-RB	Auburn Park New Station	\$37,300,000
Metra-RB	Rail Car Rehabilitation (Nippon Sharyo)	\$28,400,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

Metra-RB	Right-of-Way Equipment	\$27,000,000
Metra-RB	75th Street Corridor Improvement Project (CIP)	\$21,000,000
Metra-RB	California Avenue Yard Expansion	\$21,000,000
Metra-RB	147th Street Sibley Blvd Station	\$19,400,000
Metra-RB	Substation Improvements - Matteson Substation	\$16,000,000
Metra-RB	Crew Facilities	\$16,000,000
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$12,668,903
Metra-PG	Yard Improvements - Western Ave.	\$10,500,000
Metra-PG	Ties and Ballast MDW	\$10,075,000
Metra-RB	Central Warehousing	\$10,000,000
Metra-RB	Ticket Vending Machines (TVMs)	\$10,000,000
Metra-RB	Stoney Creek Bridge	\$8,500,000
Metra-PG	79th Street Station - Chatham	\$8,000,000
Metra-RB	CREATE EW-2 Bridge Lift	\$8,000,000
Metra-PG	Locomotive Rebuild	\$6,875,000
Metra-PG	Yard Improvements - 47th St.	\$6,500,000
Metra-RB	5 Station Design - Electric Line	\$6,381,467
Metra-PG	Systemwide Yard Improvements	\$6,000,000
Metra-PG	Platform Improvements	\$6,000,000
Metra-PG	Milwaukee North Line Signals	\$4,500,000
Metra-RB	Harvey Transportation Center	\$4,000,000
Metra-PG	Evanston Bridge Repainting	\$3,300,000
Metra-PG	Bridge 86 - 78th St. Entrance	\$3,000,000
Metra-PG	103rd Street Station - Rosemoor	\$3,000,000
Metra-PG	Shelters	\$3,000,000
Metra-PG	Cybersecurity Systems	\$3,000,000
Metra-PG	Fiber Optic	\$2,000,000
Metra-RB	Smart Gates	\$1,500,000
Metra-PG	Consolidated Control Facility (CCF) Generation	\$1,263,000
Metra-PG	Elmhurst Station Improvements	\$1,000,000
Metra-PG	Elevator Replacement	\$300,000
Pace-RB	New Northwest Division Garage - Wheeling	\$79,010,000
Pace-RB	New I-55 Garage - Plainfield	\$52,477,500
Pace-RB	River Division Expansion and Improvements	\$36,110,000
Pace	Pace South Campus Project - Markham	\$34,200,000
Pace-RB	ADA Technology Upgrades and Transfer Centers	\$20,000,000
Pace-RB	Bus Stop Improvements - Joliet Gateway Center	\$9,509,500
Pace-PG	Farebox Replacement	\$7,500,000
Pace	Purchase 15-Passenger Paratransit Buses	\$7,414,022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

Pace-PG	Shelters, Benches and Pads - 2020	\$1,550,000
Pace-PG	Shelters, Benches and Pads - 2021	\$1,330,000
Pace-PG	Computer Systems, Hardware/Software	\$1,100,000
Pace-PG	2020 Project Management and Oversight Consulting Services	\$1,000,000
Pace-PG	Bus Tracker Sign Deployment - 2020	\$750,000
Pace-PG	Intelligent Bus System (IBS) Upgrades	\$625,000
Pace-PG	Bus Tracker Sign Deployment - 2021	\$600,000
Pace-PG	Construct Salt Shed	\$75,000

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

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

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

Rebuild Illinois Bond Funded Projects

All of the \$2.6 billion in Rebuild Illinois State Bond funding was awarded to CTA, Metra and Pace. As of November 2022, 13.6% of the total funding has been expended from the grants. The Service Boards combined expended more than \$137 million in the current period, from June 2022 to November 2022.

Regionwide

SERVICE BOARD	TOTAL AWARDED	TOTAL EXPENDED	EXPENDED THIS REPORTING PERIOD
CTA	\$1,238,906,000	\$183,789,457	\$90,445,862
Metra	\$1,077,331,500	\$112,410,024	\$38,770,209
Pace	\$283,762,500	\$57,771,245	\$8,741,892
TOTAL	\$2,600,000,000	\$353,970,726	\$137,957,963

Rebuild Illinois State Bond funding is allocated to 77 projects approved in the grant applications submitted by CTA, Metra and Pace. As shown below, 46 of those projects are active and included in this report. Six projects have been completed to date and the remaining 25 projects are in the planning or procurement phases at the Service Boards.

SERVICE BOARD	PMO ACTIVE PROJECTS	NOT YET ACTIVE PROJECTS	COMPLETED PROJECTS
CTA	19	5	3
Metra	18	19	1
Pace	5	5	2
TOTAL	46	25	6

CTA - 5000-Series Rail Car Rehabilitation

Description:

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

Status:

As of the end of October 2022, 182 cars have completed the overhaul process. CTA continues to receive material kits and overhaul cars. An additional 26 cars are expected to complete the overhaul process by the end the year.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$221,537,449	\$83,966,620	38%
Total	\$400,000,000	\$108,748,941	27%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	October 2020	December 2025	January 2026	Behind Schedule
Overall Project Schedule	August 2020	December 2025	January 2026	Behind Schedule

Highlights:

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



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

*Expended amounts as of November 2022.

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

Description:

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



Barry Substation Rendering

Status:

The Notice to Proceed for the General Contractor was issued in October 2021. Underground obstructions were discovered at the Damen location during micropile installations. A work around has been developed and approved. A new permit is required and the process for that is ongoing. The contractor has begun significant work at the Canal tie house, installing conduit. Factory testing for the Canal tie house equipment and coordination with ComEd is ongoing.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$113,681,000	\$9,370,321	8%
Total	\$123,378,171	\$16,683,246	14%

Schedule:

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

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 planned 7000 series new rail cars.

*Expended amounts as of November 2022.

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

Description:

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



Forest Park Current Track Conditions

Status:

The Notice to Proceed was issued in June 2021. The 100% design has been completed. CTA is in the process of selecting a general contractor for construction. CTA has also been working on placing material purchases for long lead time items for this project. A contract has been executed for the Construction Management of all three Forest Park projects.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$92,871,000	\$4,462,064	5%

Schedule:

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

Highlights:

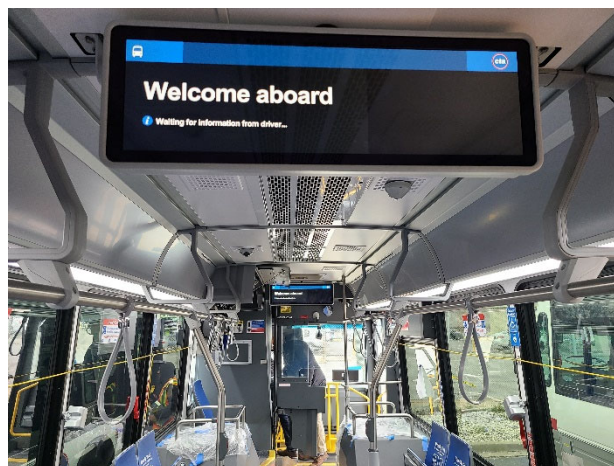
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating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

*Expended amounts as of November 2022.

CTA - Replace Buses

Description:

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



Inside view of the new Nova Bus.

Status:

CTA has received 99 of the buses from the base order. The remaining bus will be delivered in December 2022. Sixty-nine of the delivered buses are in service. CTA has exercised Option 1 on this contract for an additional 100 buses. The production of the new order of buses has started and the first vehicle under this option is scheduled to be delivered by the end of January 2023. CTA has also exercised Option 2 for an additional 100 buses. The production for Option 2 vehicles is expected to start in June 2023.

Budget: The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$48,164,004	\$47,186,660	98%
PAYGO	\$31,072,984	\$13,384	0%
Total	\$355,708,255	\$48,204,943	14%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Schedule (Base Order)	April 2021	May 2022	December 2022	Behind schedule
Project Schedule (Option 1)	September 2022	May 2023		On schedule
Overall Project Schedule	August 2020	September 2025		On schedule

Highlights:

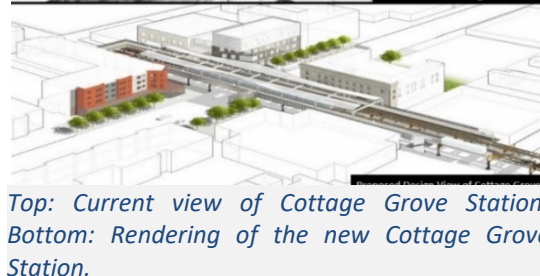
CTA buses manufactured by Nova (6400 Series) in 2000 have reached the industry standard retirement age of 12 years in 2012 and will be replaced. The 1000-Series buses manufactured by New Flyer Industries placed into service between 2004-2007 are on average 15 plus years as of the winter of 2021.

*Expended amounts as of November 2022.

CTA - Cottage Grove Station

Description:

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



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

Status:

A contract has been awarded in January 2021 and CTA has issued a notice to proceed. The 60% design has been completed. Negotiations with POAH and City of Chicago Department of Planning and Development (CDPD) on final design for building where station entrance will be located are ongoing. POAH procured their own designer to support this project. Design is currently on hold until an agreement is reached with POAH and CDPD.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$75,000,000	\$490,443	1%
Total	\$76,447,966	\$1,916,970	3%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	January 2022	May 2023	Behind schedule
Overall Project Schedule	December 2018	September 2024	February 2026	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

CTA - Replace Non-Revenue 61st Rail Shop

Description:

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



Form work and foundations for the loading dock truck ramp.

Status:

The design build contract was awarded to Clark Construction Group in March 2021. The work was divided into two packages. Package 1 covers the site preparation, utility and foundation work. Package 2 is for the construction of the facility. Work activities under Package 1 are underway. Contractor completed the excavation, installation and backfill for shallow foundations, pile caps and grade beams. Permitting activities are ongoing.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$67,500,000	\$13,275,171	20%
Total	\$70,017,063	\$15,748,540	22%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design & Construction Schedule	March 2021	October 2023		On schedule
Overall Project Schedule	February 2020	May 2023	December 2023	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

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

Description:

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



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

Status:

The Notice to Proceed to the designer was issued in July 2021. The 100% design has been completed. CTA is currently working on a procurement package for construction. The construction of the Racine Station and the work under this project will be procured on a single construction contract.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$47,780,000	\$2,754,056	6%

Schedule:

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

Highlights:

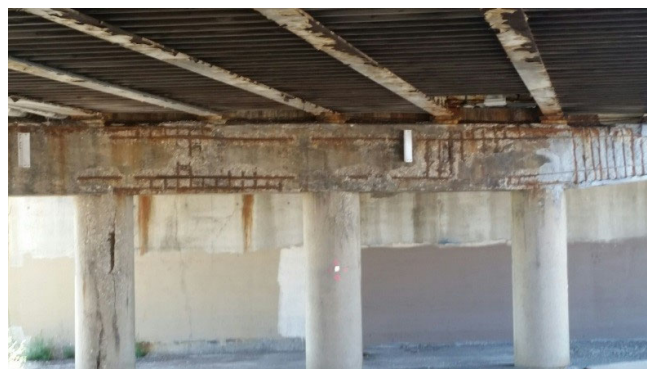
Given the location of the Forest Park Branch within the expressway median, there are unique constraints and considerations that make any work within this corridor complex to design, engineer, and construct. Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating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

*Expended amounts as of November 2022.

CTA - Harlem Station Bus Bridge

Description:

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



Harlem Station bus bridge current conditions.

Status:

A Notice to Proceed for the designer was issued in July 2021. The 100% design has been completed. CTA is currently working on a procurement package for construction.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$36,087,000	\$599,373	2%
Total	\$39,982,424	\$2,024,604	5%

Schedule:

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

Highlights:

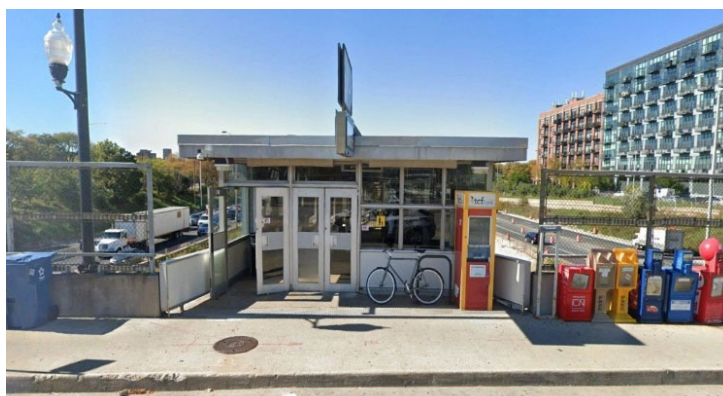
The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. Since then, the CTA has monitored bridge defects over time. CTA has explored various engineering solutions to work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

*Expended amounts as of November 2022.

CTA - Forest Park – Racine Station - Phase I

Description:

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



Existing Racine Stationhouse

Status:

The Notice to Proceed was issued in July 2021. Since the station is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review and approval. Based on the feedback received from SHPO an agreement has been reached to rehabilitate and restore the Loomis station entrance instead of doing a complete tear down. The Racine station entrance will be completely rehabilitated including a new elevator. The 100% design has been completed. CTA is currently working on a procurement package for construction.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$34,300,000	\$896,829	3%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	July 2021	July 2022		On schedule
Overall Project Schedule	June 2021	September 2024	December 2025	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

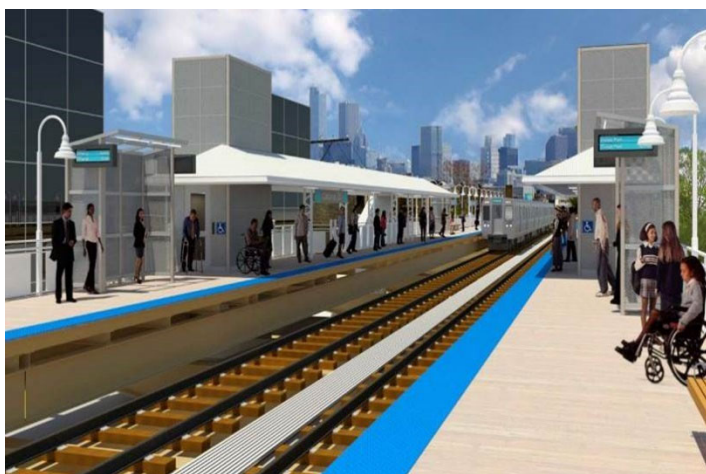
CTA – All Stations Accessibility Program – California Station

Description:

This project will provide for the renovation and expansion of California Station. It will include a new platform, new emergency exist stairs and two new elevators. The station will be 100% ADA accessible.

Status:

The Notice to Proceed has been granted to the designer in February 2022. The 30% design has been completed. A real estate survey is also underway that will determine property acquisition needs for the placement of the elevators. This station is eligible for the National Register of Historic Places and will require State Historic Preservation Office (SHPO) coordination.



California Station Rendering.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$30,330,000	\$1,149,749	4%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	February 2022	December 2022	April 2023	On schedule
Overall Project Schedule	September 2020	February 2024	November 2024	Behind schedule

Highlights:

The California station is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. When fully funded, the program is anticipated to be completed over a 20-year period.

*Expended amounts as of November 2022.

CTA – All Stations Accessibility Program – Elevator Replacement

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.

Status:

The Notice to Proceed has been granted to the designer in June 2022. The designer will complete site assessments and elevator inspections. An assessment report will be developed to prioritize the elevator replacement or rehabilitation locations. The report will also provide the scope of work needed for each individual elevator. The designer has completed the assessment and inspections at the State/Jackson location.



Photo of an elevator taken during the inspections.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$25,370,000	\$30,026	0%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	June 2022	August 2023		On schedule
Overall Project Schedule	October 2020	November 2022	March 2026	Behind schedule

Highlights:

The Elevator Replacement project is part of CTA's All Stations Accessibility Program (ASAP) Phase One. The ASAP will address 42 CTA rail stations which are not currently accessible to people with mobility impairments, by installing elevators and additional station repairs and enhancements to make the rail system 100 percent vertically accessible. When fully funded, the program is anticipated to be completed over a 20-year period.

*Expended amounts as of November 2022.

CTA - Irving Park Station – Escalator and Canopy Replacement (Final)

Description:

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



New escalator installation.

Status:

The construction work has been completed. The escalators have been installed and the canopy work has reached substantial completion. Activities on final punch list items are ongoing. The project is in the close out phase.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$6,000,000	\$5,712,836	95%
2020 Rebuild Illinois	\$8,782,125	\$2,518,821	29%
Total	\$14,782,125	\$8,231,657	56%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	March 2021	June 2022	August 2022	Behind schedule
Overall Project Schedule	February 2020	September 2022	October 2022	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

CTA - Green Line – Jackson Park

Description:

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



Work performed by CTA forces at Jackson Park.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$12,855,446	\$11,441,555	89%

Schedule:

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

Highlights:

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

*Expended amounts as of November 2022.

