Project Management Oversight Report

June 2026

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.

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

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

This report includes 41 Rebuild Illinois projects and 32 PAYGO projects, representing over $3 billion in state funding. Some of the projects that started recently have low expenditures due to payment milestones that have not yet been achieved. There are also many other state funded projects that are in planning phases or under procurement and will be included in future reports.

All of the state funded projects and all of the projects with budgets greater than $10 million are detailed in this report. In total, these 102 projects represent over $14.8 billion worth of capital investment by the three Service Boards. These projects address the region's key goals: state of good repair, transition to zero emissions, all stations accessibility, and system upgrades and expansions.

Four state funded projects were completed during this reporting period. All four were PAYGO funded projects. There were four change orders executed during the current reporting period. The executed change orders were to add value, for unforeseen conditions, to extend the completion dates and to exercise options to purchase additional locomotives.

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 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 while bringing noticeable improvements to the transit riding public.

Contents

Background

PMO Program

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

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

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

PMO Process

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

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

Project Schedules

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

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

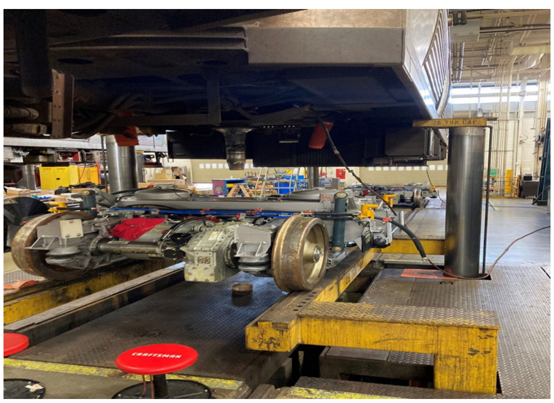
In the PMO report, both preliminary project schedules and the project implementation schedules are shown for all Rebuild Illinois and PAYGO projects.

Report Highlights

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

CTA is making progress on the design for the Red Line Extension (RLE). This project will extend CTA's Red Line from the existing terminal at 95th/Dan Ryan to 130th Street. The 5.5-mile extension will include four new fully accessible stations near 103rd Street, 111th Street, Michigan Ave and 130th Street. The project also includes a new yard and shop at 120th Street. The contractor is working on the development of geotechnical plans, guideway design, concept designs for stations, field drilling and analysis, tree removal and drilled shaft construction. The yard and shop design is nearing completion with the 100% design milestone expected by the end of June.

103rd Street Station Rendering.



Rebuilt truck installation ongoing at Skokie shop.

Work is progressing on the 5000-Series rail car overhaul project. This project will complete the quarter-life overhaul of the 5000-series rail cars, including major component rebuilds and condition-based repairs. As of May, 682 out of 714 cars have completed the overhaul process and CTA is continuing to make progress to complete the project in August 2026. This project is critical to CTA's rail fleet management to improve reliability, safety, and service life.

Metra is nearing completion on the Morgan Street bridge replacement project on the Rock Island District line. The project included the replacement of the old timber structure bridge, construction of new retaining walls and road/sidewalk reconstruction with ADA upgrades. Currently, the contractor is continuing underground sewer and watermain work, installing catch basins, hydrants and completing the segmental block wall under the bridge. Work is expected to be completed in August 2026.

New bridge and retaining walls at Morgan Street on Metra's Rock Island District line.

New trainset rendering.

Metra is in the process of purchasing eight two-car battery powered, zero-emissions, self-propelled trainsets. The batteries will provide motive power as well as onboard systems such as lighting, intercoms, and HVAC. Final design review is 95% complete. Metra also issued a release for an additional 16 trailer cars to increase the trainsets from two cars to four cars. In this reporting period, Metra executed a change order to upgrade to more powerful batteries to increase the operational range. The contractor continues manufacturing trainsets 1 and 2. The first trainset is expected to be delivered in October 2026 and is expected to be shown off at the APTA conference in Chicago.

Metra and Pace are partnering for the reconstruction of Harvey Transportation Center. The project will include rehabilitation of 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 kiss-and-ride lane and new lighting, signs and other amenities. The final design for this project has been completed and is currently under review before going out to procurement.


Rendering of the new Harvey Transportation Center.


Rendering of the new River Division Garage.

Pace is progressing to the 100% design milestone for the River Division Garage. This project is part of Pace's plans for electrification of this facility and better serve the existing fleet. The expansion of this existing garage will be used to support the I-90 express service and consolidate vehicles currently stored at a leased facility in East Dundee. The final design is expected to be completed in September 2026.

The Service Boards achieved substantial completion on several projects during this reporting period. Projects designated as **Final** throughout this report have reached substantial completion; therefore, the updates provided herein represent the final progress reports for these projects, which will no longer be included in future reporting.

Service Board	Project Name	Schedule	Budget
CTA	Elevated Track and Structure Maintenance – 2024	On Schedule	$9,595,891
CTA	Purchase Up to 45 Electric Buses and Up to 9 Charging Stations	On Schedule	$71,991,905
Metra	Platform Improvements	On Schedule	$11,922,053
Pace	2021 – Bus Tracker Signs	Behind Schedule	$558,000
Pace	Intelligent Bus System (IBS) Upgrades – 2021	Ahead of Schedule	$100,000
Pace	Purchase Hybrid-Electric Buses	On Schedule	$54,590,960

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

State Funded Program Expenditures

Rebuild Illinois Bond Program

All of the $2.6 billion in Rebuild Illinois State Bond funding has been awarded to CTA, Metra and Pace. As of May 2026, 48% of the total funding has been expended. The Service Boards combined expended over $86 million in the current period, from December 2025 to May 2026.

Service Board	Total Awarded	Total Expended	Percent Expended	Expended This Reporting Period
CTA	$1,238,906,000	$712,529,050	58%	$23,839,186
Metra	$1,080,331,500	$449,045,990	42%	$60,133,359
Pace	$283,762,500	$75,459,826	27%	$2,229,508
Total	**$2,603,000,000**	**$1,237,034,866**	**48%**	**$86,202,053**

PAYGO Program

The table below shows the status of the $1,405 million of PAYGO funds that were awarded to CTA, Metra and Pace. As of May 2026, 70% of the total funding has been expended from the grants. The Service Boards combined expended almost $97 million in the current period, from December 2025 to May 2026.

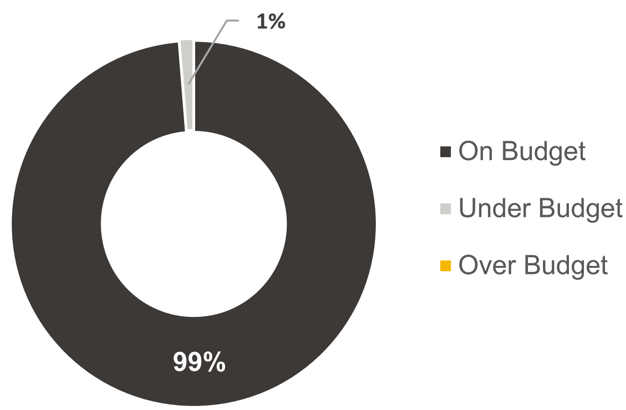
Service Board	Total Awarded	Total Expended	Percent Expended	Expended This Reporting Period
CTA	$870,565,000	$678,830,965	78%	$59,752,331
Metra	$457,435,000	$263,347,467	58%	$28,334,571
Pace	$77,000,000	$34,784,749	45%	$8,636,407
Total	**$1,405,000,000**	**$976,963,181**	**70%**	**$96,723,309**

Regionwide State Funded Projects – Budget Performance

Budget Performance Status

Status	Quantity
On Budget	77
Under Budget	1
Over Budget	0
Total	**78**

Percentage of Total Projects



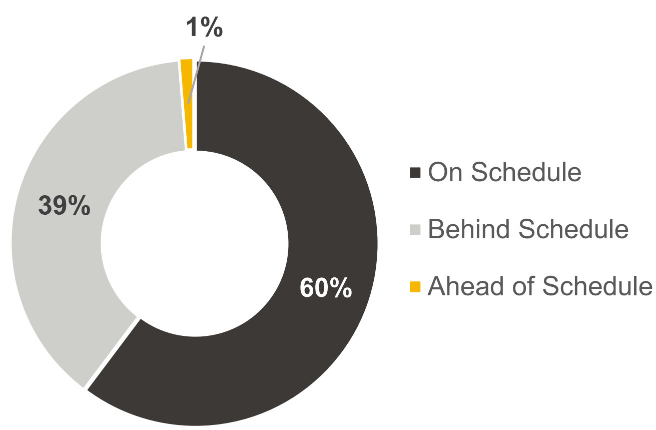
Regionwide State Funded Projects – Schedule Performance