CTA – Rail Facilities – Des Plaines Yard

Description:

The Rail Facilities State of Good Repair Program focuses on critical improvements at CTA rail yards, which include improvements to the yard infrastructure itself (ties, rail, fasteners, ballast, contact rail etc.) as well as the yard fire suppression systems and lighting. The Des Plaines Yard project will include the reconstruction and reconfiguration of the inner and outer lead tracks, including associated special trackwork. Replacement and reconfiguration of the special trackwork in the east yard storage, including the road crossings to the yard shops will also be completed.

Status:

The Notice to Proceed for the designer was issued in March 2022. The 75% design was completed, and CTA comments were addressed. The 100% design will be completed by the end of December 2022.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$10,900,000	\$2,903	0%
Total Budget	\$22,858,137	\$457,014	2%



Existing Track at Des Plaines Yard.

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	March 2022	December 2022		On schedule
Overall Project Schedule	January 2021	August 2023	February 2024	Behind schedule

Highlights:

The purpose of the Rail Facilities Program is to address State of Good Repair (SGR) conditions and extend the period of infrastructure stability to minimize the likelihood of future disruptions due to track deficiencies. Depending on the yard conditions, the following strategies may be proposed to restore, preserve, and enhance the integrity of CTA's existing rail yards and assure the future reliability of yard operations: partial or total replacement of various yard infrastructure elements; reconfiguration of substandard conditions; or selective mid-life improvements.

*Expended amounts as of November 2022

CTA – Forest Glen Building Demo

Description:

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



Existing Forest Glen Building.

Status:

The design for the project was completed by CTA Engineering in April 2022. Since the buildings are more than 50 years old, coordination with the State Historic Preservation Office (SHPO) was required. This process has been completed. The Notice to Proceed for the General Contractor was issued in March 2022. It was discovered during field testing that lead and asbestos were present at both buildings. This required a more extensive environmental abatement process than initially expected at both locations. As of the end of October, the abatement process is almost complete. The demolition process plans have been approved. The general contractor will be able to acquire permits once the environmental work is completed. The utility services to both buildings have been disconnected.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$7,366,852	\$472,149	6%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	March 2022	October 2022	February 2023	Behind schedule
Overall Project Schedule	October 2020	February 2024		On schedule

Highlights:

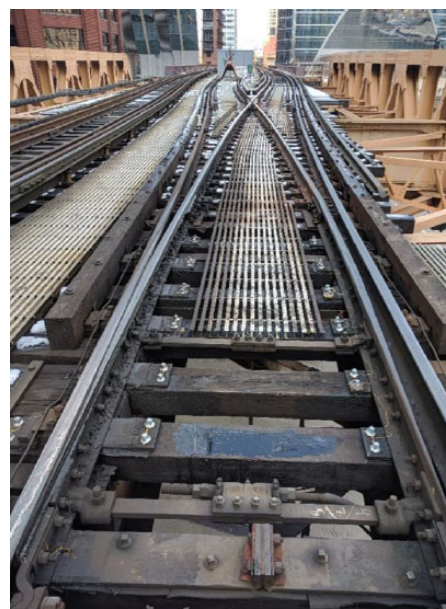
Both vacant buildings at the Forest Glen Bus Garage are in poor condition and pose safety concerns being left vacant. Removal of the structures improves site safety and provides for additional area for future improvements to bus operations.

*Expended amounts as of November 2022

CTA – Green Line – Lake Street Bridge

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 in 2023. The scope of the project will include: improving the curve geometry on the east side of the bridge; replacing the timber ties and rail fasteners, installing new gauge planking, replacing equipment at both the east and west turnouts, and replacing structural steel framing for the three side platforms adjacent to the track.



Existing Trackwork by the Lake Street Bridge.

Status:

The Notice to Proceed for the designer was issued in February 2022. The design activities are ongoing. Comments were provided on the 50% design, and it is advancing to 90% design. The project is being coordinated with the Chicago Department of Transportation (CDOT) and their bridge replacement project.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$7,025,296	\$273,274	4%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	February 2022	January 2023		On schedule
Overall Project Schedule	November 2020	July 2024	January 2025	Behind schedule

Highlights:

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

*Expended amounts as of November 2022

CTA – Kimball Subway – Waterproofing and Track

Description:

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



Existing Water Damaged Area at the Kimball Subway.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$5,359,704	\$0	0%
Total Budget	\$9,024,901	\$601,709	7%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2021	February 2022		On schedule
Overall Project Schedule	April 2021	February 2023	February 2024	Behind schedule

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.

*Expended amounts as of November 2022

CTA – All Stations Accessibility Program – Austin Station

Description:

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



Status:

A design contract has been awarded in January 2021. The station has been determined to be a historic resource and the design contract was amended to include a historic architecture consultant. Austin Station has been designated as eligible for the National Register of Historic Places per FTA and State Historic Preservation Office (SHPO) staff. All documentation related to the historic preservation process has been submitted and approved by the FTA and SHPO. Upon completion of the historic preservation process in April 2022, the design was restarted and it was completed in October 2022. Currently, CTA is working on a procurement package for construction.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$5,300,000	\$314,543	6%
Total	\$26,500,000	\$1,572,714	6%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	October 2021	October 2022	On schedule
Overall Project Schedule	January 2020	November 2023	December 2024	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

CTA - Kedzie Bus Garage Façade

Description:

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



Kedzie Bus Garage façade existing condition.

Status:

The Notice to Proceed for the designer was issued in October 2021. The 100% design has been completed. CTA is in the process of awarding a Task Order for construction.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$4,720,701	\$280,283	6%

Schedule:

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

Highlights:

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

*Expended amounts as of November 2022

CTA - Non-Revenue Vehicles – Diesel Locomotives

Description:

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



Rendering of the new Diesel Locomotive.

Status:

The structural design has been reviewed and approved by the CTA. The project is in full production mode and approaching final assembly of the first vehicle. The second locomotive has begun fabrication. The cabs for the third and fourth vehicle have begun fabrication. Contractor shop fabrication and assembly of all six primary vehicle elements is ongoing. Supply chain issues caused a significant delay on this project. The shipment of the first locomotive is expected in September 2023.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$473,165	\$472,223	100%
Total	\$22,731,013	\$3,407,548	15%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	August 2020	January 2023	May 2024	Behind schedule
Overall Project Schedule	August 2020	January 2023	May 2024	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Metra – New Bi-Level Commuter Cars

Description:

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



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

Status:

A Notice to Proceed for the base order of 200 cars was issued in April 2021. The Project Management Plan was developed and approved. Design activities are ongoing. The Intermediate Design Review was completed in July and currently progressing to the Final Design stage. The first cars are expected to arrive at Metra in October of 2024.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$364,339,200	\$72,515,893	20%
2021 PAYGO	\$69,975,000	\$69,974,987	100%
Total	\$551,436,883	\$183,750,244	33%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	April 2021	December 2026	March 2027	On schedule
Overall Project Schedule	March 2021	December 2026	March 2027	Behind schedule

Highlights:

The purchase of these cars will allow Metra to retire commuter cars which have reached the end of their useful life and can no longer be rehabilitated. The new car design will be more comfortable, accessible, reliable, and safer.

*Expended amounts as of November 2022.

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

Description:

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



Picture of existing conditions of Cornelia Ave bridge.

Status:

Notice to Proceed with the design has been issued by Metra in June 2020. Site surveys and inspections have been completed. The National Environmental Policy Act (NEPA) review process is ongoing. Design activities are 30% complete and will resume once the NEPA process is completed. The final NEPA report is going thru final approval process and expected to be approved by early December. The 60% design submittal is expected to be submitted in Q1-2023.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$156,100,000	\$2,689,270	2%
Total	\$162,100,000	\$2,806,072	2%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	June 2020	January 2022	July 2023	On schedule
Overall Project Schedule	May 2020	December 2025	May 2028	Behind schedule

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.

*Expended amounts as of November 2022.

Metra – Locomotive Purchase

Description:

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

Status:

The base order for this contract consists of 15 remanufactured diesel locomotives and no options are executed as of yet. The first locomotive arrived in Chicago in October and Metra has begun familiarization training on it. Once training is completed, the locomotive will go through static and dynamic loading testing. Additional locomotives are in various stages of the rebuild but will be delivered to Metra where they will undergo extensive acceptance testing at Metra including revenue service testing.



Locomotive in the process of being remanufactured.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$138,916,300	\$2,415,199	2%
Total	\$185,377,931	\$12,671,496	7%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule (Base Order)	April 2020	October 2023	May 2024	On schedule
Overall Project Schedule	March 2020	December 2025	December 2026	Behind schedule

Highlights:

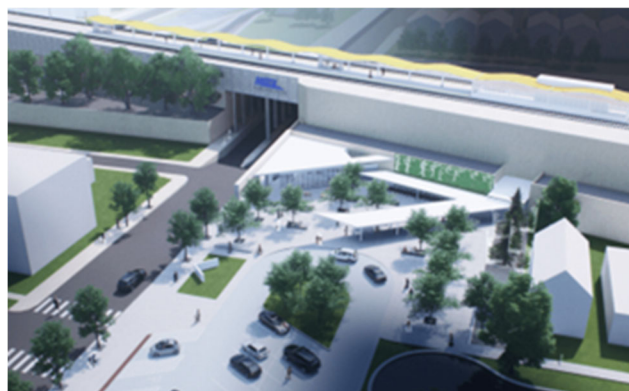
The current Metra locomotive fleet is reaching the end of its useful life, or has exceeded its useful life, and needs replacement. Purchase of additional locomotives will increase Metra's spare ratio, which will improve service reliability. Newer locomotives may reduce maintenance costs.

*Expended amounts as of November 2022.

Metra – Auburn Park New Station

Description:

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



Rendering of the new Auburn Park Station.

Status:

This project is in the permitting phase for construction of the building and for the site utilities. The contractor performed street improvements during this reporting period. The groundbreaking for the project took place in June 2022. The contractor continues to make headway with submittals of long lead time items to mitigate any potential supply chain issues.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$20,000,000	\$1,428,247	7%
2021 Rebuild Illinois	\$13,000,000	\$300,391	2%
2022 PAYGO	\$4,300,000	\$0	0%
Total	\$37,300,000	\$1,728,638	5%

Schedule:

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

Highlights:

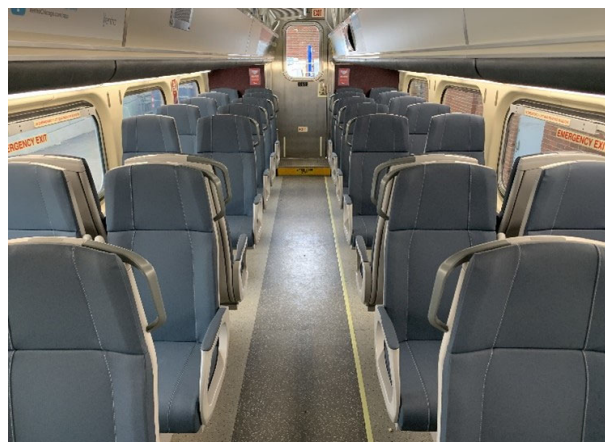
A new station in the Auburn Park community will increase transit accessibility for the surrounding neighborhood. Benefits of this new station will also include a reduction in congestion on the Dan Ryan Expressway.

*Expended amounts as of November 2022.

Metra – Rail Car Rehabilitation (Nippon Sharyo)

Description:

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



Rehabilitated Rail Car – Passenger Area

Status:

This project is currently in phase 6 of 10 of the rehabilitation process. As of the beginning of November, 181 rail cars have been completed.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$13,600,000	\$11,991,991	88%
2020 PAYGO	\$7,800,000	\$7,799,830	100%
2022 PAYGO	\$7,000,000	\$163,498	2%
Total	\$96,323,678	\$62,468,070	65%

Schedule:

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

Highlights:

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

*Expended amounts as of November 2022.

Metra – Right-of-Way Equipment

Description:

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

Status:

Metra is currently awaiting delivery of spot tempers and wheel loaders. The order for 15 bobcats and skid steers were received. Procurement activities continue for two locomotive cranes, two new high rail maintenance excavators, and one undercutter.



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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2022 Rebuild Illinois	\$8,000,000	\$0	0%
2020 PAYGO	\$10,000,000	\$6,607,468	66%
2022 PAYGO	\$9,000,000	\$0	0%
Total	\$27,694,765	\$7,111,247	26%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Procurement Schedule	June 2021	December 2023	December 2024	On schedule
Overall Project Schedule	June 2021	December 2023	December 2024	Behind schedule

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.

*Expended amounts as of November 2022.

Metra – 75th Street Corridor Improvement Project (CIP)

Description:

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



Rendering of the flyover connection.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$4,700,000	\$0	0%
2020 PAYGO	\$14,500,000	\$4,739,396	33%
2021 PAYGO	\$1,800,000	\$0	0%
Total	\$23,000,000	\$4,739,396	21%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2020	September 2023		On schedule
Overall Project Schedule	August 2020	September 2023		On schedule

Highlights:

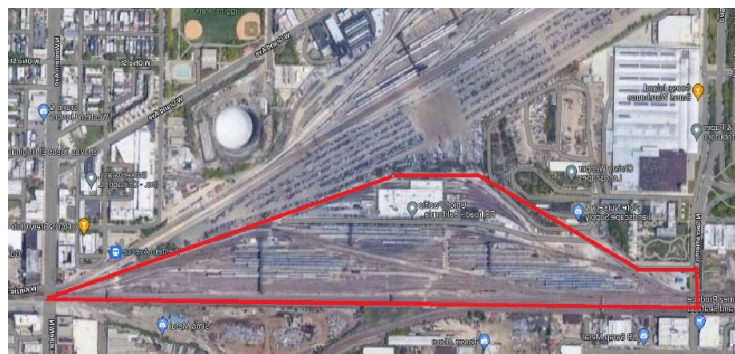
This project is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a regional and multi-agency coordinated effort to improve the efficiency of the rail network in the Chicago area.

*Expended amounts as of November 2022.

Metra – California Avenue Yard Expansion

Description:

This project will fund the expansion of the Union Pacific Railroad's California Avenue Coach Yard. The project scope includes acquisition of additional land, construction of a new train washer, construction of new tracks to park as many as six additional train sets. This project will include, but is not limited to, replacing ties, crosswalks and platforms with steel grated platforms, and placing electric tubular heaters on the switch machines. Track work within the yard will include rail, ties, ballast and switches.



Aerial view of existing California Avenue Yards.

Status:

The design contract was executed and notice to proceed was given to the designer. The designer will be required to develop a construction set of drawings and specifications that will result in a new completely operational train wash system at the California Avenue Yard. The construction portion will be bid out separately. Real estate review and the real estate acquisition process are in progress.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$21,000,000	\$159,909	1%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2022	December 2023		On schedule
Overall Project Schedule	January 2022	December 2024		On schedule

Highlights:

The existing yard facility is at capacity. In order for Metra to increase the number of cars on existing trains, increase the spare ratio, or increase the frequency of train service, additional train storage capacity is needed. This project will provide the needed additional capacity at the California Avenue Coach yard.

*Expended amounts as of November 2022.

Metra – 147th Street Sibley Boulevard Station

Description:

This project is for the rehabilitation of various elements of the 147th Street, Sibley Boulevard Station on the Metra Electric District line. As part of this rehabilitation the station will be made 100% ADA accessible. The scope of work includes a new station entrance and accessible path; construction of a new elevator; platform reconstruction with a new canopy; platform lighting; headhouse replacement; kiss and ride area and parking shed rehabilitation.



Form work for station in progress.

Status:

The project is in the construction phase. The contractor started concrete work for the elevator pits, walls, and new support foundations for the platforms. Metra Forces continue to work in collaboration with the contractor to restore shoulder ballast as necessary as the contractor removes sheet piling.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$10,000,000	\$2,103,754	21%
2022 PAYGO	\$9,400,000	\$0	0%
Total	\$20,862,735	\$3,010,983	14%

Schedule:

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

Highlights:

The 147th Street Sibley Boulevard Station will be fully accessible after the station construction is completed. The design for this project was funded in part by a grant from the Cook County Department of Transportation and Highways. State funding is used for construction.

*Expended amounts as of November 2022.

Metra – Substation Improvements - Matteson Substation

Description:

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



Matteson Substation Rendering

Status:

The Matteson Substation project is in the construction phase. The Notice to Proceed was issued in January 2022. The contractor completed the preliminary design review in August. The contractor mobilized on site and is progressing for Final Design Review which is expected to take place in December of this year.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$16,000,000	\$1,043,827	7%
Total	\$17,192,751	\$0	6%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2022	August 2023		On schedule
Overall Project Schedule	October 2021	March 2025		On schedule

Highlights:

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

*Expended amounts as of November 2022.

Metra – Crew Facilities

Description:

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

Status:

Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The design reached substantial completion during this last reporting period, however a change occurred where the contractor is revisiting aspects of the roof to address seams. Metra is concurrently working on an IFB package to award the construction of the Fox Lake crew facility. Metra also identified three other facility locations for this project: Elgin, Western Ave and University Park. The crew facilities at Elgin and Western Ave are both at 30% design mark.



Existing Fox Lake crew facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$16,000,000	\$441,580	18%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule (Fox Lake)	January 2021	December 2021	December 2022	On schedule
Overall Project Schedule	June 2020	December 2024	December 2026	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Metra – Central Warehousing

Description:

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

Status:

The property acquisition and environmental site assessment were previously completed. The interior demolition was completed this reporting period. The fencing as well as lighting installation is in progress by Metra forces. Roof replacement work has begun and ongoing as of this reporting period. This will be the next construction element that will be completed on the warehouse building.