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

Project Implementation Schedule Performance

Status	Quantity
On Schedule	47
Behind Schedule	30
Ahead of Schedule	1
Total	**78**

Percentage of Total Projects

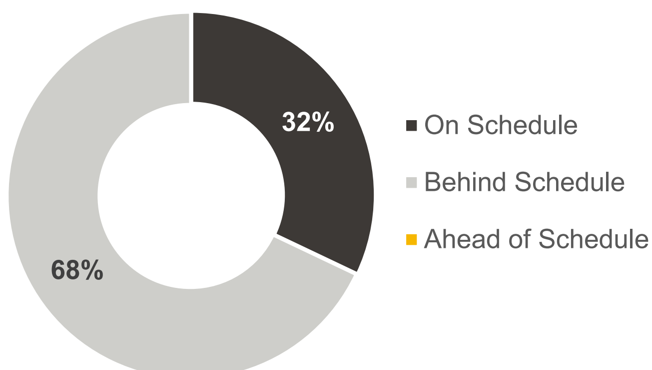


The table and pie chart below show how the state funded projects performed with respect to the Preliminary Project Schedules submitted by the Service Boards with the grant applications. These project schedules include any remaining planning activities with the Service Board project teams, the procurement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

Preliminary Schedule Performance

Status	Quantity
On Schedule	25
Behind Schedule	53
Ahead of Schedule	0
Total	**78**

Percentage of Total Projects



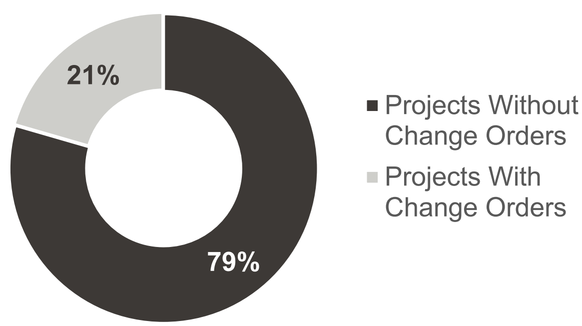
Regionwide State Funded Projects – Change Orders

Change Orders Status

Status	Quantity
Projects With Change Orders	16
Projects Without Change Orders	62
Total	**78**

Note: Some projects may have executed multiple change orders.

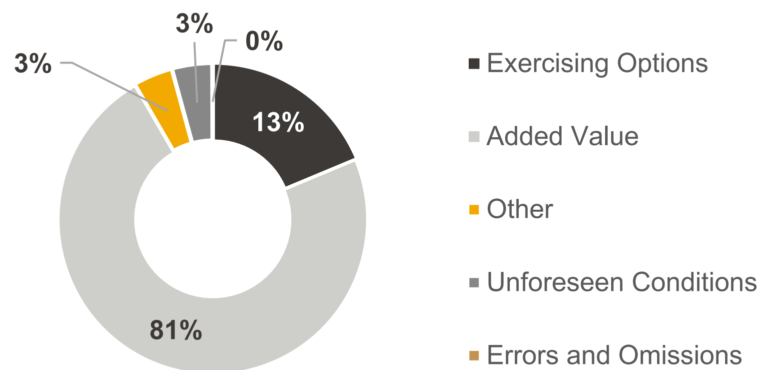
Percentage of Total Projects



Change Order Reasons

Status	Quantity	Cost
Exercising Options	3	$25,078,525
Added Value	31	$153,049,635
Other - Time Extensions/Revisions	11	$6,244,861
Unforeseen Conditions	14	$5,615,935
Errors and Omissions	2	$544,597
Total	**61**	**$190,533,553**

Percentage of Value for Options Category



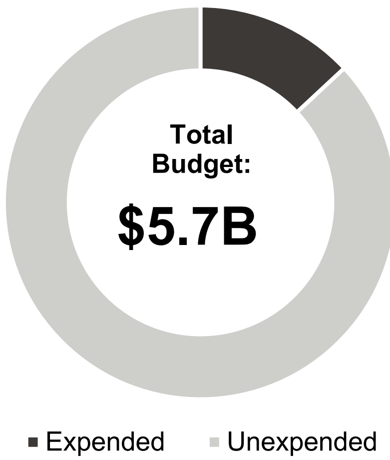
The change order quantities and cost amounts represent the cumulative total for the 78 currently ongoing state-funded projects. The total cost of change orders represents under 2% of the overall total budget of the state funded projects.

In the current reporting period, CTA executed four change orders. Three change orders were executed for the Red Line Extension project. Two of those change orders were no cost contract language revisions and reallocation of direct labor hours. The third change order was to add the advance package construction work to the main general contract. CTA also executed a Change Order for the Racine Station project to address unforeseen conditions.

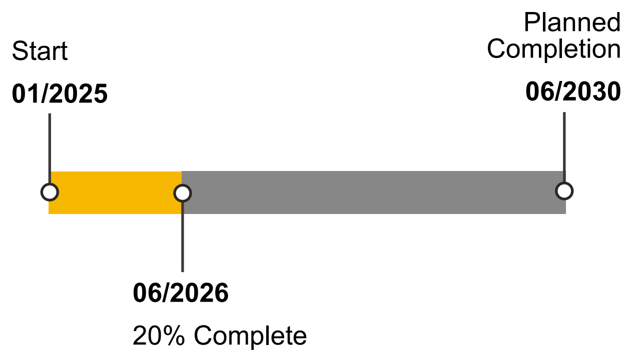
CTA

Red Line Extension

Budget



Design and Construction Schedule & Progress



Description

This project is the extension of CTA's Red Line from the existing terminal at 95th/Dan Ryan to 130th Street. The 5.5-mile Red Line Extension (RLE) will include four new fully accessible stations near 103rd Street, 111th Street, Michigan Ave and 130th Street. Multimodal connections at each station will include bus, bike, pedestrian and park & ride facilities. The project also includes a new yard and shop at 120th Street. The 120th St. yard is intended for overnight and midday storage of railcars for Red Line operation, added RLE service, extra cars needed for the Red Purple Modernization (RPM) program, and spares. The yard will also store non-revenue equipment. The yard will feature a dedicated substation, which can also provide a backup feed to the mainline. Attached to the yard substation will be a separate shop traction power substation dedicated to railcar propulsion and auxiliary power within the shop. The rail maintenance shop will include areas for inspection, railcar lifts and truck turntables, railcar washing and interior cleaning, wheel truing, material storage, receiving dock and material delivery areas, traction power distribution, locker room facilities, offices, and parking.


Rendering of the new 103rd Street Station.

Budget*

	Budget	Expended	Expended %
PAYGO	$439,669,865	$25,000,000	6%
Federal	$2,221,077,829	$317,742,375	14%
CTA	$1,843,160,840	$407,848,060	22%
Local Funds	$950,000,000	$0	0%
Future Funding**	$296,096,112	$0	0%
Total	$5,750,004,646	$750,590,435	13%

Schedule

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

Status

This is a design-build project that has recently entered into the construction phase. The design is divided into 5 segments. During the reporting period, design activities continued advancing across geotechnical, guideway, station, and systems packages for all project segments. Key progress included finalization of the Segment 4 Geotechnical Baseline Report, continued advancement of foundation and baseline reports in other segments, and ongoing guideway design reviews and permit coordination, which remain on the project critical path. Station and systems design also progressed, with the 103rd and 130th Street Stations entering final design, while traction power, relay house, stormwater, and traffic management packages continued development and review. Multiple specification packages advanced through intermediate design stages, final design, and Issued for Construction (IFC) drawings. Field activities also expanded across several segments, including sewer televising, utility potholing, drilled shaft and grade beam work, parcel turnover, utility investigations, tree removal, and advance earthwork operations.

Highlights

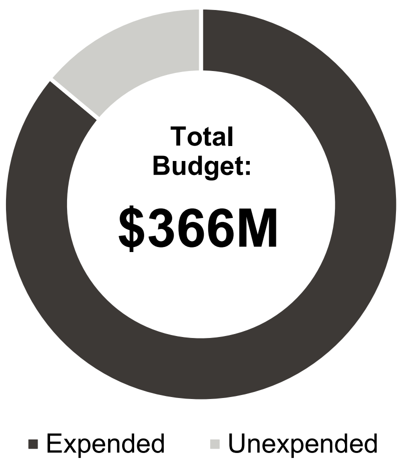
The project will reduce commute times for far South Side residents, improve mobility for the transit-dependent population, provide viable linkages between affordable housing, jobs, services, and educational opportunities, foster economic development in the project area, and provide a rail yard and shop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

*Budget amounts as of March 2026.

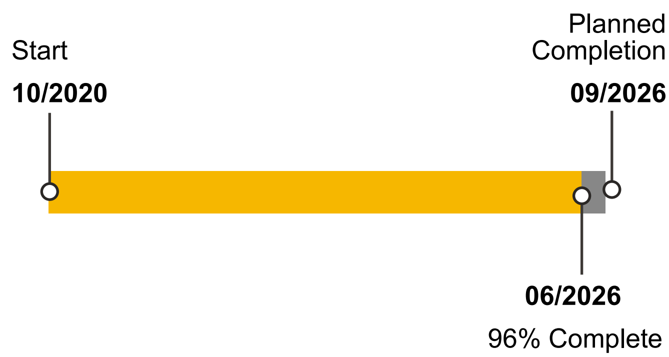
**Future funding is funding that is included in the project budget; however the funds have not been programmed or executed in a grant agreement at this time.

5000 Series Rail Car Quarter Life Overhaul

Budget



Implementation Schedule & Progress



Description

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

Refurbished truck assemblies waiting to be installed on cars.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$221,537,500	$221,537,500	100%
PAYGO	$30,000,000	$7,032,843	23%
RTA Bonds	$6,548,027	$6,548,027	100%
FTA	$81,286,097	$68,325,278	84%
CTA Bonds	$26,909,401	$11,811,944	44%
Total	$366,281,025	$315,255,592	86%

Schedule

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

Status

As of the beginning of May, 682 out of 714 cars have completed the overhaul process. CTA continues to receive material kits and overhaul cars. CTA forces decreased the overhaul rate from 14 cars per month down to 8 rail cars per month for the remainder of this project to match previous overhaul rates.

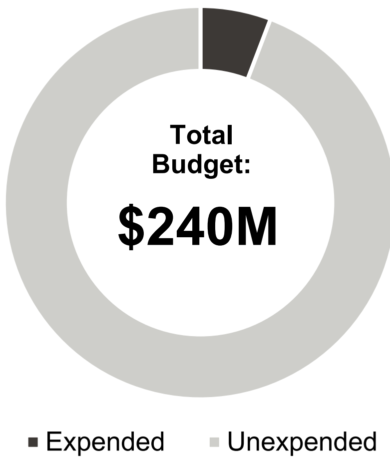
Highlights

The current rail cars were put in service from 2011 thru 2015. This overhaul will improve the comfort, quality, and service reliability of the rail cars while reducing operating and maintenance costs. Unscheduled maintenance will be significantly reduced as more rail cars are cycled through the overhaul program.

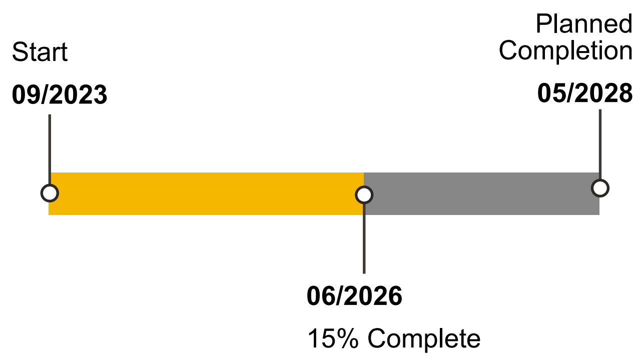
*Budget amounts as of March 2026.

New Training and Control Center Operations (TACCO)

Budget



Design & Construction Schedule & Progress



Description

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

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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$207,270,670	$13,697,253	7%
CTA	$32,717,339	$233,620	1%
Total	$239,988,009	$13,930,873	6%

Schedule

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

Status

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

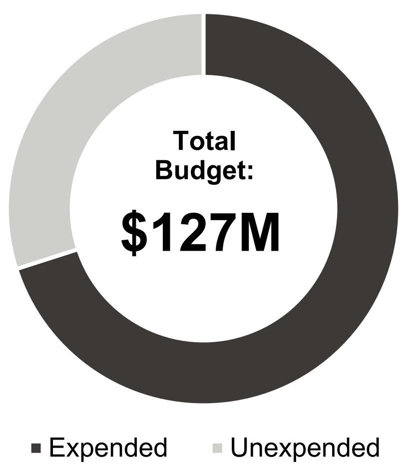
Highlights

This project consolidates training functions across the agency within a centralized facility. It will also provide a state-of-the-art technology control and operations center.

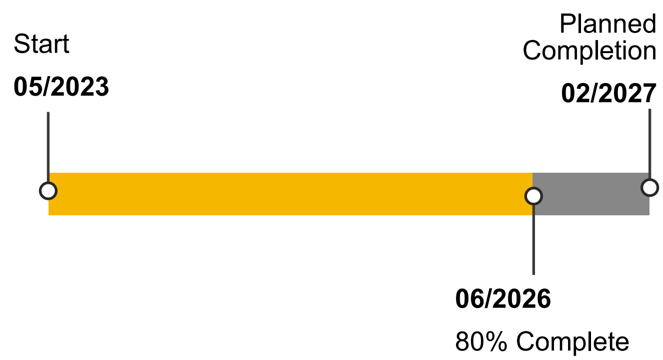
*Budget amounts as of March 2026.

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

Budget



Construction Schedule & Progress



Description

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

Application of vapor barrier to the Loomis Stationhouse wall.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$122,036,352	$88,418,654	72%
CTA Bonds	$4,691,237	$330,672	7%
Total	$126,727,589	$88,749,326	70%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Construction Schedule	May 2023	April 2025	February 2027	Behind schedule
Preliminary Project Schedule	June 2021	September 2024	September 2026	Behind schedule

Status

Construction activities are ongoing. The contractor is installing cameras, speakers and lights at the Loomis side of the Racine platform as well as pulling branch wires and installing bird deterrents. At Loomis the contractor is working on the stationhouse and the ramp. Work activities at Morgan substation include the installation of getaway switches, pulling and trimming of traction cables. At Hermitage substation the contractor is preparing for equipment testing and installation.

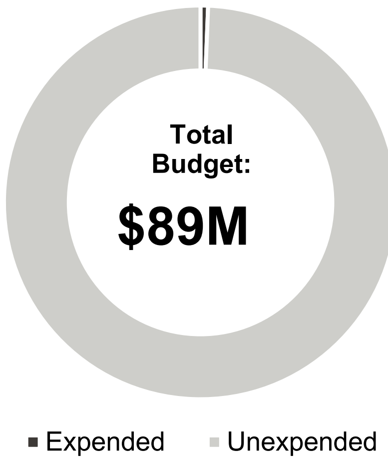
Highlights

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

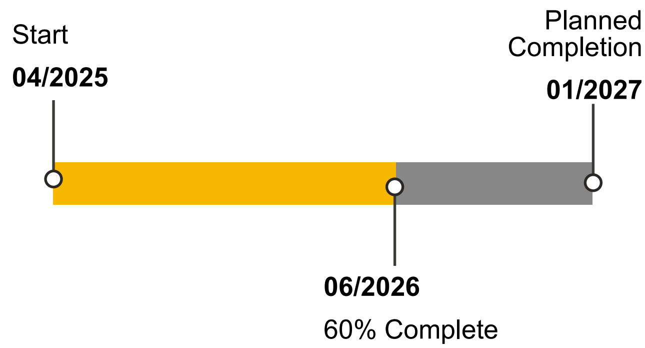
*Budget amounts as of March 2026.