Current photo of the warehouse building.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$10,000,000	\$8,649,798	86%
Total	\$18,700,000	\$8,649,798	46%

Schedule:

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

Highlights:

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

*Expended amounts as of November 2022.

Metra – Ticket Vending Machines (TVMs)

Description:

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



Rendering of the new Metra Ticket Vending Machine.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$10,000,000	\$595,578	6%
Total	\$12,650,000	\$0	5%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	June 2022	December 2026		On schedule
Overall Project Schedule	June 2022	December 2026		On schedule

Highlights:

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

*Expended amounts as of November 2022.

Metra – Stoney Creek Bridge

Description:

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



Current condition of the Stoney Creek Bridge.

Status:

This project is in the design phase. The Notice to Proceed has been issued in April 2022. This project will need to go through the National Environmental Policy Act (NEPA) process, which is ongoing. The 30% design has been completed and is currently under review by Metra.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$8,500,000	\$5,627	0%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2022	April 2023		On schedule
Overall Project Schedule	November 2021	March 2024	October 2025	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Metra – CREATE EW-2 Bridge Lift

Description:

This project involves modifying and lifting two spans of the five span Rock Island Bridge 87 between 78th Street and 79th Street to provide additional vertical clearance under the bridge for freight rail operations.

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 made a decision to re-design the project to reduce the risk off of the potential contractor and attract more bids. A change order has been issued to the designer and the re-design is ongoing.



Existing EW-2 bridge.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$7,000,000	\$226,748	3%
2022 PAYGO	\$1,000,000	\$0	0%
Total	\$8,404,189	\$226,748	3%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	June 2021	June 2023		On schedule
Overall Project Schedule	May 2020	June 2024	December 2025	Behind schedule

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.

*Expended amounts as of November 2022.

Metra – 5 Station Design – Electric Line

Description:

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



Rendering of the 87th Street Station.

Status:

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

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$6,381,467	\$3,304,701	52%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule (79 th , 87 th , 103 rd)	May 2020	May 2022		On schedule
Project Design Schedule (95 th)	May 2020	September 2022	December 2022	Behind schedule
Project Design Schedule (111 th)	May 2020	December 2022	June 2023	Behind schedule
Overall Project Schedule	May 2020	December 2021	June 2023	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Metra – Harvey Transportation Center

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.



Existing Pace Harvey Transportation Center.

Status:

Metra completed a 10% Concept Design to establish a baseline for construction costs, to enable the National Environmental Policy Act NEPA process to begin, and to set the general design direction. Notice to Proceed with the design has been issued by Metra in August 2022. Site surveys and inspections have been completed. The NEPA review process is ongoing. The 30% design is expected to be completed in February 2023.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2021 Rebuild Illinois	\$4,000,000	\$0	0%
Total	\$6,000,000	\$0	0%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2022	December 2023		On schedule
Overall Project Schedule	December 2021	August 2024		On schedule

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.

*Expended amounts as of November 2022.

Metra - Smart Gates

Description:

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



Picture of existing Metra grade crossing.

Status:

Metra has utilized a Blanket Agreement for the purchase of Relay Cases to be utilized at the Smart Gates locations on the Metra Electric District line. Metra has completed the hardware portion of the design in-house. Metra is working on hiring a software vendor to create the software for monitoring at the crossings. At this time the project includes 14 locations. The installation will be completed by Metra forces.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$1,500,000	\$169,739	11%
Total	\$9,500,000	\$451,941	5%

Schedule:

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

Highlights:

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

*Expended amounts as of November 2022.

Pace - New Northwest Division Garage – Wheeling

Description:

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



Improvements to Old Willow Road.

Status:

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The improvements to Old Willow Road have been completed. The design has been finalized. The project is in the process of being re-scoped to add the electrification component. The design will be updated once the electrification study is completed to include the additional scope of work.

Budget:

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

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$43,135,380	\$1,717,290	4%
2021 Rebuild Illinois	\$35,874,620	\$1,020	0%
Total	\$81,482,462	\$1,718,310	2%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	August 2019	December 2020	December 2023	Behind schedule
Overall Project Schedule	January 2019	June 2023	November 2026	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Pace - New I-55 Garage – Plainfield

Description:

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

Status:

Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Plainfield. Per the IGA, the Village of Plainfield is executing a Design-Build Agreement with Northern Builders to design and construct the Pace I-55 Plainfield Bus Garage on Pace's behalf. The contractor has completed the construction of the facility. Pace received the occupancy permit and facility operations as well as bus service started in October 2022. Punch list activities have been completed. Turnover of the facility to Pace has been completed. Installation of equipment and furniture is ongoing. Final completion is expected by the end of 2022.



Inside view of the new facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$43,752,500	\$43,511,311	99%
2021 Rebuild Illinois	\$8,300,000	\$2,389,117	29%
2020 PAYGO	\$425,000	\$66,255	16%
Total	\$55,385,593	\$47,363,353	86%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Design and Construction Schedule	November 2020	December 2022		On schedule
Overall Project Schedule	May 2020	December 2022		On schedule

Highlights:

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

*Expended amounts as of November 2022.

Pace - River Division Expansion and Improvements

Description:

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

Status:

Pace has entered into a contract for Architectural and Engineering services for pre-design and design services. The contractor completed the pre-design activities, and a final pre-design report was submitted to Pace. The adjacent property acquisition has been completed. Pace is undertaking an electrification study that will inform the design changes needed to make this facility compatible with an electric bus fleet. The designer activities are currently on hold pending the recommendations from this study. Pace is in the process of revising the initial 30% design to incorporate future electrification components before activities resume with the designer.



Existing River Division bus garage.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$21,260,000	\$1,452,321	7%
2021 Rebuild Illinois	\$14,850,000	\$382	0%
Total	\$36,110,000	\$1,452,703	4%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	October 2020	December 2022	June 2023	Behind schedule
Overall Project Schedule	July 2020	December 2024	June 2025	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Pace - ADA Technology Upgrades and Transfer Centers

Description:

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



On-site photo of the Pace Northwest Transfer Center.

Status:

Progress continued with the Taxi Access Program during this reporting period. This project involves two phases with the first being consulting services related to managing the Taxi Access Program and the second is for Taxi Access Program service. A contract has been executed for a Phase I Needs Assessment. Activity continues on two phases of Trapeze technology enhancements to Pace's Trapeze paratransit scheduling system. For the transfer center, the construction contract is in the process of execution for the Northwest Transfer Center. The building permits have been approved and utility coordination is ongoing. Also, Pace has entered into an Intergovernmental Agreement with Calumet City for the second ADA Transfer Center location. Calumet City has selected a vendor for design of the facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
2020 Rebuild Illinois	\$4,200,000	\$3,018,196	72%
2021 Rebuild Illinois	\$15,800,000	\$2,476	0%
Total	\$20,000,000	\$3,020,673	15%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Design Schedule – Northwest TC	October 2020	February 2022		On schedule
Overall Project Schedule	July 2020	December 2026		On schedule

Highlights:

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

*Expended amounts as of November 2022.

Pace - Bus Stop Improvements – Joliet Gateway Center (Final)

Description:

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



New Joliet Center bus loading island.

Status:

The City of Joliet and Pace entered into an Intergovernmental Grant Agreement for this project. The overall Joliet Gateway Terminal project is being managed by the City of Joliet. The City of Joliet prepared 100% design and bid the larger Intermodal Transportation Project, of which the Bus Turnaround Component is a part of. A construction contract was awarded, notice to proceed was issued in February, and construction began in March. Substantial completion and beneficial occupancy for the depot building was achieved in December 2021, after a walk-through inspection of depot building. The Scott Street pedestrian tunnel was completed in April 2022. Punch list items on building, passenger platforms and site landscaping were completed in June 2022. The project is in close out. This is the final report.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$1,709,500	\$1,709,500	100%
2020 Rebuild Illinois	\$7,800,000	\$5,163,691	66%
Total	\$9,509,500	\$6,873,191	72%

Schedule:

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

Highlights:

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

*Expended amounts as of November 2022.

PAYGO Funded Projects

The table below shows the status of the \$681 million of PAYGO funds that were awarded to CTA, Metra and Pace for 2020, 2021 and 2022. As of November 2022, 51.6% of the total funding has been expended from the grants. The Service Boards combined expended \$76 million in the current period, from June 2022 to November 2022.

Regionwide

SERVICE BOARD	TOTAL AWARDED	TOTAL EXPENDED	EXPENDED THIS REPORTING PERIOD
CTA	\$425,625,000	\$172,143,160	\$62,379,105
Metra	\$221,325,000	\$114,775,263	\$13,121,804
Pace	\$34,050,000	\$2,255,363	\$908,985
TOTAL	\$681,000,000	\$351,552,891	\$76,409,894

The 2020, 2021 and 2022 PAYGO funding was allocated to 68 projects approved in the grant applications submitted by CTA, Metra and Pace. As shown below, 44 of those projects are active and included in this report. Ten projects have been completed to date and the remaining 14 projects are in the planning or procurement phases at the Service Boards.

SERVICE BOARD	PMO ACTIVE PROJECTS	NOT YET ACTIVE PROJECTS	COMPLETED PROJECTS
CTA	8	6	6
Metra	25	0	3
Pace	11	8	1
TOTAL	44	14	10

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	CTA – Bus Maintenance – 2021			
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.			
STATUS:	The project budget was increased via a grant amendment and the maintenance activities continued.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$53,365,222		\$33,365,222	63%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	June 2023
	Overall Schedule	On Schedule	October 2021	March 2022

PROJECT:	CTA – Elevated Track and Structure Maintenance – 2021			
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system. The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.			
STATUS:	Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$38,000,000		\$36,307,437	96%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	June 2023
	Overall Schedule	On Schedule	October 2021	June 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	CTA – Bus Maintenance – 2022			
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.			
STATUS:	CTA continues bus maintenance activities. Major elements include, but are not limited to, brakes, mechanical, vehicle wiring, and body work.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$36,000,000		\$20,965,941	58%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	April 2021	March 2024
	Overall Schedule	On Schedule	April 2021	March 2024

PROJECT:	CTA – Rail Car Maintenance – 2020			
SCOPE:	This is part of an ongoing capital maintenance program to keep rail cars in service through routine inspection, detection, and prevention of failure. Major systems to be maintained on CTA's rail cars include, but not limited to, the following: propulsion, safety, HVAC, signage, doors, windows, lighting, communication, suspension, and car body/structure.			
STATUS:	Rail car maintenance activities ongoing. Major elements include, but are not limited to, rail car inspection and engineering, vehicle wiring, and body work.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$27,074,655		\$24,362,382	90%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2020	December 2024
	Overall Schedule	Behind Schedule	December 2020	December 2021

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	CTA – Facilities Maintenance – 2021			
SCOPE:	This project will target preventive maintenance projects systemwide. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance. Stations will receive cleaning at regular intervals.			
STATUS:	Facilities improvements are ongoing. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$20,000,000		\$9,680,005	48%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2021	June 2023
	Overall Schedule	On Schedule	October 2021	June 2023

PROJECT:	CTA – Replace Buses – 2020			
SCOPE:	The project provides for the engineering, purchase, and inspection of fully accessible, Clean Diesel buses; including spare parts inventory. Included are spec development, onsite inspections, inspection of buses, and post-delivery vehicle acceptance.			
STATUS:	CTA exercised option #1 this year. Production for option #1 buses is underway. Delivery of all buses is expected to be completed in May 2023.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$18,184,873		\$13,384	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	April 2021	May 2023
	Overall Schedule	Behind Schedule	August 2020	May 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	CTA – Open Fare Payment System Equipment Lease – Ventra – 2022			
SCOPE:	The capital share of the annual Ventra Base component cost is \$15 million which provides for design, testing, purchase and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and all software applications, and back-end hardware.			
STATUS:	The annual payment for the equipment lease is ongoing. CTA will complete lease payments on open fare equipment in order to close out the project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$15,000,000		\$10,000,000	67%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2022	December 2022
	Overall Schedule	On Schedule	July 2022	December 2022

PROJECT:	CTA – Rail Car Maintenance – 2021			
SCOPE:	This project consists of keeping rail cars in service through systematic inspection, detection, and prevention of incipient failure. The major systems that must be maintained on CTA's rail cars include the following: propulsion, safety, HVAC, braking, battery/charging, signage, doors, windows, traction power, RCA, lighting, Automatic Train Control, communication, suspension, and car body/structure.			
STATUS:	Rail car maintenance activities are ongoing. Major elements include, but not limited to, rail car inspection and engineering; vehicle wiring; and body work. The project budget has been decreased via a grant amendment for the bus maintenance project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2022	December 2024
	Overall Schedule	On Schedule	October 2021	June 2025

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	CTA – 5000-Series Rail Car Maintenance – 2022			
SCOPE:	This project will provide for the quarter-life overhaul of the 5000-Series rail cars. Scheduled maintenance will include major component rebuilds and needed repairs to the car bodies.			
STATUS:	As of the end of October 2022, 182 cars have completed the overhaul process. CTA continues to receive material kits and overhaul cars. An additional 26 cars are expected to complete the overhaul process by the end the year.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	August 2021	January 2026
	Overall Schedule	Behind Schedule	August 2021	January 2023

PROJECT:	CTA – New Flyer Articulated Buses Mid-Life Overhaul – 2020			
SCOPE:	The project provides for the overhaul kits and overhaul services for 100 of CTA’s 4300-Series New Flyer Low-Floor articulated 60FT buses. The overhaul will include, but not limited to, critical items such as engines, transmissions, HVAC systems, wheelchair ramps & doors, collision warning systems & warning alarms, cable assemblies, and oil & fuel filters.			
STATUS:	CTA concluded Best and Final Offer negotiations with vendors and selected a recommended bidder. The contract was approved at the November Board meeting and is expected to be executed in December 2022.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$9,615,472		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	June 2022	December 2023
	Overall Schedule	On Schedule	December 2021	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	CTA – Replace Buses – 2022			
SCOPE:	The project provides for the engineering, purchase, and inspection of fully accessible, Clean Diesel buses; including spare parts inventory. Included are spec development, onsite inspections, inspection of buses, and post-delivery vehicle acceptance.			
STATUS:	CTA exercised option #1 this year. Production for option #1 buses is underway. Delivery of all buses is expected to be completed in May 2023.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$7,378,333		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	September 2022	September 2023
	Overall Schedule	Behind Schedule	September 2022	March 2023

PROJECT:	CTA – Replace Buses – 2021			
SCOPE:	The project provides for the engineering, purchase, and inspection of fully accessible, Clean Diesel buses; including spare parts inventory. Included are spec development, onsite inspections, inspection of buses, and post-delivery vehicle acceptance.			
STATUS:	CTA exercised option #1 this year. Production for option #1 buses is underway. Delivery of all buses is expected to be completed in May 2023.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$5,509,778		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	April 2021	May 2023
	Overall Schedule	Behind Schedule	August 2020	March 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Create P2 – Rock Island District Connection – 2020			
SCOPE:	This project will provide for design engineering and utility coordination for the Rock Island Connection as part of the 75th St. Corridor Improvement Project. This project will relieve rail congestion by separating freight and passenger rail lines.			
STATUS:	The design reached 60% completion and is progressing towards 90% design completion. The Metra team continues to make headway with Right-of-Way Acquisition services.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$14,500,000		\$4,739,396	33%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2020	September 2023
	Overall Schedule	On Schedule	August 2020	September 2023

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 engineering B2 roof is in process of being wrapped up with punch list items remaining. As for the diesel shop, the roof replacement & HVAC upgrades will be combined into a single IFB to prevent issues with overlapping contractors.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,500,000		\$1,450,699	14%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2020	December 2023
	Overall Schedule	Behind Schedule	February 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Ties and Ballast MDW			
SCOPE:	This project will rehabilitate and improve the right-of-way successfully and efficiently on the Milwaukee District West Line and will replace 33,000 ties in between designated spots along Main Line Tracks 1 and 2.			
STATUS:	Metra Forces continue to replace ties and ballast along the line. Activities are expected to be completed by end of 2022 for this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,075,000		\$3,197,435	32%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2022	December 2022
	Overall Schedule	On Schedule	May 2022	December 2022

PROJECT:	Metra – Right-of-Way Equipment – 2020			
SCOPE:	This project allows Metra’s Engineering Department to purchase end loaders, track backhoes, excavators, lifts, rail equipment, and more. The purchased vehicles and equipment will replace obsolete and inadequate support equipment.			
STATUS:	Metra is currently awaiting delivery of spot tempers and wheel loaders. The order for 15 bobcats and skid steers were received. Procurement activities continue for two locomotive cranes, two new high rail maintenance excavators, and one undercutter.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$10,000,000		\$6,607,468	66%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	June 2021	December 2024
	Overall Schedule	Behind Schedule	June 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – 147th Street Sibley Boulevard Station			
SCOPE:	This project rehabilitates the 147 th Street, Sibley Boulevard Station. The station will be 100% ADA accessible and the scope of work includes a new station entrance and accessible path; new elevator; platform reconstruction with new canopy; platform lighting; headhouse replacement; kiss and ride area, and parking shed rehabilitation.			
STATUS:	The contractor started concrete work for the elevator pits, walls, and new support foundations for the platforms. Metra Forces continue to restore shoulder ballast.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$9,400,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	January 2022	August 2023
	Overall Schedule	Behind Schedule	September 2021	December 2023