All Station Accessibility Program – Irving Park and Belmont

Budget



Design Schedule & Progress



Description

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

Rendering of the Pulaski Street entrance to Irving Park Station.

Budget*

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

Schedule

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

Status

This project is in the design phase. The 60% design is currently under review. CTA is also working through the National Environmental Policy Act (NEPA) process for this project.

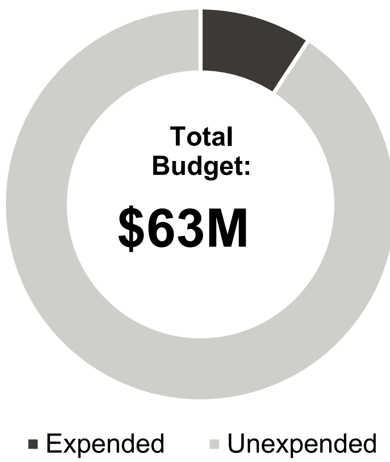
Highlights

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

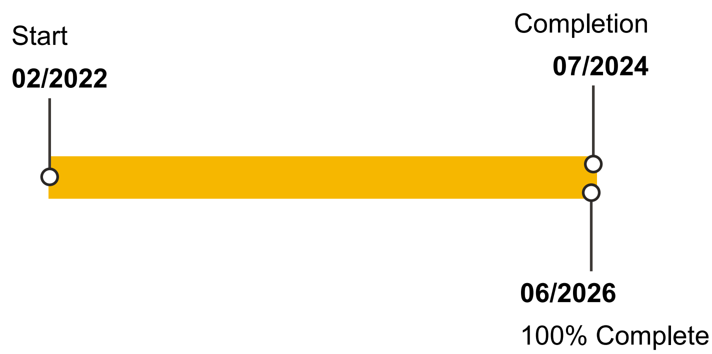
*Budget amounts as of March 2026.

All Station Accessibility Program – California Station

Budget



Design Schedule & Progress



Description

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

California Station Rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$60,537,131	$3,056,479	5%
Prior Years State Funds	$60,000	$60,000	100%
City TIF	$2,760,750	$2,760,750	100%
Total	$63,357,881	$5,877,229	9%

Schedule

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

Status

The design for this project has been completed. CTA has finalized a construction bid package, it was advertised and bids were received, however the project had to be re-bid due to changes in the DBE requirements. CTA has updated the procurement materials and is expected to advertise the construction package again this summer.

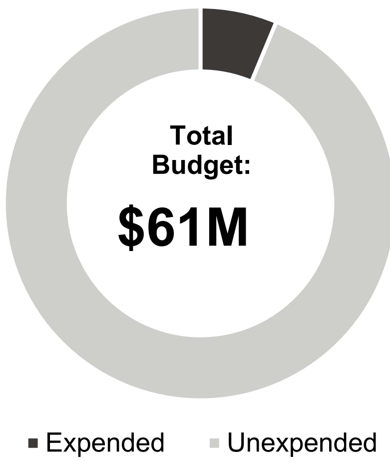
Highlights

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

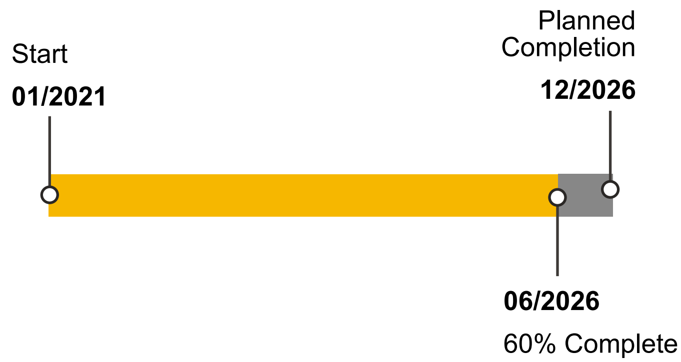
*Budget amounts as of March 2026.

Cottage Grove Station

Budget

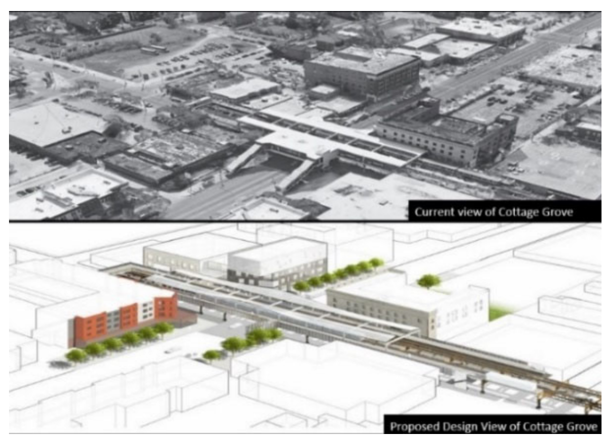


Design Schedule & Progress



Description

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



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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$60,000,000	$2,410,073	4%
CTA Bonds	$1,469,049	$1,469,049	100%
Total	$61,469,049	$3,879,122	6%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	January 2022	December 2026	Behind schedule
Preliminary Project Schedule	December 2018	September 2024	May 2029	Behind schedule

Status

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

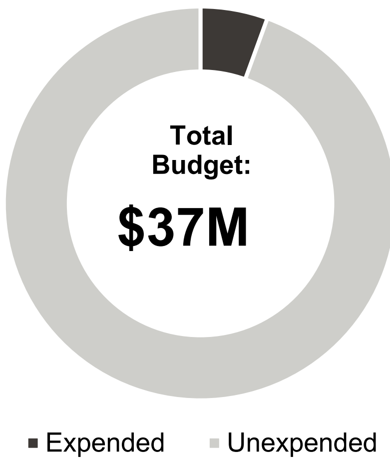
Highlights

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

*Budget amounts as of March 2026.

All Station Accessibility Program – Elevator Replacement

Budget



Design Schedule & Progress

Description

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


Photo of an elevator taken during the inspections.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$25,370,000	$2,040,327	8%
FTA	$11,585,000	$0	0%
Total	$36,955,000	$2,040,327	6%

Schedule

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

Status

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

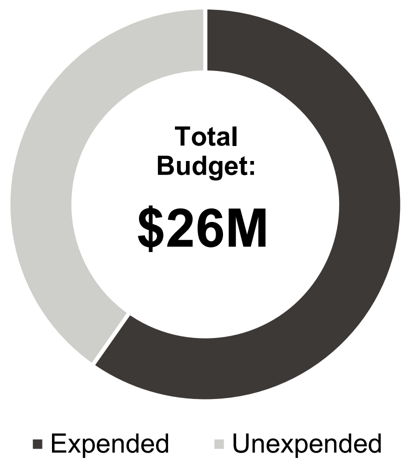
Highlights

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

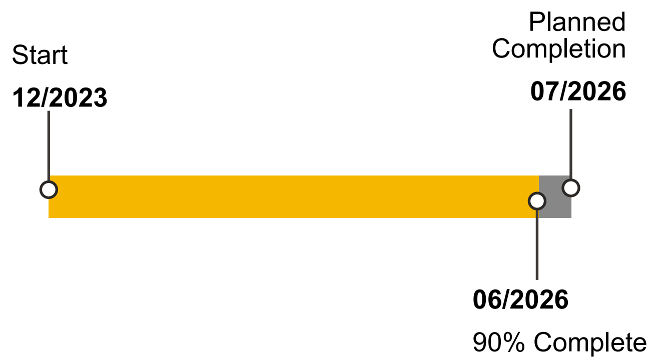
*Budget amounts as of March 2026.

All Stations Accessibility Program – Austin Station

Budget

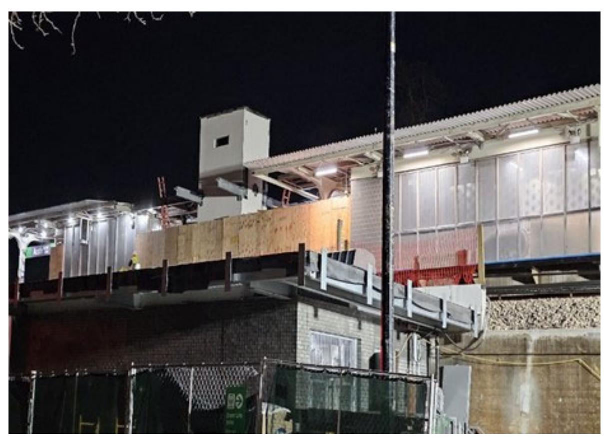


Construction Schedule & Progress



Description

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



Nighttime operation – installation of steel angles on the platform at Austin Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$5,300,000	$3,193,367	60%
FTA	$20,264,000	$12,076,033	60%
Total	$25,564,000	$15,269,400	60%

Schedule

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

Status

Construction activities are ongoing. Work on the Mason Stationhouse and auxiliary exit has been completed. Activities at the Austin Stationhouse include pouring curbs, sanitary line connections, fabrication of the customer service kiosk, working on setting structural steel, masonry and elevator shaft.

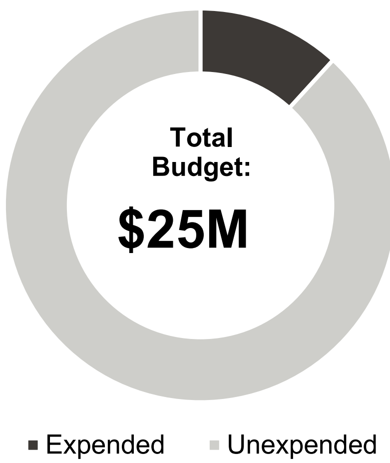
Highlights

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

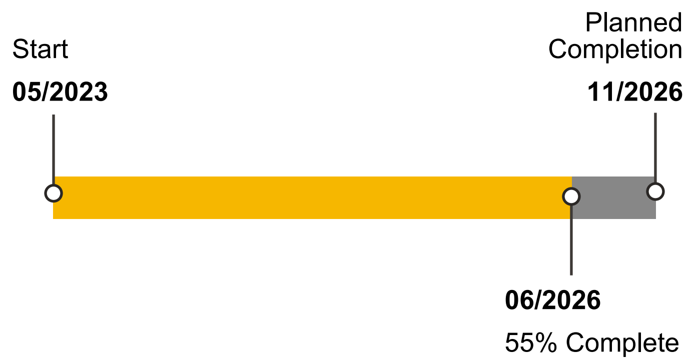
*Budget amounts as of March 2026.

All Station Accessibility Program & Canopies at Montrose Station

Budget



Design Schedule & Progress



Description

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

Montrose Station platform – potential placement of elevator.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$24,703,822	$2,958,039	12%
CTA Bonds	$414,402	$0	0%
Total	$25,118,224	$2,958,039	12%

Schedule

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

Status

This project is in the design phase. The 60% design has been reviewed by CTA and the State Historic Preservation Office (SHPO). Based on the comments provided by SHPO, revisions had to be made to the 60% design to meet Section 106 requirements. CTA is negotiating with the designer on the additional scope to address the design revisions.

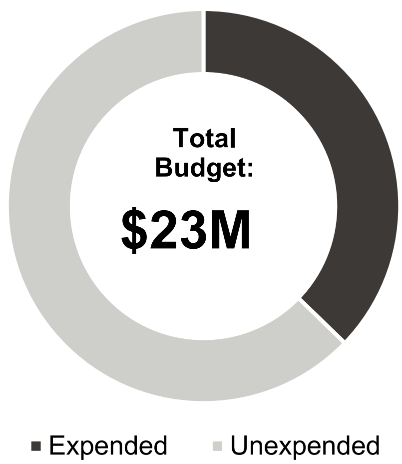
Highlights

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

*Budget amounts as of March 2026.

Non-Revenue Vehicles – Diesel Locomotives

Budget



Design/Construction Schedule & Progress

Description

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

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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$473,165	$473,165	100%
RTA Bonds	$7,924,753	$7,924,753	100%
FTA	$11,000,000	$65,721	1%
CTA Bonds	$3,333,095	$0	0%
Total	$22,731,013	$8,463,639	37%

Schedule

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

Status

The project is in full production mode. CTA has received all vehicles on site and testing of the first vehicle is ongoing. CTA forces continue to work with the vendor to address final configuration and modifications on the first vehicle. All changes will be pushed to the remaining three locomotives.

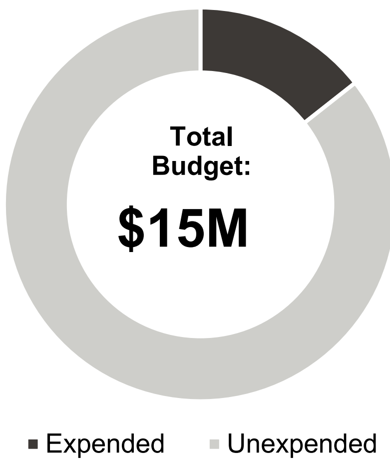
Highlights

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

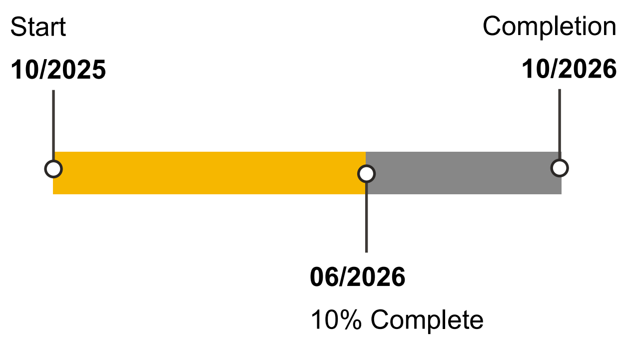
*Budget amounts as of March 2026.

43rd Street Station – Green Line

Budget



Construction Schedule & Progress



Description

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

43rd Street Station Rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$9,340,887	$798,046	9%
FTA	$3,696,062	$20,554	1%
City TIF	$1,983,938	$1,345,696	68%
Total	$15,020,887	$2,164,296	14%

Schedule

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

Status

This project is in the beginning stages of construction. The contractor has begun the installation of barrier walls, fencing, framing, rebar and pouring of support piers as well as the erection of the back stairs. The contractor is also working on the remaining submittals.

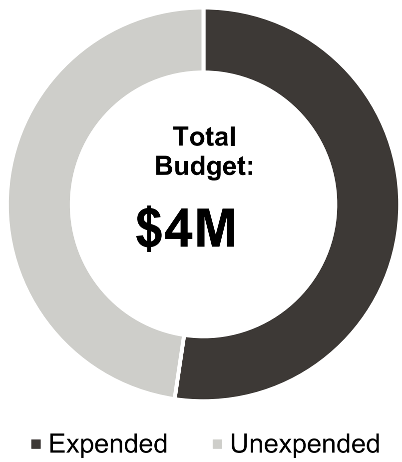
Highlights

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

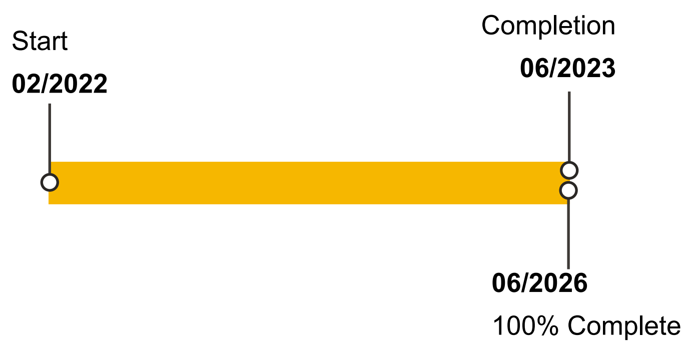
*Budget amounts as of March 2026.