PROJECT:	Metra – Right-of-Way Equipment – 2022			
SCOPE:	This project allows Metra’s Engineering Department to purchase end loaders, track backhoes, excavators, lifts, rail equipment, and more. The purchased vehicles and equipment will replace obsolete and inadequate support equipment.			
STATUS:	Metra is currently awaiting delivery of spot tempers and wheel loaders. The order for 15 bobcats and skid steers were received. Procurement activities continue for two locomotive cranes, two new high rail maintenance excavators, and one undercutter. Metra’s working on specifications for additional purchase requisitions.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$9,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	June 2022	December 2025
	Overall Schedule	On Schedule	June 2022	December 2025

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – 79th Street Station – Chatham			
SCOPE:	This project is for the construction of the 79th Street station in Chatham on the Metra Electric Line. The project elements include replacement and/or rehabilitation of station platforms, lighting, gatehouse/head house rehabilitation, replace leaking roofs, installation of new warming shelters, and new platform amenities.			
STATUS:	The design review was completed, and Metra is in process of procurement activities for a construction contractor.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$8,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2020	December 2024
	Overall Schedule	Behind Schedule	May 2020	December 2021

PROJECT:	Metra – Mid-Life Car Rehabilitation – Nippon Sharyo Cars			
SCOPE:	This project is for the mid-life rehabilitation of bi-level trailer and cab rail cars. The rehabilitation includes, but not limited to, the overhaul/replacement of couplers, yokes, and draft gears; buffer assembly renewal; weather stripping replacement; repair of heating, lighting systems as well as the floors and coverings. Reconstruction of trucks, air conditioning units and replacement of all windows.			
STATUS:	This project is currently in phase 6 of 10 of the rehabilitation process. As of the beginning of November, 181 rail cars have been completed.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$7,000,000		\$163,498	2%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	September 2020	December 2023
	Overall Schedule	Behind Schedule	September 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Locomotive Rebuild			
SCOPE:	This project implements a life-extending rehabilitation of locomotives. It includes, but not limited to, locomotives 100-140 and 215-216. The rehab ensures continued reliable service. These locomotives may decrease fuel usage and/or maintenance costs. Similarly, service liability will improve, and delays/cancellations will decrease.			
STATUS:	Rehabilitation on six locomotives are in process and one completed. Metra continues to receive kits and in-house rehabilitation activities are in progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,875,000		\$6,615,800	96%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	November 2020	December 2023
	Overall Schedule	Behind Schedule	November 2020	March 2022

PROJECT:	Metra – Yard Improvements – 47th St.			
SCOPE:	This project will replace ties, crosswalks, and platforms with steel grated platforms, purchase & installation of a truing machine. Similarly, this project will include the upgrade of the 47 th St. Yard 12KV Distribution System.			
STATUS:	The work is completed for the base contract regarding the sprinkler system and the 12KV system. The contractor is working on punch list items and closing out the contract. Funds will be utilized to fund additional yard activities.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$6,500,000		\$5,116,056	79%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2021	December 2023
	Overall Schedule	Behind Schedule	January 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Systemwide Yard Improvements			
SCOPE:	This project is for construction management services to perform a full removal and replacement of the generator and uninterruptible power supply system (UPS_ at Metra’s Consolidated Control Facility (CCF) located in the city of Chicago.			
STATUS:	Construction activities were initiated and construction permitting is in process.			
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:	
	\$6,000,000	\$4,710,888	79%	
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2021	December 2025
	Overall Schedule	On Schedule	February 2021	December 2025

PROJECT:	Metra – Platform Improvements			
SCOPE:	This project aims to bring Metra’s stations into ADA compliance focusing on platform and platform access routes, as necessary. Items addressed include construction of new platforms, ADA access improvements, ADA building improvements, and related work at sites as necessary and determined.			
STATUS:	Platform work at Chicago-Ridge, West Hinsdale, New Lenox, and Franklin Park were completed. Work continues at the 103 rd St., Barrington, Jefferson Park, Mundelein, and Willow Springs stations.			
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:	
	\$6,000,000	\$4,710,888	79%	
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	September 2020	December 2022
	Overall Schedule	On Schedule	September 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Milwaukee North Line Signals			
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:	Circuit development was completed, and software is in progress. Similarly, the shipping of field material is in progress.			
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:	
	\$4,500,000	\$832,811	19%	
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2021	June 2023
	Overall Schedule	On Schedule	January 2021	June 2023

PROJECT:	Metra – Auburn Park Station			
SCOPE:	This project is for the construction of a new station in the Auburn Park area on the Rock Island District in Chicago. The station will meet ADA standards and will include, but not limited to, an island 8-car asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower.			
STATUS:	This contractor is obtaining permits for the building and site utilities. Street improvements were completed. The contractor continues to make headway with submittals of long lead time items to mitigate any potential supply chain issues.			
BUDGET:	Project Budget:	Amount Expended:	Percent Expended:	
	\$4,300,000	\$0	0%	
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	December 2021	December 2025
	Overall Schedule	On Schedule	October 2021	September 2025

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Evanston Bridge Repainting			
SCOPE:	This project involves the sanding, abatement and repainting of the Dempster St. and Davis St. bridges in Evanston on the Union Pacific North Line.			
STATUS:	Metra awarded the Construction Management task order and work continues with the general contractor with bridge repainting work in progress. Old paint and protective coating, as well as new paint and coats application, are in progress. The contractor aims to complete this project by end of 2022.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,300,000		\$21,635	1%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	June 2021	December 2022
	Overall Schedule	Behind Schedule	June 2021	September 2021

PROJECT:	Metra – Bridge 86 – 78th St. Entrance			
SCOPE:	This project is for design services for the Rock Island District Bridge 86 over 78 th Street and the 78 th Street entrance for Auburn Park station.			
STATUS:	Metra completed the NEPA process and is working on design development for the project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,000,000		\$2,162	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2021	December 2026
	Overall Schedule	On Schedule	August 2021	December 2026

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

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. A design order for other types of shelters to be installed is in process. Similarly, preliminary engineering and NEPA activities are in process as well.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,000,000		\$1,067,625	36%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2020	June 2023
	Overall Schedule	On Schedule	October 2020	June 2023

PROJECT:	Metra – Cybersecurity Systems			
SCOPE:	This project enhances Metra’s cybersecurity and implements Metra’s cybersecurity strategy. Equipment and software for scanning, prioritization, and remediation of vulnerabilities will be purchased and installed across multiple networks for Metra.			
STATUS:	Contracts for asset management and message broadcast software were awarded and software installation completed for 6 contracts. Procurement activities are in process for SharePoint Architect, cyber security risk mitigation, and anti-malware software.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,000,000		\$649,170	22%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	February 2021	December 2023
	Overall Schedule	On Schedule	February 2021	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – 103rd Street Station – Rosemoor			
SCOPE:	This project is for the construction of the 103rd Street station in Rosemoor on the Metra Electric Line. The project elements include, the replacement/rehabilitation of station platforms, lighting, gatehouse/head house rehabilitation, replace leaking roofs, new warming shelters, new platform amenities, and other related work.			
STATUS:	The design review was completed, and Metra is in process of procurement activities for a construction contractor, as well as construction permitting began.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$3,000,000		\$16,525	1%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	May 2020	December 2025
	Overall Schedule	Behind Schedule	May 2020	December 2021

PROJECT:	Metra – Fiber Optic			
SCOPE:	This project will provide for the fiber optic backbone engineering design for Metra’s Electric District Main Line. Work includes equipment design specifications, materials, and fiber spans including all drawings and burial installation along the right-of-way of the MED from Millennium Station to University Park.			
STATUS:	The design contract was awarded, and the designer continued to progress with design work.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$2,000,000		\$426,023	21%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2022	December 2023
	Overall Schedule	On Schedule	January 2022	December 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Create P2 – Rock Island District Connection – 2021			
SCOPE:	This project will provide for design engineering and utility coordination for the Rock Island Connection as part of the 75th St. Corridor Improvement Project. This project will relieve rail congestion by separating freight and passenger rail lines.			
STATUS:	The design reached 60% completion and is progressing towards 90% design completion. The Metra team still continues to make headway with Right-of-Way Acquisition services.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,800,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	August 2020	September 2023
	Overall Schedule	On Schedule	August 2020	September 2023

PROJECT:	Metra – Consolidated Control Facility (CCF) Generation			
SCOPE:	This project will replace the generator and uninterruptable power supply system at Metra’s Consolidated Control Facility.			
STATUS:	Construction permitting is in process and construction activities were initiated and continue.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,263,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	February 2021	December 2022
	Overall Schedule	Behind Schedule	February 2021	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Elmhurst Station Improvements			
SCOPE:	This project is for overhauling the station in Elmhurst. The station will include new warming shelters, pedestrian tunnel, platform reconstruction, and surface parking improvements.			
STATUS:	Preliminary engineering and NEPA processes were completed. The 30% design is being reviewed and the Village of Elmhurst is leading the design with their consultant.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	June 2022	March 2025
	Overall Schedule	Behind Schedule	June 2022	August 2023

PROJECT:	Metra – CREATE EW-2 Bridge Lift			
SCOPE:	This project involves modifying and lifting two spans of the five span Rock Island Bridge 87 between 78 th Street and 79 th Street to provide additional vertical clearance under the bridge for freight rail operations.			
STATUS:	The project design was completed, but due to a single bidder for construction, Metra decided to re-design the station to attract more bids. A change order has been issued to the designer and the re-design is ongoing.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	June 2021	December 2025
	Overall Schedule	Behind Schedule	May 2020	June 2024

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Metra – Elevator Replacement			
SCOPE:	This 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.			
STATUS:	Metra completed the site visits to select the highest priorities for the elevator replacements. The design development process continues, and Metra is preparing final design Architectural and Engineering task orders for elevator replacement.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$300,000		\$220,793	74%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	January 2021	December 2024
	Overall Schedule	Behind Schedule	January 2021	December 2024

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Pace – Farebox Replacement			
SCOPE:	Pace completed a procurement for a new farebox system. The project will include bus farebox system replacement, installation, spare parts, and maintenance & support for five years with three separate five-year options.			
STATUS:	Pace awarded their procurement for a new farebox system and invoicing is expected to begin before the end of 2022.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$7,500,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	November 2020	March 2024
	Overall Schedule	Behind Schedule	November 2020	December 2022

PROJECT:	Pace – South Campus Project – Markham			
SCOPE:	This project is for the design, engineering, construction, project management, and equipment and services for three facilities located in Markham. The three facilities are the Active Transit Management Center which will serve as a new Acceptance Facility, Office Building, and associated site work including a Bus Operator Training Course.			
STATUS:	The construction contract has been awarded and Notice to Proceed was issued. Construction activities are ongoing. Excavation and foundation concrete pour work is in progress. Storm water piping, electrical and plumbing underground work is ongoing.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$7,100,000		\$69,207	1%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	January 2022	December 2023
	Overall Schedule	Behind Schedule	July 2019	October 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Pace – Shelters, Benches and Pads – 2020			
SCOPE:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities and other related equipment. In also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.			
STATUS:	The installation of shelters and benches is in progress. Similarly, the contractor continues to make headway with installation of concrete pads. Finally, A/E services for bus stop infrastructure continues to progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,550,000		\$456,582	29%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	October 2020	April 2024
	Overall Schedule	Behind Schedule	October 2020	April 2024

PROJECT:	Pace – Shelters, Benches and Pads – 2021			
SCOPE:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities and other related equipment. In also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.			
STATUS:	The installation of shelters and benches is in progress. Similarly, the contractor continues to make headway with installation of concrete pads. Finally, A/E services for bus stop infrastructure continues to progress.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,330,000		\$15,080	1%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	February 2022	April 2024
	Overall Schedule	Behind Schedule	February 2022	April 2024

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Pace – Computer Systems, Hardware/Software			
SCOPE:	This project is for the purchase of software, hardware, licenses, consulting, installation, hosting, training and project implementation services needed to upgrade or replace old technology as well update the Pace website.			
STATUS:	The project is underway, and Pace executed a contract for redesigning Pace’s website. Activity is underway for the procurement of digital screens for the interior of the buses. Additional tasks will be added throughout the duration of this project.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,100,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2022	December 2023
	Overall Schedule	On Schedule	July 2022	December 2023

PROJECT:	Pace – 2020 Project Management and Oversight Consulting Services			
SCOPE:	This project provides Project Management Oversight (PMO) consulting services such as program planning and design oversight, construction program planning, and implementation oversight and administration to assist internal staff in various departments systemwide.			
STATUS:	The contractor, STV, continued work under the contract for PMO services. The work was performed for Task Order #5, which includes e-Builder administration, augmentation of Pace staff, and other consulting services.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$1,000,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	January 2020	December 2022
	Overall Schedule	Behind Schedule	January 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Pace – Bus Tracker Sign Deployment – 2020			
SCOPE:	This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve the customer experience.			
STATUS:	Activity continues with the real time bus information signage and electrical connections. A change order was executed for additional real time signs that will be installed the first quarter of 2023.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$750,000		\$741,698	99%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	October 2020	April 2023
	Overall Schedule	Behind Schedule	October 2020	April 2023

PROJECT:	Pace – Intelligent Bus System (IBS) Upgrades			
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 is working on the scope of work for a new project involving IBS servers and SAN software as well as a change order for a transit master software upgrade related to the IBS servers.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$625,000		\$212,851	34%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	December 2021	June 2023
	Overall Schedule	Behind Schedule	December 2021	June 2023

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Pace – Bus Tracker Sign Deployment – 2021			
SCOPE:	This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve the customer experience.			
STATUS:	Activity continues with the real time bus information signage and electrical connections. A change order was executed for additional real time signs that will be installed the first quarter of 2023.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$600,000		\$268,688	45%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	February 2022	April 2023
	Overall Schedule	Behind Schedule	February 2022	April 2023

PROJECT:	Pace – New I-55 Garage – Plainfield			
SCOPE:	This project is for architectural and engineering services, and construction of a Pace bus maintenance and storage facility in Plainfield. In addition, road improvements using concrete will be funded to accommodate the new facility.			
STATUS:	The contractor has completed the construction of the facility. Pace received the occupancy permit and facility operations as well as bus service started in October 2022. Punch list activities have been completed. Turnover of the facility to Pace has been completed. Installation of equipment and furniture is ongoing.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$425,000		\$66,255	16%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	November 2020	December 2022
	Overall Schedule	On Schedule	May 2020	December 2022

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Pace – Construct Salt Shed			
SCOPE:	Pace is in need of a stand-alone storage solution and will construct a shed to store and secure up to 10 tons of bulk rock salt that is used during the winter season.			
STATUS:	A construction contract has been awarded. There were some delays related to the Village code requirements and permits. At this time all permits have been issued and construction is ongoing.			
BUDGET:	Project Budget:		Amount Expended:	Percent Expended:
	\$75,000		\$0	0%
SCHEDULE:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	Behind Schedule	October 2021	March 2023
	Overall Schedule	Behind Schedule	October 2021	March 2023

Prior Years Programs



Metra - Union Pacific West Line Expansion

Description:

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



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

Status:

Construction for the eastern section reached substantial completion in December 2020. The construction portion for the western section of the project was advertised for bid and a contractor has been selected. The Notice to Proceed was issued in September of this year. The contractor has mobilized on site and working to obtain permits and submittals for long lead time items. The project is led by UPRR.

Budget:

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

	Budget	Expended*	Expended %
Prior Years State Funds	\$44,500,000	\$15,098,721	34%
Total Metra Portion	\$47,295,423	\$17,788,724	38%
Total**	\$128,121,373		

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Western Section)	September 2022	March 2023	September 2024	Behind schedule
Overall Project Schedule (Western Section)	May 2021	December 2025	December 2025	On schedule

Highlights:

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

*Expended amounts as of November 2022.

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

Metra – Union Pacific North Line Bridges and Ravenswood Station

Description:

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

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



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

Status:

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

The station contractor completed work at the station building to install handrails, lighting, HVAC structures and safety fencing. The contractor is having supply chain issues with tiles and working to address the situation. They continue to install light fixtures, drywall, and paint in the meantime.



Completed platform and ADA tactile installation on track level.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$12,668,903	\$12,608,903	100%
Total	\$50,255,463	\$45,349,544	90%

*Obligated and Expended amounts as of November 2022.

Union Pacific North Line Bridges and Ravenswood Station (continued)

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule (Station)	August 2017	September 2022	June 2023	Behind schedule
Overall Project Schedule (Station)	July 2017	December 2020	June 2023	Behind schedule

Highlights:

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

Pace - South Campus Project – Markham

Description:

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

Status:

Pace amended an existing contract with Bloom Companies, the original designer for the South Holland Acceptance Facility, to include the modified design for the Pace South Campus Design which is to be located in Markham. The design for the Acceptance Facility and office building have been finalized. The construction contract has been awarded and Notice to Proceed was issued in January 2022. Construction activities are ongoing. Excavation and foundation concrete pour work is in progress. Storm water piping, electrical and plumbing underground utility work is ongoing.