Green Line – Lake Street Bridge

Budget

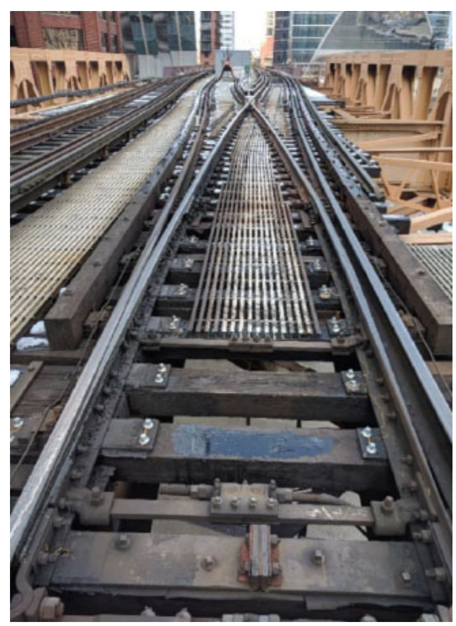


Design Schedule & Progress



Description

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



Existing track by the Lake Street Bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$3,669,633	$1,920,939	52%
Total	$3,669,633	$1,920,939	52%

Schedule

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

Status

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

Highlights

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

*Budget amounts as of March 2026.

CTA PAYGO Funded Projects

Project:	**CTA – Ventra 3.0 Upgrades**
Scope:	This project overhauls the Ventra payment system to move CTA, Pace, and Metra onto a modern, open architecture platform that includes technology and fare system enhancements from the past ten years.
Status:	CTA made progress migrating the back-office (BO) system to the cloud, with 90% now in the cloud. Pilot testing of the Ventra mobile application was completed, and deployment is expanding to 15 additional stations along with public pilot testing. The remaining cloud migration and BO upgrade activities are expected to be completed by the end of Q3-2026.

Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$127,172,726		$13,778,917	11%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	May 2024	December 2027
	Preliminary Schedule	On Schedule	May 2024	December 2027

Project:	**CTA – 2023 – Facilities Maintenance – Systemwide**
Scope:	This project will target preventive maintenance projects systemwide. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance. Station will receive cleaning at regular intervals.
Status:	Preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures. Facilities improvements were ongoing during this reporting period and maintenance work continues.

Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$12,000,000		$10,793,918	90%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	August 2023	December 2026
	Preliminary Schedule	Behind Schedule	August 2023	June 2025

Project:	CTA – Elevated Track and Structure Maintenance – 2024 (Final)			
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 were completed during this reporting period. This will be the final update on this project.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$9,595,891		$9,595,891	100%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	January 2025	March 2026
	Preliminary Schedule	Behind Schedule	January 2025	March 2025

Project:	CTA – 2024 – Facilities Maintenance – Systemwide			
Scope:	This project will target preventive maintenance projects systemwide. Major elements include, but are not limited to, elevator/escalator maintenance; electrical work; and power maintenance. Station will receive cleaning at regular intervals.			
Status:	Preventive maintenance reduces the occurrences of defects which occur as a result of water/snow, human error, leaks, asset wear and tear, and bearing failures. Facilities improvements were ongoing during this reporting period and maintenance work continues.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$3,030,281		$40,580	1%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	March 2026	March 2027
	Preliminary Schedule	On Schedule	March 2026	March 2027

Project:	CTA – Life Extending Bus Overhaul (1000-Series)			
Scope:	This project overhauls buses to a state of good repair. These buses were put in service between 2006 and 2008 and the last overhaul was from 2013 through 2015. This aggressive overhaul program will replace parts nearing the end of their useful life before they fail. This will extend the useful life of the 1000-series buses by 5 to 7 years.			
Status:	The team completed testing of the pilot Haldex air dryers on two buses and the buses were put back in service. As of this reporting period, CTA advertised the RFP and proposals are due in June. NTP to the contractor is expected to start in Q3-2026.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,893,610		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	May 2022	September 2027
	Preliminary Schedule	Behind Schedule	May 2022	October 2025

Project:	CTA – Tactile Signage at CTA Bus Stops			
Scope:	CTA is installing tactile and braille bus stop signs along major transit corridors to help blind and low-vision riders independently locate exact boarding areas.			
Status:	The team began production of signs. Once signs are printed, they will begin installation in the field.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$339,400		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	September 2024	December 2029
	Preliminary Schedule	Behind Schedule	September 2024	December 2028

CTA Projects over $10 M

Project:	**CTA – Red Purple Modernization (RPM) – Phase 1**
Scope:	The RPM project will completely rebuild the northern portion of the Red Line from Belmont to Howard station and the Purple Line, which extends to Linden station in Wilmette. RPM Phase 1 project consists of the following elements: Red-Purple Bypass (RPB), Lawrence to Bryn Mawr Modernization (LBMM), Corridor Signal Improvements (CSI), Advance Systems Work and Broadway Substation Upgrade.
Budget:	$2,203,408,226; on budget.
Schedule	On schedule; estimated completion April 2027.
Highlights	The RPB portion completed installation of fencing throughout the project area, began rail grinding of the North Mainline tracks between Cornelia and Montrose Avenue, and continued civil and structural punch list activities while progressing contractor demobilization and project turnover activities. The LBMM portion continued maintenance activities for station escalators, elevators, and drainage lines, while punch list work progressed at the Bryn Mawr, Berwyn, Argyle, and Lawrence stations. The CSI portion installed, wired, tested, and commissioned the Jarvis Relay Room, commissioned new Worker Ahead equipment near Jarvis, Morse, and Loyola, and began commissioning the Signal Maintenance Workstation. Crews also continued removal of decommissioned signal infrastructure systemwide, completed supplemental signal training, installed electrical equipment in the Clark, Winona, and Montrose areas, and continued project-wide punch list resolution and signal testing activities.

Project:	**CTA – Purchase Rail Cars – 7000-Series**
Scope:	Purchase up to 846 rail cars to replace the 2600 and 3200 series fleets that were put in service from 1981 through 1986 and 1992 through 1994, respectively. The current project budget is for the base order of 400 cars. CTA has programmed funding for option #1. A design consultant is assisting with quality control.
Budget:	$713,703,634; on budget.
Schedule	On schedule; estimated completion extended to March 2027.
Highlights	Status conferences continued with CRRC to address and track various items. Production deliveries continued with two cars accepted into revenue service in March 2026, bringing the total to 252 delivered and accepted cars. CTA inspection personnel continue working in China and Chicago, conducting production oversight, inspections, software updates, retrofit activities, and warranty coordination efforts. Two cars are currently undergoing final inspection at Skokie Shops. CTA and CRRC continued fleet retrofit and corrective action activities, including software updates, master controller replacements, flooring repairs, and gearbox corrective action planning. Three additional car bodies previously delayed were cleared in March 2026, with additional shipments anticipated to continue.

Project:	**CTA – Purchase Up to 45 Electric Buses and Up to 9 Charging Stations (Final)**
Scope:	This project involves the base order of forty-five 40FT battery-powered, zero emissions, all-electric fully accessible, public transit buses with en-route charging capabilities. Also, included are necessary spare components and manpower costs associated with this procurement. These will replace Nova buses put in service from 2014 through 2015.
Budget:	$71,991,905; under budget.
Schedule	On schedule; substantial completion reached in March 2026.
Highlights	The charging stations were received and installed and reached substantial completion in January 2021. In Q4-2021, seventeen (17) production buses were completed and delivered to CTA. The installation of revenue fare collection systems, communication equipment, network systems were completed in Q2-2022. A total of twenty-three (23) buses were delivered. Nineteen (19) are in service and four are being used at the 74th Garage for operator training. The previously exercised option for an additional twenty-two (22) buses was cancelled due to inability of the vendor to continue production. CTA will have a joint procurement with Pace for additional electric vehicles in a new RFP. This will be the final update on this project.

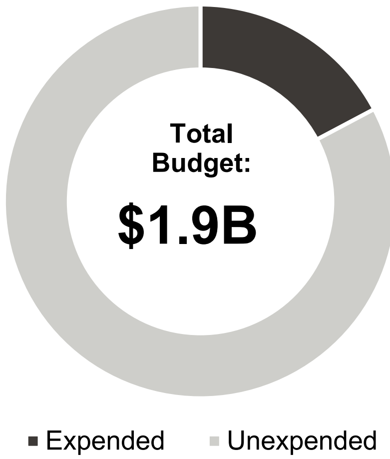
Project:	**CTA – Western Station – Brown Line**
Scope:	This project rehabilitates Western Station on the Brown Line. Scope includes new lighting, painting, materials replacement, signage, mechanical & drainage work, replacement of two elevators, improvements to the bus turnaround area, walkway entrances, stationhouse exterior and plaza, mezzanine, and platforms.
Budget:	$33,487,825; on budget.
Schedule	On schedule; estimated completion May 2027.
Highlights	Status conferences continued to coordinate project activities, construction sequencing, and schedule recovery efforts. The project team finalized the design and location of the new kiosk, coordinated amended building permit activities for structural steel repairs, and continued discussions regarding bus circulation and station operations. CTA test bus operation was completed in March to evaluate bus movements through the terminal area. Construction activities progressed on masonry reconstruction, structural steel repairs, interior conduit installation, and electrical and fire alarm systems work. Crews also completed duct bank installation to the new electrical room, installed second-floor glazing, advanced work on the south elevator, and continued construction of the temporary kiosk and bus operator facilities. Site work advanced with installation of new concrete pavement, sidewalks, passenger islands, and the bus turnaround area on the south and east sides of the station. Additional work included masonry corrections, thin-brick veneer installation and replacement, and coordination for future High Barrier Gate installation. Work continues toward substantial completion of the project.

Project:	**CTA – Replace Video System – Series 5000 & 3200 Series Rail Cars**
Scope:	This project designs, procures and installs video systems replacement for the 5000-Series and 3200-Series rail cars. Funds will also provide for rail technology upgrades which will include scope finalization, development of specifications, procurement, performance of work, and training.
Budget:	$25,100,000; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	CTA finalized the procurement process and the contract was awarded to Railhead Corporation. The contractor completed the design and began delivery of pre-production video recorder kits. Pre-production testing has been completed, and plans for production kit deliveries and installations have been finalized. Production installation is scheduled to begin at a rate of approximately eight cars per month across the 5000-series rail car fleet.

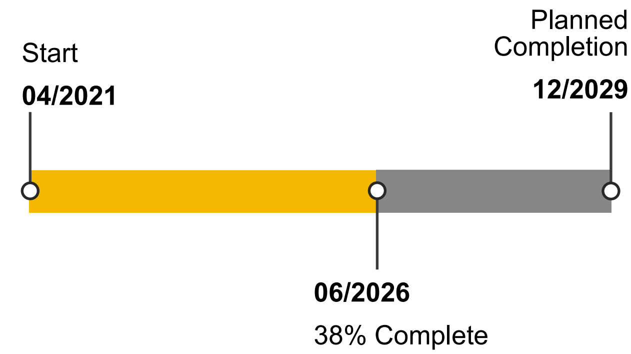
Metra

New Bi-Level Rail Cars

Budget



Implementation Schedule & Progress



Description

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

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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$376,339,200	$171,277,964	46%
PAYGO	$80,854,042	$80,374,989	99%
RTA Bonds	$47,932,131	$47,932,131	100%
FTA	$42,496,740	$22,243,726	52%
Future Funding**	$1,319,900,823	$0	0%
Total	$1,867,522,936	$321,828,810	17%

Schedule

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

Status

The final design review activities for all subsystems continue and are 99% complete. The construction of the first car body shell continued with inspections and validations ongoing. The first car body shell production will have a more comprehensive review and inspection process as all components are validated. The testing of the first car shell is expected to be completed in October of this year.

Highlights

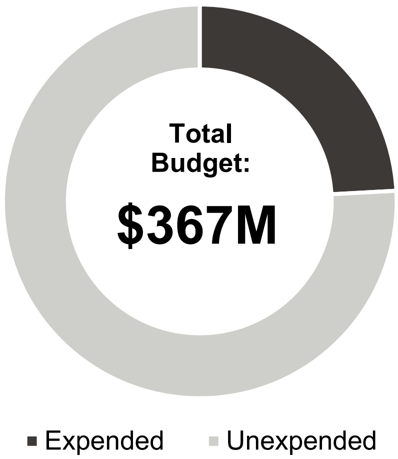
The purchase of these cars will allow Metra to retire their Pullman fleet and Budd fleet commuter cars which were put in service from 1958 through 1963 and 1953 through 1960, respectively. These cars have reached the end of their useful life and can no longer be rehabilitated. The new car design will be more comfortable, accessible, reliable, and safer.

*Budget amounts as of March 2026.

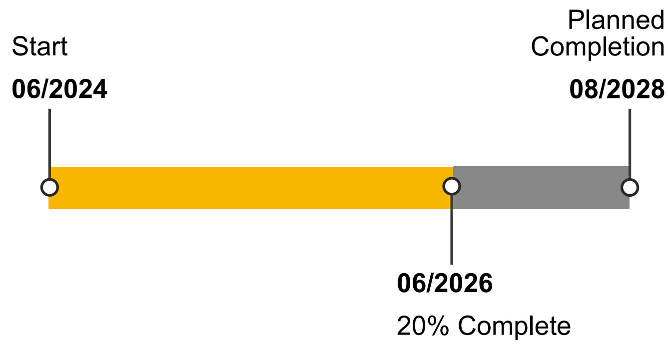
**Future funding is funding that is included in the project budget; however the funds have not been programmed or executed in a grant agreement at this time.

Zero-Emissions Trainsets

Budget



Implementation Schedule & Progress



Description

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

Trainset rendering.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$15,000,000	$14,999,997	100%
PAYGO	$13,750,000	$0	0%
RTA Bonds	$25,400,000	$7,000,883	28%
CMAQ	$169,300,000	$34,114,169	20%
FTA	$51,524,137	$32,544,361	63%
Future Funding**	$92,296,860	$0	0%
Total	$367,270,997	$88,659,410	24%

Schedule

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

Status

Final design review is 95% complete. Metra issued a release for an additional 16 trailer cars to increase the trainsets from two cars to four cars. The contractor continued the manufacturing of trainsets 1 and 2. The first trainset is expected to be delivered in October 2026. The previously pending change order to upgrade the batteries was executed.

Highlights

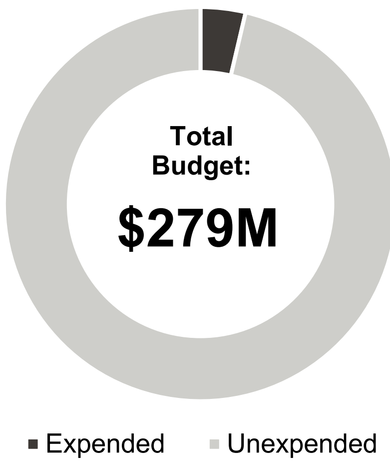
This multi-year, multi-phase project will acquire battery-electric trainsets. Metra will be among the first passenger rail transit agencies to purchase and operate self-propelled trainsets that will not require the construction and maintenance of wayside power. Metra estimates that replacing one old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

*Budget amounts as of March 2026.

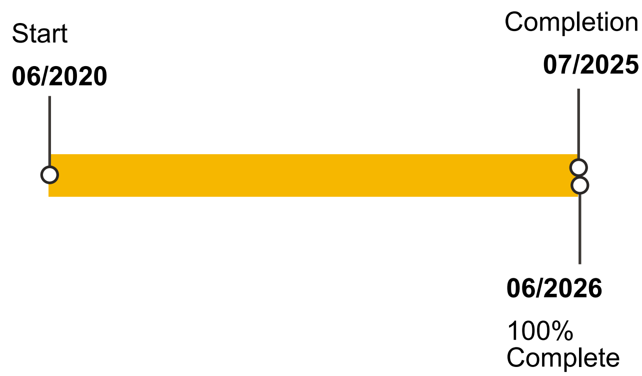
**Future funding is funding that is included in the project budget; however the funds have not been programmed or executed in a grant agreement at this time.