Concrete pour for the Acceptance Facility.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$27,100,000	\$6,612,589	24%
2021 PAYGO	\$7,100,000	\$69,207	1%
Total	\$36,916,905	\$6,831,201	19%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	January 2022	July 2023	December 2023	Behind schedule
Overall Project Schedule	July 2019	January 2023	October 2023	Behind schedule

Highlights:

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

*Expended amounts as of November 2022.

Pace - Purchase 15-Passenger Paratransit Buses (Final)

Description:

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

Status:

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



Pace paratransit vehicle.

Budget:

The project is on budget.

	Budget	Expended*	Expended %
Prior Years State Funds	\$7,414,022	\$7,388,090	100%

Schedule:

Schedule	Start Date	Original End Date	Revised End Date	Status
Project Implementation Schedule	November 2020	March 2022	October 2022	Behind schedule
Overall Project Schedule	April 2020	October 2021	October 2022	Behind schedule

Highlights:

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

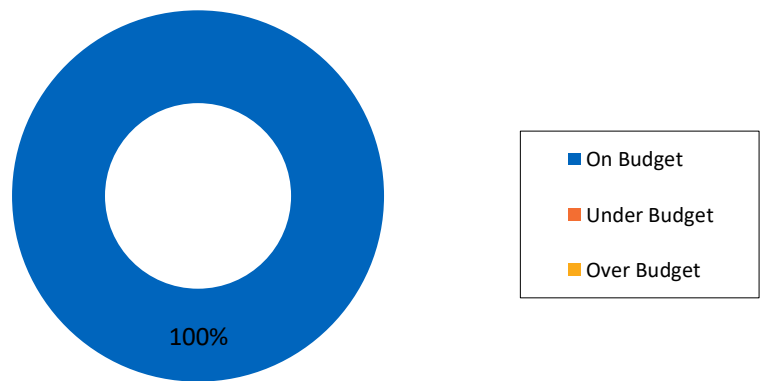
*Expended amounts as of November 2022.

Regionwide

STATE FUNDED PROJECTS – BUDGET PERFORMANCE

STATUS	QUANTITY
On Budget	81
Under Budget	0
Over Budget	0

PERCENTAGE OF TOTAL PROJECTS



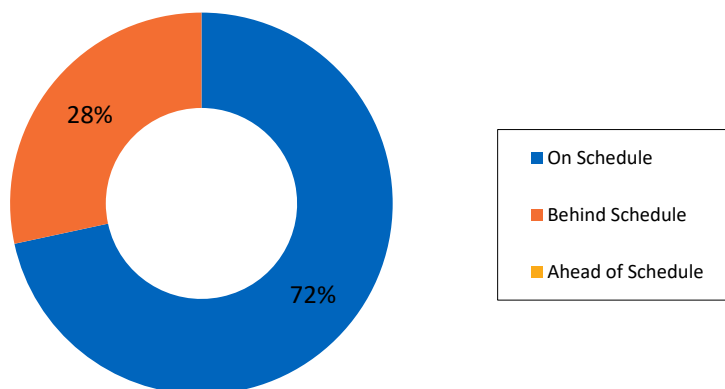
Regionwide

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

STATE FUNDED PROJECTS – PROJECT IMPLEMENTATION SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	58
Behind Schedule	23
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



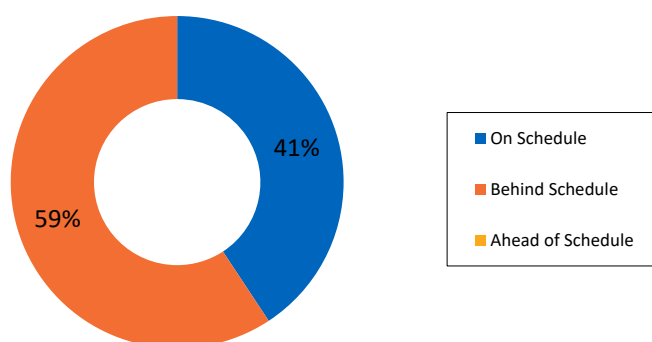
Regionwide

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

STATE FUNDED PROJECTS – OVERALL SCHEDULE PERFORMANCE

STATUS	QUANTITY
On Schedule	33
Behind Schedule	48
Ahead of Schedule	0

PERCENTAGE OF TOTAL PROJECTS



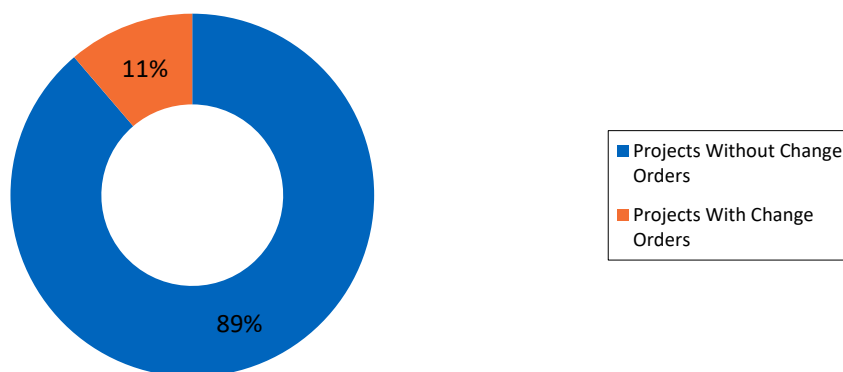
Regionwide

STATE FUNDED PROJECTS – CHANGE ORDERS

STATUS	QUANTITY
Projects With Change Orders	9
Projects Without Change Orders	72

Note: Some projects may have executed multiple change orders.

PERCENTAGE OF TOTAL PROJECTS



Projects With Change Orders

SB	PROJECT	NUMBER OF CHANGE ORDERS
CTA	Replace Buses	3
CTA	Replace Non-Revenue 61st Rail Shop	1
Metra	Ravenswood Station	6
Metra	5 Station Design	2
Metra	Locomotive Purchase	1
Metra	Union Pacific North Line Bridges – Phase II (11 South)	1
Pace	Bus Stop Improvements - Joliet Gateway Center	1
Pace	River Division Expansion and Improvements	1
Pace	New I-55 Garage - Plainfield	2

Regionwide

STATE FUNDED PROJECTS – CHANGE ORDER REASONS

REASON	QUANTITY	COST
Added Value	8	\$23,338,003
Unforeseen Conditions	4	\$2,156,162
Errors and Omissions	2	\$210,399
No cost Time Extensions/Revisions	4	\$0
TOTAL	18	\$25,704,564

The change order quantities and cost amounts represent the cumulative total for the 81 currently ongoing state-funded projects. The total cost of change orders represents only 1% of the overall total budget of the state funded projects. All change orders were executed within the project budgets.

In this reporting period, CTA executed a change order on their project to Replace Buses. Change Order #3 was for the contractually required escalation in the Producer Price Index (PPI) for Option 2 execution. CTA also executed Change Order #1 for the New Non-Revenue 61st Street Rail Shop. The change order includes changes to the design and additional scope of work.

Metra executed a change order for the Ravenswood Station Project on the Union Pacific Line. This change order was executed for the purchase and installation of alternate light fixtures at the station.

Regionwide Projects over \$10,000,000

Regionwide

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
Metra	New Bi-Level Commuter Cars	\$847,056,032
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	Replace Buses	\$355,708,255
CTA	O'Hare Line - Signal Upgrades and Special Trackwork	\$207,100,000
Metra	Locomotive Purchase	\$185,377,931
Metra	Union Pacific North Line Bridges - Phase II (11 South)	\$162,100,000
Metra	Union Pacific West Line Expansion	\$128,121,373
CTA	Blue Line Traction Power - Barry, Damen and Canal	\$123,378,171
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$96,323,678
CTA	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
Pace	New Northwest Division Garage - Wheeling	\$81,482,462
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
CTA	Cottage Grove Station	\$76,447,966
Pace	Purchase 40' Low-Floor CNG Buses	\$75,896,625
CTA	Replace Non-Revenue 61st Rail Shop	\$70,017,063
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Pace	New I-55 Garage - Plainfield	\$55,385,593
Metra	Program Management	\$54,083,338
CTA	Bus Maintenance - 2021	\$53,365,222
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$50,255,463
Metra	Van Buren St. Station	\$48,126,300
CTA	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
Metra	Financial System Replacement	\$41,754,607
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$40,357,012
CTA	Harlem Station Bus Bridge	\$39,982,424
Metra	Bridge A-32 Reconstruction	\$38,041,561
CTA	Elevated Track and Structure Maintenance - 2021	\$38,000,000
Metra	Auburn Park New Station	\$37,300,000
Pace	Pace South Campus Project - Markham	\$36,916,905
Pace	River Division Expansion and Improvements	\$36,110,000
CTA	Bus Maintenance - 2022	\$36,000,000
Metra	GPS Train Tracking	\$35,742,146
CTA	Purchase Electric Buses	\$35,475,352
CTA	Forest Park - Racine Station - Phase I	\$34,300,000
Metra	Commuter Car Rehabilitation - Budd	\$32,382,492
CTA	All Stations Accessibility Program – California Station	\$30,330,000
Metra	Right-of-Way Equipment	\$27,694,765

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

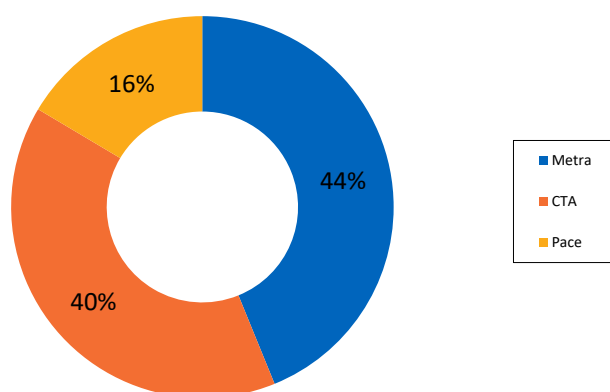
CTA	Rail Car Maintenance - 2020	\$27,074,655
CTA	All Stations Accessibility Program – Austin Station	\$26,500,000
Pace	Purchase Electric Buses	\$26,301,403
CTA	All Stations Accessibility Program – Elevator Replacement	\$25,370,000
Metra	Homewood Station	\$23,278,976
Metra	75th Street Corridor Improvement Project (CIP)	\$23,000,000
CTA	Rail Facilities - Des Plaines Yard	\$22,858,137
Metra	Peterson-Ridge New Station	\$22,829,765
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
Metra	California Avenue Yard Expansion	\$21,000,000
Metra	147th Street Sibley Blvd Station	\$20,862,735
CTA	Facilities Maintenance - 2021	\$20,000,000
Pace	ADA Technology Upgrades and Transfer Centers	\$20,000,000
Metra	Central Warehousing	\$18,700,000
Metra	Car and Locomotive Cameras	\$18,155,891
Metra	Substation Improvements - Matteson Substation	\$17,192,751
Metra	Gresham Area Bridges	\$16,816,250
Pace	Farebox Replacement	\$16,547,100
Metra	Crew Facilities	\$16,000,000
CTA	Open Fare Payment System Equipment Lease - Ventra - 2022	\$15,000,000
Metra	Zero Emissions Trainsets	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Pace	Transit Signal Priority (TSP) Equipment and Installation Services	\$12,943,374
CTA	Green Line - Jackson Park	\$12,855,446
Metra	16th Street Signal	\$12,774,052
Metra	Ticket Vending Machines (TVMs)	\$12,650,000
Metra	IT Components and Services	\$12,124,073
CTA	Traction Power Upgrades - Kedvale, Edmunds & Sacramento Substations	\$12,030,427
Metra	Yard Improvements - Western Ave.	\$11,600,000
Metra	Ties and Ballast UPRR	\$11,473,534
CTA	Skokie Shops - Electronic & Hydraulic Repair Room Expansions	\$10,293,685
Metra	Ties and Ballast MDW	\$10,075,000
CTA	Rail Car Maintenance - 2021	\$10,000,000

Regionwide

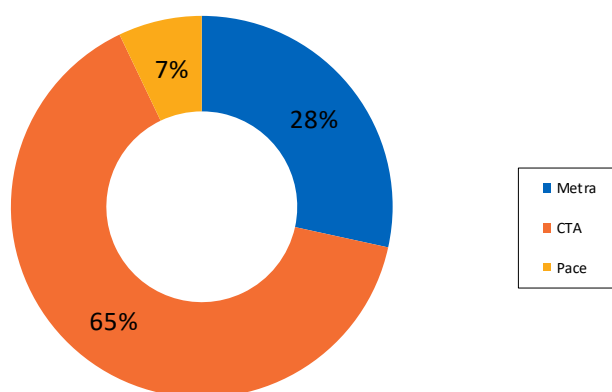
PROJECTS OVER \$10,000,000 BY SERVICE BOARD – QUANTITY AND BUDGET

SERVICE BOARD	PROJECTS	BUDGET
CTA	29	\$4,783,476,935
Metra	32	\$2,107,949,725
Pace	12	\$525,736,558
TOTAL	73	\$7,417,162,218

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Regionwide

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

TYPE OF PROJECT	QUANTITY	COMBINED BUDGET
Construction	35	\$3,689,243,410
Maintenance / Rehabilitation	16	\$1,048,905,076
Procurement	22	\$2,679,014,732

CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	15	\$2,830,349,224
Maintenance / Rehabilitation	9	\$804,395,323
Procurement	5	\$1,148,732,388
TOTAL	29	\$4,797,646,980

Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	16	\$648,999,226
Maintenance / Rehabilitation	7	\$244,509,753
Procurement	9	\$1,214,440,746
TOTAL	32	\$2,107,949,725

Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$209,894,960
Maintenance / Rehabilitation	0	\$0
Procurement	8	\$315,841,598
TOTAL	12	\$525,736,558

CTA

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
CTA	Red Purple Modernization (RPM) - Phase I	\$2,203,408,226
CTA	Purchase Rail Cars - 7000-Series	\$719,817,768
CTA	5000-Series Rail Car Rehabilitation	\$400,000,000
CTA	Replace Buses	\$355,708,255
CTA	O'Hare Line - Signal Upgrades and Special Trackwork	\$207,100,000
CTA	Blue Line Traction Power - Barry, Damen and Canal	\$123,378,171
CTA	Forest Park - Trackwork - Halsted to Illinois Medical District - Phase I	\$92,871,000
CTA	Cottage Grove Station	\$76,447,966
CTA	Replace Non-Revenue 61st Rail Shop	\$70,017,063
CTA	Bus Maintenance - 2021	\$53,365,222
CTA	Forest Park - Morgan Substation and Hermitage Traction Power Improvements - Phase I	\$47,780,000
CTA	Harlem Station Bus Bridge	\$39,982,424
CTA	Elevated Track and Structure Maintenance - 2021	\$38,000,000
CTA	Bus Maintenance - 2022	\$36,000,000
CTA	Purchase Electric Buses	\$35,475,352
CTA	Forest Park - Racine Station - Phase I	\$34,300,000
CTA	All Stations Accessibility Program – California Station	\$30,330,000
CTA	Rail Car Maintenance - 2020	\$27,074,655
CTA	All Stations Accessibility Program – Austin Station	\$26,500,000
CTA	All Stations Accessibility Program – Elevator Replacement	\$25,370,000
CTA	Rail Facilities - Des Plaines Yard	\$22,858,137
CTA	Non-Revenue Vehicles - Diesel Locomotives	\$22,731,013
CTA	Facilities Maintenance - 2021	\$20,000,000
CTA	Open Fare Payment System Equipment Lease - Ventra - 2022	\$15,000,000
CTA	Irving Park Station - Escalator and Canopy Replacement	\$14,782,125
CTA	Green Line - Jackson Park	\$12,855,446
CTA	Traction Power Upgrades - Kedvale, Edmunds & Sacramento Substations	\$12,030,427
CTA	Skokie Shops - Electronic & Hydraulic Repair Room Expansions	\$10,293,685
CTA	Rail Car Maintenance - 2021	\$10,000,000

PROJECT:	Red Purple Modernization (RPM) – Phase 1
SCOPE:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. The RPM Phase 1 project consists of the following elements: Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, Corridor Signal Improvements, Advance Systems Work and Broadway Substation Upgrade.
BUDGET:	\$2,203,408,226; on budget.
SCHEDULE:	On schedule; estimated completion January 2025.
HIGHLIGHTS:	Caisson drilling operations and precast span erection continues for the Lawrence to Bryn Mawr Modernization (LBMM). The new Winona Relay Room foundations and slab were poured with electrical infrastructure work in progress. The Red-Purple Bypass (RPB) portion continued with substructures and deck construction in progress. The initial commissioning work for the Kenmore Relay House began. Wayside communications and signal infrastructure installation continues.

PROJECT:	Purchase Rail Cars – 7000-Series
SCOPE:	Purchase up to 846 rail cars to replace the 2600 and 3200-series fleet. The current project budget is for the base order of 400 cars. CTA has programmed funding for option #1. A design consultant will assist with quality control.
BUDGET:	\$719,817,768; on budget.
SCHEDULE:	On schedule; estimated completion extended to May 2025.
HIGHLIGHTS:	Status conferences continued with CRRC to address/track various items. Revenue service testing continued on the Blue Line, where they will remain throughout the remainder of the prototype test period. Operation/functionality is being monitored by CTA and CRRC personnel. CTA inspection personnel are working in China and continue to conduct welded subassembly checks and production car body shell inspections for production cars. There are approximately 30 assembled car body shells, and 60 cars total in various stages of completion. Final assembly continues on 46 cars in the US.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	5000-Series Rail Car Rehabilitation
SCOPE:	This project will provide for the Quarter-life overhaul on the 5000-Series rail cars, which is designed to be performed on each rail car at approximately six to seven year intervals. Activities include major component rebuilds and needed repairs to the car bodies. Additional work may include: replacing control groups, air conditioning units, truck assemblies, traction motors, cables, batteries, brakes, axle assemblies, interior seat modifications and other critical components.
BUDGET:	\$400,000,000; on budget.
SCHEDULE:	Behind schedule; estimated completion January 2026.
HIGHLIGHTS:	This overhaul will improve the comfort, quality, and service reliability of the rail cars while reducing operating maintenance costs. Unscheduled maintenance will be noticeably reduced as more rail cars are cycled through the overhaul program. As of the end of October 2022, 182 cars have completed the overhaul process. CTA continues to receive material kits and overhaul.

PROJECT:	Replace Buses
SCOPE:	This project will provide for the engineering, purchase, and inspection of fully accessible, air conditioned Clean Diesel buses; including a spare parts inventory. Engineering includes: development of specifications, pre-bid engineering meetings, on-site inspections of prospective bidders and/or their vendors' plants, inspection of buses during production and acceptance of vehicles after delivery. This base order is for 100 buses with five options for up to an additional 500 buses. Exercising the options will be determined based on funding availability.
BUDGET:	\$355,708,255; on budget.
SCHEDULE:	Behind schedule; base order estimated completion December 2022.
HIGHLIGHTS:	CTA's 6400-Series Nova buses are 22 years old which surpasses the 12 years industry standard retirement age and will be replaced. The 1000-Series New Flyer buses are on average 15 plus years old. CTA received 99 of the buses from the base order with 69 of them in service. The remaining bus will be delivered in December 2022. CTA exercised Option #1 & Option #2 for an additional 200 buses. The first vehicle under Option #1 is scheduled for delivery by the end of January 2023. Production for Option 2 vehicles is expected to start in June 2023.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	O'Hare Line – Signal Upgrades and Special Trackwork
SCOPE:	This project aims to replace the signal system from the Jefferson Park station to the O'Hare station. The existing signal system was implemented with the O'Hare Extension in 1984 and has become obsolete. NTSB analyzed CTA's signal systems and uncovered a design flaw with this generation system. NTSB recommended adding a slow zone. Phased work will allow the slow zone to be lifted and improve safety and reliability on the branch. Replacement will allow for increased operational flexibility and reduced maintenance.
BUDGET:	\$207,100,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2023.
HIGHLIGHTS:	The contractor continued to install and test wayside signal equipment and perform cutovers. Jefferson Park, Central, Foster, Nagle, Harlem, Old Mannheim, Cumberland, River Road, O'Hare East and Terminal were completed and turned over to CTA. Work continues at Rosemont East wayside signal equipment.

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

PROJECT:	Forest Park – Trackwork – Halsted to Illinois Medical District – Phase I
SCOPE:	Funding is programmed for the first of four phases of CTA’s Forest Park Blue Line Upgrades Project. Phase I will provide for new track-work from Halsted to Illinois Medical District (IMD), an accessible station at Racine, advanced utility work, and a new substation and traction power equipment upgrades at Hermitage.
BUDGET:	\$92,871,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to May 2024.
HIGHLIGHTS:	Built in 1958, many of the infrastructure assets on the Forest Park Branch are original, dating back to the opening of the branch. The Notice to Proceed was issued in June 2021. The 100% design has been completed. CTA is in the process of selecting a general contractor for construction. CTA has also been working on placing material purchases for long lead time items for this project. A contract has been executed for the Construction Management of all three Forest Park projects.

PROJECT:	Cottage Grove Station
SCOPE:	This project is a partnership between CTA and the Preservation of Affordable Housing (POAH) to revitalize the southeast corner of 63rd Street and Cottage Grove Ave. with a new office/retail space, which will contain a new Cottage Grove station house. The station house will be relocated, existing platforms and other related rail infrastructure will remain in place, and a new pedestrian bridge and canopy will be added to connect the existing platforms to POAH's Woodlawn Crossing building.
BUDGET:	\$76,447,966; on budget.
SCHEDULE:	Behind schedule; estimated completion May 2023.
HIGHLIGHTS:	This project will increase operational safety at the station by bringing station infrastructure to a state of good repair. A contract has been awarded in January 2021 and CTA has issued a notice to proceed. The 60% design has been completed. Negotiations with POAH and City of Chicago Department of Planning and Development (CDPD) on final design for building where station entrance will be located are ongoing. POAH procured their own designer to support this project. Design is currently on hold until an agreement is reached with POAH and CDPD.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Replace Non-Revenue 61st Rail Shop
SCOPE:	This project will construct a new non-revenue vehicle maintenance facility for maintenance and repair of non-revenue equipment. Facility will also include covered storage tracks for track maintenance equipment. The purpose of the new Non-Revenue Rail Vehicle Maintenance Facility is to provide facilities for maintenance and repair of over 125 pieces of non-revenue equipment used for right-of-way maintenance and other rail-mounted non-revenue vehicles.
BUDGET:	\$70,017,063; on budget.
SCHEDULE:	On schedule; estimated completion October 2023.
HIGHLIGHTS:	The design build contract was awarded in March 2021. The work was divided into two packages. Package 1 covers the site preparation, utility and foundation work. Package 2 is for the construction of the facility. Work activities under Package 1 are underway. Contractor completed the excavation, installation and backfill for shallow foundations, pile caps and grade beams. Permitting activities are ongoing.

PROJECT:	Bus Maintenance – 2021
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.
BUDGET:	\$53,365,222; on budget.
SCHEDULE:	On schedule; estimated completion June 2023.
HIGHLIGHTS:	The project budget was increased via a grant amendment. The CTA Team is working to restart bus maintenance activities for this project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Forest Park – Morgan Substation and Hermitage Traction Power Improvements
SCOPE:	Funding is programmed for the first of four phases of CTA's Forest Park Blue Line Upgrades Project. Phase I provides for new track-work from Halsted to Illinois Medical District (IMD), an accessible Racine station, advanced utility work, and a new substation and Hermitage traction power equipment upgrades. This project funds the Morgan substation and Hermitage traction power improvements.
BUDGET:	\$47,780,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	The Notice to Proceed was issued in July 2021. The 100% design has been completed. CTA is currently working on a procurement package for construction. The construction of the Racine Station and the work under this project will be procured on a single construction contract.

PROJECT:	Harlem Station Bus Bridge
SCOPE:	This project will replace the Harlem Bus Bridge at the O'Hare Line Harlem Station. The work includes all removal and reconstruction of the existing bridge structure with a new superstructure galvanized steel and bearing assemblies, concrete bridge deck, concrete sidewalks, approach slabs, curb and gutters, drainage, expansion joint assemblies, guard rails, trash enclosures, pedestrian shelters, electrical I LED lighting, signage, pavement stripping, and curb lane painting.
BUDGET:	\$39,982,424; on budget.
SCHEDULE:	On schedule; estimated completion extended to October 2024.
HIGHLIGHTS:	The condition of the Harlem Station bus bridge was initially identified as an infrastructure need in 2013 as part of the Your New Blue (YNB) capital improvement program planning process. A Notice to Proceed for the designer was issued in July 2021. The 100% design has been completed. CTA is currently working on a procurement package for construction.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Elevated Track and Structure Maintenance – 2021
SCOPE:	The project scope is to repair and rehabilitate track and structure elements in the system. The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system.
BUDGET:	\$38,000,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to June 2023.
HIGHLIGHTS:	The repairs will eliminate slow zones and upgrade the right-of-way along the elevated structure throughout the rail system. Track and structure improvements ongoing. Major elements include, but are not limited to, ironworkers; track, signal and utilities work.

PROJECT:	Bus Maintenance – 2022
SCOPE:	This project will provide for an ongoing capital maintenance program that consists of tasks necessary to keep buses in service through systematic inspection, detection, and prevention of incipient failure.
BUDGET:	\$36,000,000; on budget.
SCHEDULE:	On schedule; estimated completion March 2024.
HIGHLIGHTS:	CTA continues bus maintenance activities. Major elements include, but are not limited to, brakes, mechanical, vehicle wiring, and body work.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Purchase Electric Buses
SCOPE:	This project involves the purchase of up to forty-five 40FT battery-powered, zero emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement.
BUDGET:	\$35,475,352; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The charging stations were received and installed and reached substantial completion in January 2021. In Q4 2021, seventeen (17) production buses were completed and delivered to CTA. Post-delivery inspections were completed. Work to install revenue fare collection systems, communications equipment, network systems, and testing on each bus was completed in Q3-2022. All but two buses are in service, with the last two undergoing additional work to be ready for service.

PROJECT:	Forest Park – Racine Station – Phase I
SCOPE:	This project funds the new station at Racine. It includes adding an elevator to make the station accessible to people with mobility impairments as well as other customer-facing improvements.
BUDGET:	\$34,300,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2025.
HIGHLIGHTS:	The Notice to Proceed was issued in July 2021. Since the station is over 50 years old, historical coordination materials were submitted to the State Historic Preservation Office (SHPO) for review and approval. Based on the feedback received from SHPO an agreement has been reached to rehabilitate and restore the Loomis station entrance instead of doing a complete tear down. The Racine station entrance will be completely rehabilitated including a new elevator. The 100% design has been completed. CTA is currently working on a procurement package for construction.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	All Stations Accessibility Program – California Station
SCOPE:	This project will provide for the renovation and expansion of the California Station. It will include a new platform, new emergency exit stairs and two new elevators. The station will be 100% ADA accessible. In addition, state of good repair work will be performed as part of the station renovation.
BUDGET:	\$30,330,000; on budget.
SCHEDULE:	On schedule; estimated completion April 2023.
HIGHLIGHTS:	The Notice to Proceed has been granted to the designer in February 2022. The 30% design has been completed. A real estate survey is also underway that will determine property acquisition needs for the placement of the elevators. This station is eligible for the National Register of Historic Places and will require State Historic Preservation Office (SHPO) coordination.

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	All Stations Accessibility Program – Austin Station
SCOPE:	This project renovates and expands the stationhouse at Austin Boulevard. Work includes an ADA compliant ramp, addition of elevator, and removal of existing escalator to increase the platform width for wheelchair passage, renovate, expand, and reopen the auxiliary Mason Avenue stationhouse, exits and stairs. Station upgrades include new signage, security cameras, and lighting.
BUDGET:	\$26,500,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2024.
HIGHLIGHTS:	The design contract was awarded in January 2021. Austin Station was designated eligible for the National Register of Historic Places per FTA and State Historic Preservation Office (SHPO) staff. The design contract was amended to include a historic architecture consultant and preservation process was approved by both SHPO and FTA. The design restarted and was completed in October 2022. CTA is working on a procurement package for construction.

PROJECT:	All Stations Accessibility Program – Elevator Replacement
SCOPE:	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.
BUDGET:	\$25,370,000; on budget.
SCHEDULE:	On schedule; estimated completion August 2023.
HIGHLIGHTS:	The Notice to Proceed was granted to the designer in June 2022. The designer will complete site assessments and elevator inspections. An assessment report will be developed to prioritize the elevator replacement or rehabilitation locations; which will provide the scope of work needed for each individual elevator. The designer has completed the assessment and inspections at the State/Jackson location.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Rail Facilities – Des Plaines Yard
SCOPE:	The Rail Facilities State of Good Repair Program focuses on critical improvements at CTA rail yards, which include improvements to the yard infrastructure itself (ties, rail, fasteners, ballast, contact rail etc.) as well as the yard fire suppression systems and lighting. The Des Plaines Yard project will include the reconstruction and reconfiguration of the inner and outlet lead tracks, including associated special trackwork. It also will include the replacement and reconfiguration of the special trackwork in the east yard storage, including the road crossins to the yard shops.
BUDGET:	\$22,858,137; on budget.
SCHEDULE:	On schedule; estimated completion extended to February 2024.
HIGHLIGHTS:	The Notice to Proceed for the designer was issued in March 2022. The 75% design was completed, and CTA comments were addressed. The 100% design will be completed by the end of December 2022.

PROJECT:	Non-Revenue Vehicles – Diesel Locomotives
SCOPE:	This project will provide for the replacement of CTA’s diesel locomotive snow fighters. The self-propelled locomotives with special attachments to remove snow and ice during severe winter weather conditions are able to operate and clear system track, so that CTA can safely power up the system to restore/provide service. When traction power is down, this equipment will also be used to move rolling stock to secure locations.
BUDGET:	\$22,731,013; on budget.
SCHEDULE:	Behind schedule; estimated completion extended to May 2024.
HIGHLIGHTS:	The structural design was reviewed and approved by the CTA. The project is in full production mode and performing final assembly of the first vehicle. The second locomotive begun fabrication. The cabs for the third and fourth vehicle begun fabrication. Supply chain issues caused a significant delay on this project. The shipment of the first locomotive is expected in September 2023.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Facilities Maintenance – 2021
SCOPE:	This project will target preventive maintenance projects systemwide. Stations will receive cleaning at regular intervals at regular intervals. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance.
BUDGET:	\$20,000,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to June 2023.
HIGHLIGHTS:	Facilities improvements are ongoing. The preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures.

PROJECT:	Open Fare Payment System Equipment Lease – Ventra – 2022
SCOPE:	The capital share of the annual Ventra Base component cost is \$15 million which provides for design, testing, purchase and installation of assets such as the following: Ventra Vending Machines, Mobile Data Validators (readers), Driver Terminal Displays, retail terminals, and all software applications, and back-end hardware.
BUDGET:	\$15,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	The annual payment for the equipment lease is ongoing. CTA will complete lease payments on open fare equipment in order to close out the project.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Irving Park Station – Escalator and Canopy Replacement (Final)
SCOPE:	The purpose of this project is to replace the escalators at the O'Hare Irving Park Station. The project involves the installation of two (2) escalators in the existing openings at the Irving Park Road stationhouse and the Pulaski Road stationhouse. It also involves the full replacement of the station canopy. The work for this project will be phased to allow for 24/7 operation of the station.
BUDGET:	\$14,782,125; on budget.
SCHEDULE:	Behind schedule; substantial completion reached in August 2022.
HIGHLIGHTS:	The construction work has been completed. The escalators have been installed and the canopy work has reached substantial completion. Activities on final punch list items are ongoing. The project is in the close out phase.

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

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

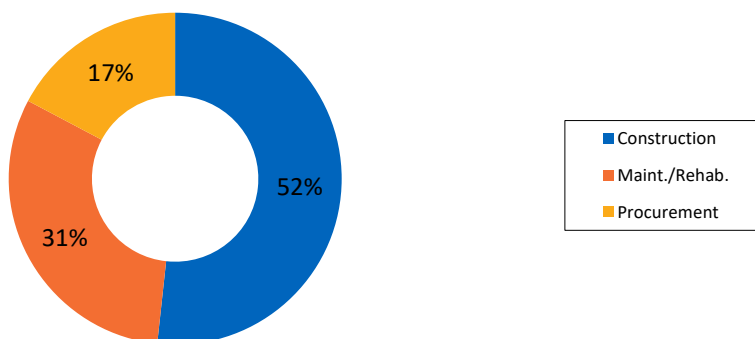
PROJECT:	Skokie Shops – Electronic & Hydraulic Repair Room Expansions
SCOPE:	This project will provide for the expansion of four (4) areas that are currently situated in the West Building of Skokie Shops to support the 5000 and 7000-series railcars maintenance cycles. All areas will be upgraded to new “clean” rooms that require the spaces to be enclosed, well lit, properly grounded, and conditioned.
BUDGET:	\$10,293,685; on budget.
SCHEDULE:	On schedule; estimated completion September 2023.
HIGHLIGHTS:	The design for this project was completed this reporting period. The team is working on the procurement of the Mid-Con General Contractor. The team will also submit the drawings to the Village of Skokie for permits.

PROJECT:	Rail Car Maintenance – 2021
SCOPE:	This project provides for an ongoing capital maintenance program aimed to keep rail cars in service through systematic inspection, detection, and prevention of incipient failure. The major systems that must be maintained on CTA's rail cars include the following: propulsion, safety, HVAC, braking, battery/charging, signage, doors, windows, traction power, RCA, lighting, Automatic Train Control, communication, suspension, car body/structure.
BUDGET:	\$10,000,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2024.
HIGHLIGHTS:	The maintenance on these rail cars is designed to prevent and correct major mechanical, electrical, and structural problems. The program aims to significantly reduce unscheduled work on rail cars. This enables the agency to keep these assets functioning safely to meet service objectives despite their age. Rail car maintenance activities are ongoing.

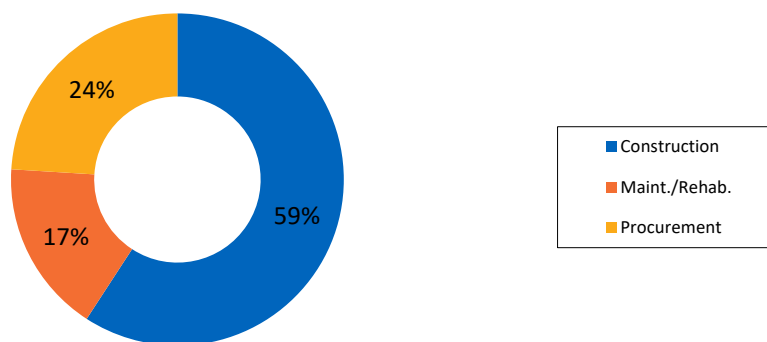
CTA

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	15	\$2,830,349,224
Maintenance / Rehabilitation	9	\$804,395,323
Procurement	5	\$1,148,732,388

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Metra

PROJECTS OVER \$10,000,000

SERVICE BOARD	PROJECT TITLE	BUDGET
Metra	New Bi-Level Commuter Cars	\$847,056,032
Metra	Locomotive Purchase	\$185,377,931
Metra	Union Pacific North Line Bridges - Phase II (11 South)	\$162,100,000
Metra	Union Pacific West Line Expansion	\$128,121,373
Metra	Car Rehabilitation - Nippon Sharyo - Phase 3	\$96,323,678
Metra	Program Management	\$54,083,338
Metra	Union Pacific North Line Bridges and Ravenswood Station	\$50,255,463
Metra	Van Buren St. Station	\$48,126,300
Metra	Financial System Replacement	\$41,754,607
Metra	Car Rehabilitation - Nippon Sharyo Highliners	\$40,357,012
Metra	Bridge A-32 Reconstruction	\$38,041,561
Metra	Auburn Park New Station	\$37,300,000
Metra	GPS Train Tracking	\$35,742,146
Metra	Commuter Car Rehabilitation - Budd	\$32,382,492
Metra	Right-of-Way Equipment	\$27,694,765
Metra	Homewood Station	\$23,278,976
Metra	75th Street Corridor Improvement Project (CIP)	\$23,000,000
Metra	Peterson-Ridge New Station	\$22,829,765
Metra	California Avenue Yard Expansion	\$21,000,000
Metra	147th Street Sibley Blvd Station	\$20,862,735
Metra	Central Warehousing	\$18,700,000
Metra	Car and Locomotive Cameras	\$18,155,891
Metra	Substation Improvements - Matteson Substation	\$17,192,751
Metra	Gresham Area Bridges	\$16,816,250
Metra	Crew Facilities	\$16,000,000
Metra	Zero Emissions Trainsets	\$15,000,000
Metra	16th Street Signal	\$12,774,052
Metra	Ticket Vending Machines (TVMs)	\$12,650,000
Metra	IT Components and Services	\$12,124,073
Metra	Yard Improvements - Western Ave.	\$11,600,000
Metra	Ties and Ballast UPRR	\$11,473,534
Metra	Ties and Ballast MDW	\$10,075,000

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	New Bi-Level Commuter Cars
SCOPE:	This project involves the purchase of up to 500 new bi-level commuter cars. The base order is 200 cars with options to purchase up to an additional 300 cars. These cars will be wheelchair accessible pursuant to the requirements of the Americans with Disabilities Act (ADA). It also includes spare parts and activities related to manufacturing, delivery, testing, and placing vehicles into service.
BUDGET:	\$847,056,032; on budget.
SCHEDULE:	On schedule; estimated completion March 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 Project Management Plan was developed and approved. Design activities are ongoing. The Intermediate Design Review was completed in July and currently progressing to the Final Design stage. The first cars are expected to arrive at Metra in October of 2024.

PROJECT:	Locomotive Purchase
SCOPE:	This project involves the purchase of at least fifteen (15) and up to forty-two (42) new and/or remanufactured diesel locomotives. Metra anticipates these locomotives to have increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average.
BUDGET:	\$185,377,931; on budget.
SCHEDULE:	On schedule; estimated completion extended to May 2024.
HIGHLIGHTS:	The base order for this contract consists of 15 remanufactured diesel locomotives and no options are executed as of yet. The first locomotive arrived in Chicago in October and Metra has begun familiarization training on it. Once training is completed, the locomotive will go through static and dynamic loading testing. Additional locomotives are in various stages of the rebuild but will be delivered to Metra where they will undergo extensive acceptance testing at Metra including revenue service testing.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Union Pacific North Line Bridges – Phase II (11 South)
SCOPE:	This project involves the replacement of 11 bridges on the UP North Line from Cornelia Avenue southward to Fullerton Avenue, and the rehabilitation of the Addison Street bridge. The structural work will include replacement of existing stone abutments, steel spans, new ballasted bridge decks, and retaining wall construction and embankment landscaping. Track work will be accomplished between the bridges, such as replacement of wood ties with concrete ties to ensure reliable train operations.
BUDGET:	\$162,100,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to May 2028.
HIGHLIGHTS:	The Notice to Proceed for the design was issued in June 2020. The National Environmental Policy Act (NEPA) review process is ongoing. Design activities are 30% complete and will resume once the NEPA process is completed. The final NEPA report is going thru final approval process and approval is expected in December. The 60% design submittal is expected to be submitted in Q1-2023.

PROJECT:	Union Pacific West Line Expansion
SCOPE:	This project, a Public-Private Partnership funded 50% by Metra and 50% by the Union Pacific Railroad, involves the expansion and extension of the UP West Line, including the addition of a third main line track.
BUDGET:	\$128,121,373; on budget.
SCHEDULE:	Behind schedule; estimated completion December 2025 for Western Section.
HIGHLIGHTS:	Construction for the eastern section reached substantial completion in December 2020. The construction portion for the western section of the project was advertised for bid and a contractor has been selected. The Notice to Proceed was issued in September of this year. The contractor has mobilized on site and working to obtain permits and submittals for long lead time items. The project is led by UPRR.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Car Rehabilitation – Nippon Sharyo - Phase 3
SCOPE:	The overall project involves the mid-life rehabilitation of multiple bi-Level electric commuter cars delivered between 2002 and 2008. This portion of the project originally involved the mid-life rehabilitation of 30 cars built by Nippon Sharyo and delivered between 2005 and 2008. Scope has increased and an additional 77 cars have been identified to be rehabilitated as part of this phase. This is the first major rehabilitation of these cars and is the third phase in a multi-year program to complete the rehabilitation of all 302 cars.
BUDGET:	\$96,323,678; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2023.
HIGHLIGHTS:	This project is currently in phase 6 of 10 of the rehabilitation process. As of the beginning of May, 181 rail cars have completed the rehab with more in progress.

PROJECT:	Program Management
SCOPE:	This project includes professional services to hire a consultant team to provide additional program management capacity. The initial program management contract will be for five years. The consultant's efforts will focus on implementing existing projects in the 2020-2024 Capital Program.
BUDGET:	\$54,083,338; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	The Project Management Oversight contract has been awarded to WSP. WSP and Metra staff are working through the process to support capital project delivery of Metra's Capital Program. Purchase Order Releases have been approved and work is in progress on various capital projects. Project start-up deliverables have been completed and approved as of Q3-2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Union Pacific North Line Bridges and Ravenswood Station
SCOPE:	The project scope includes the construction of a new station for the inbound half of the Ravenswood Station and the replacement of 11 bridges on the UP North Line. The station will have longer platforms that are covered, lighting, stairs, ramps, warming shelters, and landscaping. Work on the bridges replaces the existing stone abutments, retaining wall construction, steel spans, and decks.
BUDGET:	\$50,255,463; on budget.
SCHEDULE:	Behind schedule; estimated completion extended to June 2023.
HIGHLIGHTS:	The station contractor completed work at the station building to install handrails, lighting, HVAC structures and safety fencing. The contractor is having supply chain issues with tiles and working to address the situation. They continue to install light fixtures, drywall, and paint in the meantime.

PROJECT:	Van Buren St. Station
SCOPE:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but is not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
BUDGET:	\$48,126,300; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2025.
HIGHLIGHTS:	Metra awarded the consultant contract for station concept design. The concept design is at 15% completion and on hold pending completion of lakefront ordinance protection, NEPA, and environmental processes. Documents are being prepared to be submitted for lakefront ordinance for approval. Environmental and NEPA work is ongoing.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Financial System Replacement
SCOPE:	This project will provide funding for Metra to implement an Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices”. This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.
BUDGET:	\$41,754,607; on budget.
SCHEDULE:	On schedule; estimated completion date December 2025.
HIGHLIGHTS:	Metra was able to complete the conversion to Dynamics 365. The vendor continues to work on additional scope for post-software implementation. A procurement package is in process for the solicitation of the Payroll System replacement.

PROJECT:	Car Rehabilitation – Nippon Sharyo Highliners
SCOPE:	This project involves the mid-life rehabilitation of up to 26 multiple-unit bi-level electric cars. The unit numbers for these cars are 1201 to 1226. They were built by the Nippon-Sharyo Corporation and delivered between 2005 and 2007. This is the first major rehabilitation of these commuter cars.
BUDGET:	\$40,357,012; on budget.
SCHEDULE:	On schedule; estimated completion December 2025.
HIGHLIGHTS:	This project is progressing with procurements for materials and parts underway. Two cars have completed rehab activities under this program and 2 more are in process and expected delivery in Q1-2023. Additional cars will continue with rehabilitation process. Additional budget was added from various completed projects to support ongoing purchasing of materials.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Bridge A-32 Reconstruction
SCOPE:	This project involves reconstruction of Bridge A-32 located on Metra's Milwaukee District North Line over Milwaukee Avenue. The project will consist of the Bridge Reconstruction and the rehabilitation of the Grayland Station; including but not limited to platforms, stairs, ramps, and shelters.
BUDGET:	\$38,041,561; on budget.
SCHEDULE:	On schedule; project completion date has been December 2024.
HIGHLIGHTS:	The construction contract was awarded in October 2020 and construction management contract was awarded in February 2021. The contractor continues to make headway with construction activities on site and is 39% complete.

PROJECT:	Auburn Park New Station
SCOPE:	This project is for the construction of a new station in the Auburn Park area on the Rock Island District in Chicago. The station will adhere to ADA standards and Metra's station design guidelines. This new station will include an island 8-car asphalt platform, lighting, elevator access, sheltered passenger warming facilities, and a stair and elevator headhouse tower. Retaining wall improvements, visual information and station signage will also be constructed.
BUDGET:	\$37,000,000; on budget.
SCHEDULE:	On schedule; estimated completion date December 2023.
HIGHLIGHTS:	The new station will increase transit accessibility for the surrounding neighborhood. Benefits of this new station will reduce congestion on the Dan Ryan Expressway. This project is in the permitting phase for construction of the building and for the site utilities. The contractor performed street improvements during this reporting period. The groundbreaking for the project took place in June 2022. The contractor continues to make headway with submittals of long lead time items to mitigate any potential supply chain issues.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	GPS Train Tracking
SCOPE:	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.
BUDGET:	\$35,742,146; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
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. Field testing is ongoing. Production installation phase is ongoing for all districts with cab car installation at 50% completion and trailer car installation just beginning.

PROJECT:	Commuter Car Rehabilitation – Budd
SCOPE:	This project involves the life-extending rehabilitation of up to 85 commuter cars, originally built by the Budd Company between 1974 and 1978, last rehabilitated between 1990 and 1993. The rehab includes, but is not limited to, replacement and/or repair to electrical and control lines, heating and lighting systems, replacement of seats, floors, walls, AC units, overhaul of trucks, replacement of all windows, door mechanisms, and emergency lighting requirements, etc..
BUDGET:	\$32,382,492; on budget.
SCHEDULE:	On schedule; estimated completion extended to October 2023.
HIGHLIGHTS:	This project will improve the overall state of good repair for Metra rolling stock. As with the locomotive rehabilitation projects, vehicles are being removed from service in such a manner as to not disrupt operations. Sixty-eight cars completed the rehabilitation with one currently underway. The next phase of the rehabilitation work will be installing new AC units into the cars. Additional cars are being completed as a more precise and limited rehab program.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Right-of-Way Equipment
SCOPE:	This project is for Metra's Engineering Department to purchase end loaders, track backhoes, excavators, lifts, rail equipment, and more. The purchased vehicles and equipment will replace obsolete and inadequate support equipment.
BUDGET:	\$27,694,765; on budget.
SCHEDULE:	On schedule; estimated completion December extended to 2024.
HIGHLIGHTS:	Metra is currently waiting delivery of spot tempers and wheel loaders. The order for 15 bobcats and skid steers were received. Procurement activities continue for two locomotive cranes, two new high rail maintenance excavators, and one undercutter. 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.

PROJECT:	Homewood Station
SCOPE:	This project involves the rehabilitation of the Homewood Station and associated intermodal facilities. The scope of work includes, but not limited to, general tunnel rehabilitation, tunnel drainage solutions, elevator and stair improvements, addition of a pedestrian ramp into the tunnel on the west end of the station, platform improvements, warming shelter, headhouse improvements, and improvements to the Pace and Amtrak facilities.
BUDGET:	\$23,278,976; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The parking lot with 53 parking spaces was completed. The 100% station design review was completed in this reporting period by Metra and their PMO. The permitting process has begun, and construction portion was awarded. The construction phase is expected to begin before the end of the year.

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

PROJECT:	Peterson-Ridge New Station
SCOPE:	This project will construct a new commuter station at Peterson and Ridge Avenue in Chicago. Construction will include a new platform warming structures stairs ADA ramps signage a kiss-and-ride and parking.
BUDGET:	\$22,829,765; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2023.
HIGHLIGHTS:	Design for the new station has been completed. The contracts for construction management and construction contractor were procured and awarded in June and July of 2021, respectively. Notice to Proceeds were issued in June 2021 for the Construction Manager and August 2021 for the Construction Contractor. Construction is in progress and continues to make headway with access ramps installed as well as retaining wall installation ongoing. Long lead time items are being ordered to mitigate any schedule delays.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	California Avenue Yard Expansion
SCOPE:	This project will fund the expansion of the Union Pacific Railroad's California Avenue Coach Yard. The project scope includes land acquisition, construction of a new train washer and new tracks to park as many as six additional train sets. This project will include, but is not limited to, replacing ties, crosswalks and platforms with steel grated platforms, and placing electric tubular heaters on the switch machines. Track work within the yard will include rail, ties, ballast and switches.
BUDGET:	\$21,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	The designer was given the notice to proceed to develop a construction set of drawings and specifications for a new completely operational train wash system at the yard. Real estate review and the real estate acquisition process are in progress. This yard is at capacity and this project will provide for additional capacity at the to increase the number of cars on trains, increase the spare ratio, or increase the frequency of train service, and additional train storage capacity.

PROJECT:	147th Street Sibley Blvd Station
SCOPE:	This project is for the rehabilitation of various elements of the 147 th Street, Sibley Boulevard Station on the Metra Electric District line. As part of this rehabilitation the station will be made 100% ADA accessible. The scope of work includes a new station entrance and accessible path; construction of a new elevator; platform reconstruction with a new canopy; platform lighting; headhouse replacement; kiss and ride area and parking shed rehabilitation.
BUDGET:	\$20,862,735; on budget.
SCHEDULE:	Behind schedule; estimated completion extended to August 2023.
HIGHLIGHTS:	The project is in the construction phase. The contractor started concrete work for the elevator pits, walls, and new support foundations for the platforms. Metra Forces continue to work in collaboration with the contractor to restore shoulder ballast as necessary as the contractor removes sheet piling.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Central Warehousing
SCOPE:	This project includes an acquisition of an existing warehouse facility that is sufficient to develop a centralized warehouse for parts, equipment, and signal materials which support the operation and maintenance activities of the commuter railroad system.
BUDGET:	\$18,700,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The property acquisition has been completed. The environmental site assessment has been completed. The interior demolition is ongoing. The fencing as well as lighting installation is in progress by Metra forces. Metra has developed a procurement package for the building's roof replacement. This will be next construction element that will be completed on the warehouse building.

PROJECT:	Car and Locomotive Cameras
SCOPE:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes but not limited to an inward facing camera which includes facial recognition, outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.
BUDGET:	\$18,155,891; on budget.
SCHEDULE:	On schedule; estimated completion December 2024.
HIGHLIGHTS:	The new technology allows recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. Currently, the DVR system is being installed by Metra Forces. All prototype installations were completed with them running with no issues. The full-scale installation began, and kits started delivery in October. In total, 29 cars were completed, and the project is on-going and continuing installation activities.

PROJECT:	Substation Improvements – Matteson Substation
SCOPE:	This project is for the replacement of the rectifiers at substation along the Metra Electric Line. The rectifiers are 35 years old and they have long exceeded their useful life. Replacement parts are not available. The Matteson Substation has been identified as a high priority location. Planned work at Matteson includes construction services to replace and add traction power equipment including a 15kv AC switchgear lineup and two-dry type copper-winding traction power transformers. Other locations identified under this project include Jackson Substation and Homewood Substation.
BUDGET:	\$17,192,751; on budget.
SCHEDULE:	On schedule; estimated completion March 2025.
HIGHLIGHTS:	The Matteson Substation project is in the construction phase. The Notice to Proceed was issued in January 2022. The contractor completed the preliminary design review in August. The contractor mobilized on site and is progressing for final design review which is expected to take place in December of this year.

PROJECT:	Gresham Area Bridges
SCOPE:	This project consists of the rehabilitation of bridges on both the main line and the Beverly Branch. The concrete, steel, and waterproofing have deteriorated on and around these bridges and require replacement. Thus, the work will include rehabilitation of deteriorated concrete and steel, removal and replacement of existing waterproofing.
BUDGET:	\$16,816,250; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	Design work for the Vincennes Ave. Bridge #98 and Morgan St. Bridge #S-102 were completed. City land swap negotiations are ongoing. Metra is proceeding without the property swap and is investigating the original elevation ordinance for the legal right to construct on City property. The designer submitted 100% drawings for review and coordination with the City of Chicago is ongoing. Bid documents are in process.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Crew Facilities
SCOPE:	This project includes, but is not limited to, renovation of existing crew facilities or construction of new crew facilities at existing yard locations across the Metra system. Work may include design of and renovations to interior spaces such as office spaces, locker rooms, and training facilities.
BUDGET:	\$16,000,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2026.
HIGHLIGHTS:	Metra will build a new crew facility at Fox Lake Station on the Milwaukee North District Line. The design reached substantial completion during this last reporting period, however a change occurred where the contractor is revisiting aspects of the roof to address seams. Metra is concurrently working on an IFB package to award the construction of the Fox Lake crew facility. Metra also identified three other facility locations for this project: Elgin, Western Ave and University Park. The crew facilities at Elgin and Western Ave are both at 30% design mark.

PROJECT:	Zero Emissions Trainsets
SCOPE:	This project is for the procurement of up to 16 two-car battery trainsets along with spare parts, accessories, equipment, training, and services.
BUDGET:	\$15,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2027.
HIGHLIGHTS:	Metra put the bid on the street in May 2022 and the Metra continues to work on the procurement activities for this project. Bids are due by Mid-December.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	16th Street Signal
SCOPE:	This project will replace the 16 th Street interlocking with a modern solid state automated electronic system. The 16 th Street interlocking plant consists of an obsolete manual interlocker with two outdated had lever machines built in 1901 and 1929. There are no manufacturers of spare or replacement equipment for these machines.
BUDGET:	\$12,774,052; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	The preliminary design was completed. Bid package documents were developed and design proposals were submitted. The design is expected to be awarded before the end of the year.

PROJECT:	Ticket Vending Machines (TVMs)
SCOPE:	This project is the first phase of the installation of up to 300 ticket vending machines at selected stations throughout the Metra system to provide added amenities to Metra customers. The TVMs will offer a variety of ticket purchasing options and make purchasing tickets faster, easier, and more convenient for customers. The base order on the contract is for the design, purchase, installation and first year support and hosting for 300 TVMs.
BUDGET:	\$12,650,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2026.
HIGHLIGHTS:	A contract has been executed with VenTek International. This project is currently in the design phase. The site surveys have been completed. The preliminary design for the machines were completed in May. Final design and factory acceptance testing are expected to be completed by end of 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

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

PROJECT:	Yard Improvements – Western Ave.
SCOPE:	Upgrades under this project will include, but not limited to, installation of electric heating elements for switches and the installation of steel grated boardwalks at the Western Ave. Yard, replacing the HVAC systems, and upgrading the power distribution and wayside power in the Elgin Yard. Track work within the MWD yards may include rail, ties, ballast and switches.
BUDGET:	\$11,600,000; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2024.
HIGHLIGHTS:	Upgrade activities for Western Ave Yard are underway. The design for the HVAC system was completed and the construction contract was awarded in October 2021. The construction permitting activities are in process. The roof replacement construction activities are being repackaged with additional HVAC scope to obtain cost savings and mitigate potential schedule delays. Design and scope completion are expected to be completed in Q1-2023.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

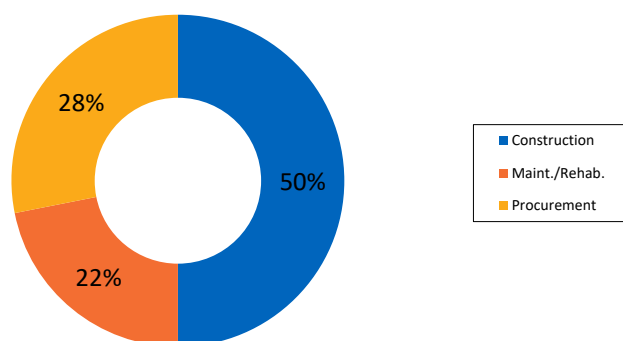
PROJECT:	Ties and Ballast UPRR
SCOPE:	Metra's Union Pacific North (UP-N) Line will undergo significant rehabilitation. Union Pacific Railroad's crews will replace ties, clean, or replace ballast, and replace switch components on the northern extents of the UP-N Line.
BUDGET:	\$11,473,534; on budget.
SCHEDULE:	On schedule; estimated completion December 2023.
HIGHLIGHTS:	Metra coordinated efforts with UP Forces to start work on the Kenosha Sub track 1 & 2. Work continues with replacing & cleaning ties, replacement of ballast, as well as switch components from MP 8.5 to MP 52.1.

PROJECT:	Ties and Ballast MDW
SCOPE:	This project will rehabilitate and improve the right-of-way successfully and efficiently on the Milwaukee District West Line and will replace 33,000 ties in between designated spots along Main Line Tracks 1 and 2.
BUDGET:	\$10,075,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Metra Forces continue to replace ties and ballast along the line. Activities are expected to be completed by end of 2022 for this project.

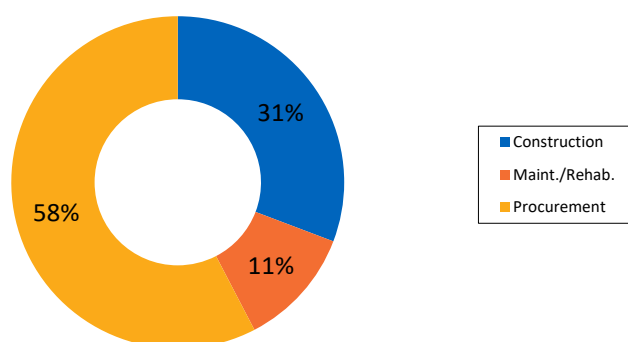
Metra

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	16	\$648,999,226
Maintenance / Rehabilitation	7	\$244,509,753
Procurement	9	\$1,214,440,746

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Pace**PROJECTS OVER \$10,000,000**

SERVICE BOARD	PROJECT TITLE	BUDGET
Pace	New Northwest Division Garage - Wheeling	\$81,482,462
Pace	Purchase 30' Low-Floor Diesel Buses	\$80,261,908
Pace	Purchase 40' Low-Floor CNG Buses	\$75,896,625
Pace	Purchase 15-Passenger Paratransit Buses	\$69,991,388
Pace	New I-55 Garage - Plainfield	\$55,385,593
Pace	Pace South Campus Project - Markham	\$36,916,905
Pace	River Division Expansion and Improvements	\$36,110,000
Pace	Purchase Electric Buses	\$26,301,403
Pace	ADA Technology Upgrades and Transfer Centers	\$20,000,000
Pace	Farebox Replacement	\$16,547,100
Pace	Purchase 7-Passenger Vanpool Vehicles	\$13,899,800
Pace	Transit Signal Priority (TSP) Equipment and Installation Services	\$12,943,374

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	New Northwest Division Garage – Wheeling
SCOPE:	This project is for the design and construction of a new Northwest Garage to replace the existing Northwest Division. In 2018, Pace purchased a 23-acre site with existing 430,000 square foot building to replace its existing Northwest Division. The new facility will be a full service, fully furnished and equipped, heavy duty bus repair, maintenance, and storage garage. Occupancies will include Pace Vanpool Services and Graphics Department including Pace's Print Shop.
BUDGET:	\$81,482,462; on budget.
SCHEDULE:	Behind schedule; estimated completion extended to December 2023.
HIGHLIGHTS:	Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Wheeling. The improvements to Old Willow Road have been completed. The design has been finalized. The project is in the process of being re-scoped to add the electrification component. The design will be updated once the electrification study is completed to include the additional scope of work.

PROJECT:	Purchase 30' Low-Floor Diesel Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 30' low-floor diesel buses. The minimum quantity to be purchased under this contract is 67 buses and the total number of buses procured will not exceed the maximum amount of 164.
BUDGET:	\$80,261,908; on budget.
SCHEDULE:	On schedule; estimated completion September 2024.
HIGHLIGHTS:	A total of 67 buses have been ordered to date. The first order consisted of 23 buses, all of which are in service. These were delayed due to the COVID-19 crisis. The second order consists of 44 and has been executed with the vendor. Of the 44 buses ordered, ten buses were received. The remaining buses are expected to be delivered by the end of Q1-2023. The buses are expected to service the areas currently serviced by Fox Valley and Batavia.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	Purchase 40' Low-Floor Compressed Natural Gas (CNG) Buses
SCOPE:	This project is a new contract awarded in March 2022 for a new five-year indefinite delivery/indefinite quantity contract for 40' low-floor CNG buses. The minimum quantity to be purchased under this contract is 94 buses and the total number of buses procured will not exceed the maximum amount of 135.
BUDGET:	\$75,896,625; on budget.
SCHEDULE:	On schedule; estimated completion March 2027.
HIGHLIGHTS:	Pace awarded a new contract for the purchase of additional vehicles in March 2022. The first order was for a quantity of 47 CNG buses. The production of these vehicles has been put on hold during this reporting period. A portion of these vehicles will be utilized at the Northwest Wheeling Garage, which is an ongoing project. As Pace establishes a construction schedule for the Wheeling Garage, a production schedule will be developed for the order of 47 buses.

PROJECT:	Purchase 15-Passenger Paratransit Buses
SCOPE:	This project is a new contract awarded in September 2019 for a new five-year indefinite delivery/indefinite quantity contract for 15-Passenger paratransit buses. 159 buses have been purchased under this contract. A new indefinite delivery/indefinite quantity 5-year contract for the purchase of 15-passenger paratransit buses for the ADA Paratransit Service Program was awarded in November 2020. The minimum quantity to be purchased under this contract is 170 buses and up to a not exceed the maximum amount of 753 total buses.
BUDGET:	\$69,991,388; on budget.
SCHEDULE:	Behind schedule; estimated completion November 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. Chassis availability has delayed production. Pace received the 109 vehicles as of October 2022. The vendor is working on the schedule for the remaining 101 buses with production expected to start by end of the year. Chassis availability plays a role in the production of the remaining buses.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	New I-55 Garage – Plainfield
SCOPE:	This project is for the architectural and engineering services, and construction of a Pace bus maintenance and storage facility in Plainfield. In addition, road improvements using concrete will be funded to accommodate the new facility.
BUDGET:	\$55,385,593; on budget.
SCHEDULE:	On schedule; estimated completion December 2022.
HIGHLIGHTS:	Pace has entered into an Intergovernmental Agreement (IGA) with the Village of Plainfield. Per the IGA, the Village of Plainfield is executing a Design-Build Agreement with Northern Builders to design and construct the Pace I-55 Plainfield Bus Garage on Pace's behalf. The contractor has completed the construction of the facility. Pace received the occupancy permit and facility operations as well as bus service started in October 2022. Punch list activities have been completed. Turnover of the facility to Pace has been completed. Installation of equipment and furniture is ongoing. Final completion is expected by the end of 2022.

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

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	River Division Expansion and Improvements
SCOPE:	Pace aims to expand and improve its existing River Division bus garage onto newly acquired property south of the existing garage. The design will accommodate storage, servicing, maintenance, and associated program areas for an additional 75 buses, 26 paratransit and 6 non-revenue vehicles.
BUDGET:	\$36,110,000; on budget.
SCHEDULE:	Behind schedule; estimated completion June 2025.
HIGHLIGHTS:	Pace awarded a contract for pre-design and design services. The contractor completed a final pre-design report, and it was submitted to Pace. The adjacent property acquisition was completed. Pace is pursuing an electrification study that will inform the design changes needed to make this facility compatible with an electric bus fleet. Design activities are on hold pending the recommendations from this study. Once completed, the 30% design will be revised to incorporate future electrification components before the designer resumes activities.

PROJECT:	Purchase Electric Buses
SCOPE:	This project is for a contract to purchase 20 battery electric 40FT buses and charging stations. This contract was executed by means of tagging on with the State of Georgia's cooperative agreement with Proterra Operating Company, Inc.
BUDGET:	\$26,301,403; on budget.
SCHEDULE:	On schedule; estimated completion September 2023.
HIGHLIGHTS:	The contract was executed, and the vendor has provided Pace with a production schedule. Deliveries are expected to begin in Q2-2023 and are expected to be completed by Q3-2023.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

PROJECT:	ADA Technology Upgrades and Transfer Center
SCOPE:	Pace plans to improve ADA-related technology which includes various software, mobile applications, and internet platforms to deliver immediate access to customers for general information. Pace aims to construct an ADA transfer location to deliver connections to fixed-route and ADA paratransit services.
BUDGET:	\$20,000,000; on budget.
SCHEDULE:	On schedule; estimated completion December 2026.
HIGHLIGHTS:	Progress continued with the two-phase Taxi Access Program (TAP). Phase 1 is for consulting services to manage the TAP, and Phase 2 is for TAP service. Activity continues on Trapeze technology enhancements to Pace's Trapeze paratransit scheduling system. The execution of the construction contract for the Northwest Transfer Center is in process. Building permits are approved and utility coordination is ongoing. Pace has also entered into an IGA with Calumet City for another ADA Transfer Center where the city selected a designer for the facility.

PROJECT:	Farebox Replacement
SCOPE:	Pace completed a procurement for a new farebox system. The project will include bus farebox system replacement, installation, spare parts, and maintenance & support for five years with three separate five-year options.
BUDGET:	\$16,547,100; on budget.
SCHEDULE:	On schedule; estimated completion extended to March 2024.
HIGHLIGHTS:	Pace executed the procurement contract for the purchase of a new farebox system. Activities continue to progress with the vendor with invoicing on various parts of the farebox system. Invoicing is expected to begin before the end of 2022.

REPORT ON PROJECT MANAGEMENT OVERSIGHT – DECEMBER 2022

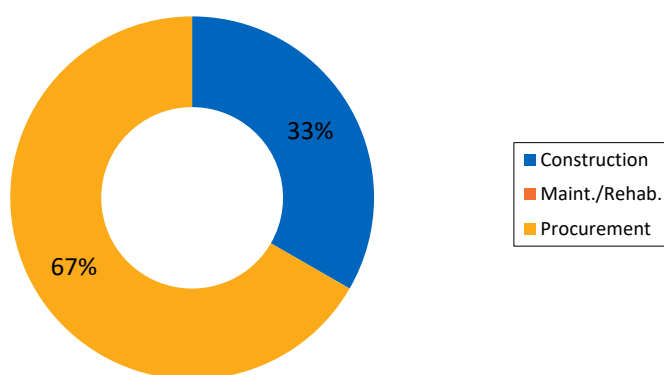
PROJECT:	Purchase 7-Passenger Vanpool Vehicles
SCOPE:	This project involves a new five-year indefinite delivery/indefinite quantity contract for 7-passenger vanpool vehicles awarded in September 2019. The minimum quantity for purchasing under this contract is 25 vans. The total number of vans procured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

PROJECT:	Transit Signal Priority (TSP) Equipment and Installation Services
SCOPE:	A 3 year contract for the purchase of regional TSP equipment and installation services for the implementation phase of the TSP project covering nine corridors was executed in December 2019.
BUDGET:	\$12,943,374; on budget.
SCHEDULE:	On schedule; estimated completion extended to December 2023.
HIGHLIGHTS:	The vendor received the permit to implement TSP system along 58 signalized intersections of Dempster Street from IDOT. Systems integration testing were completed at 45 of the 58 signalized intersections and continue construction along six intersections. The vendor received approval from the City of Evanston to implement TSP along Grand and Sheridan. The contractor received IDOT permit for full deployment along Roosevelt road and is mobilizing for construction. The vendor also received IDOT design approval for TSP deployment along 95 th St., 147 th St., and Cicero Ave and expects permits soon. The contractor submitted IDOT permit applications for Rand Road, Cermak Road, and 159 th St. TSP corridors.

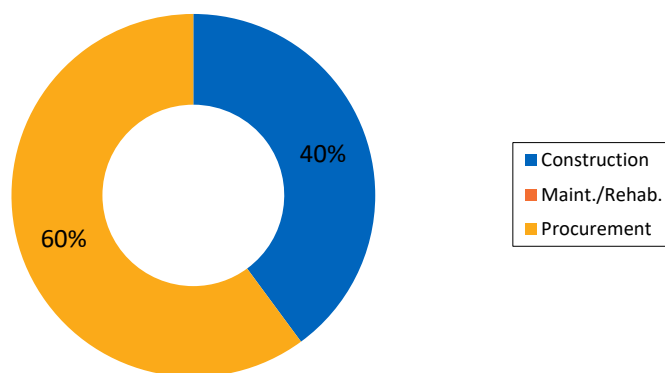
Pace

TYPE OF PROJECT	QUANTITY	TOTAL BUDGET
Construction	4	\$209,894,960
Maintenance / Rehabilitation	0	\$0
Procurement	8	\$315,841,598

PERCENTAGE OF TOTAL PROJECTS



PERCENTAGE OF TOTAL BUDGET



Conclusion

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



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