Union Pacific North Line – South 11 Bridges

Budget



Design Schedule & Progress (Segment 1)



Description

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

Rendering of a new bridge on the UP North Line.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$156,100,000	$9,684,347	6%
FTA	$123,000,000	$613,943	1%
Total	$279,100,000	$10,298,290	4%

Schedule

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

Status

This project is in the final design phase. It has been separated into 3 segments. The design for the first segment has been completed. Metra has prepared a construction procurement package and the Issue for Bid documents for Segment 1, which will be advertised in June 2026. The 100% design revisions for Segment 2 are currently under review by Union Pacific. The design for Segment 3 requires revisions to include the lowering of two roadways. Community outreach activities continue.

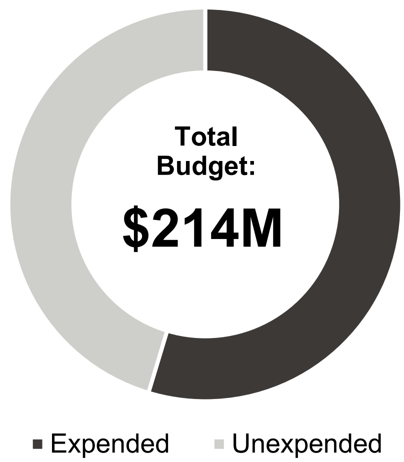
Highlights

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

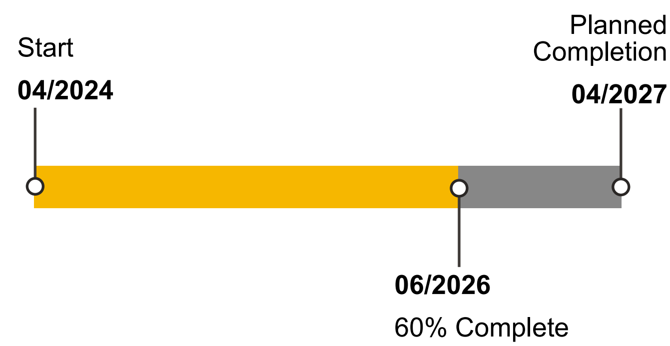
*Budget amounts as of March 2026.

Remanufactured Locomotive Purchase

Budget



Implementation Schedule (Option 2)



Description

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

Remanufactured locomotive 505 delivered to Metra.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$127,532,842	$70,766,075	55%
FTA	$46,142,424	$46,022,869	100%
RTA Bonds	$34,000,000	$0	0%
Future Funding**	$5,962,013	$0	0%
Total	$213,637,279	$116,788,944	55%

Schedule

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

Status

All 15 locomotives from the base order have been delivered to Metra. One of the completed locomotives experienced a failure of the blower fan. Metra made the decision to replace the blower fans on all the completed locomotives under warranty. Metra also exercised Options 1, 2, and 3 under the contract for an additional 27 locomotives. All locomotives for Option 1 were delivered to Metra when the last locomotive arrived in March 2025. Option 2 locomotives are currently in various stages of production and expected to begin deliveries in May 2026, final delivery in February 2027, and final acceptance in April 2027. Option 3 locomotives has progress made slowly with cab component stripping underway, with locomotives to begin full production once option 2 locomotives are completed.

Highlights

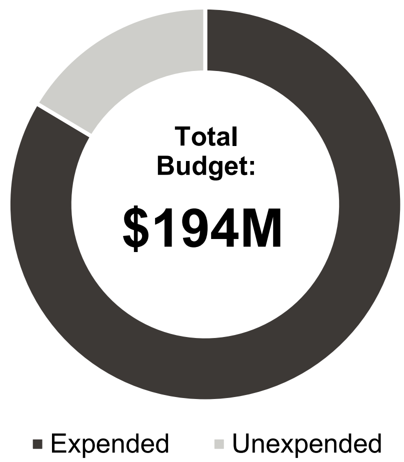
The current Metra locomotive fleet, put into service from 1977 through 1979 and 1983, is reaching the end of its useful life and needs replacement. Purchase of additional locomotives will increase Metra's spare ratio, which will improve service reliability. Newer locomotives reduce maintenance costs.

*Budget amounts as of March 2026.

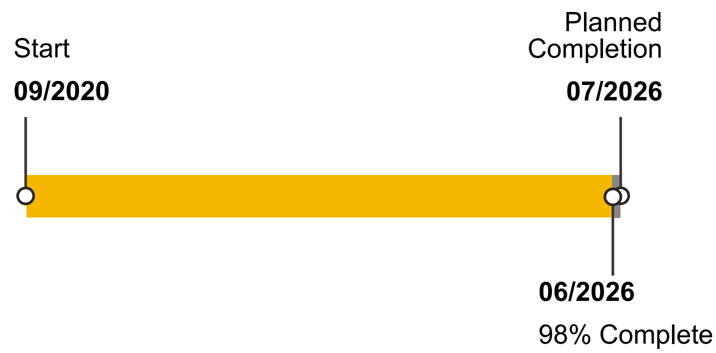
**Future funding is funding that is included in the project budget; however the funds have not been programmed or executed in a grant agreement at this time.

Rail Car Rehabilitation (Nippon Sharyo)

Budget



Implementation Schedule & Progress



Description

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

Rehabilitated rail car – passenger area.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$26,400,000	$24,871,573	94%
PAYGO	$34,944,670	$26,923,043	77%
RTA Bonds	$19,054,142	$712,917	4%
FTA	$115,889,884	$111,554,955	96%
Metra	$38,200	$38,200	100%
Total	$196,326,896	$164,100,688	84%

Schedule

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

Status

The project is currently in phase 10 of 10 of the rehabilitation process. As of the end of May, 296 cars were completed. Work continues to rehabilitate cars at an average rate of 3 cars per month.

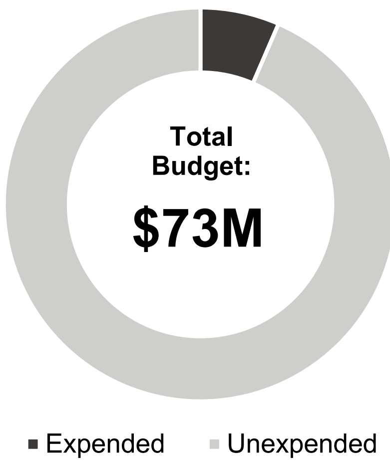
Highlights

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

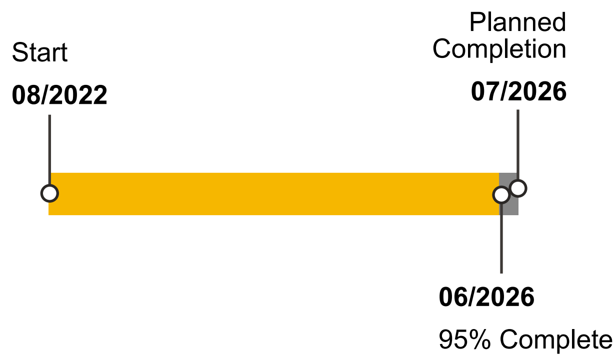
*Budget amounts as of March 2026.

Harvey Transportation Center

Budget



Design Schedule & Progress



Description

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

A rendering of the new Harvey Transportation Center.

Budget*

	Budget	Expended	Expended %
FTA – RAISE Grant	$20,000,000	$0	0%
Rebuild Illinois – Metra	$4,000,000	$2,781,305	70%
FTA – Metra	$2,261,122	$1,094,955	48%
RTA Bonds	$27,300,000	$0	0%
Rebuild Illinois - Pace	$8,400,000	$861,295	10%
FTA - Pace	$10,850,000	$0	0%
Total	$72,811,122	$4,737,555	7%

Schedule

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

Status

This project is in the design phase. The 100% design has been completed and it is currently under review. Metra is working on a construction procurement package. Construction Management services are in procurement.

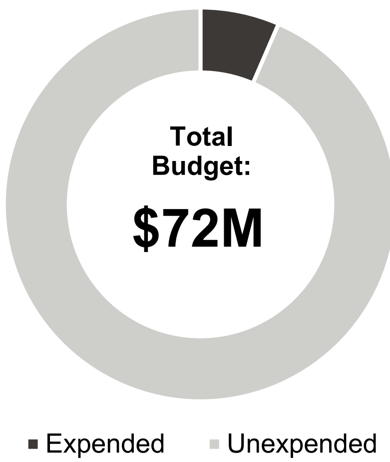
Highlights

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

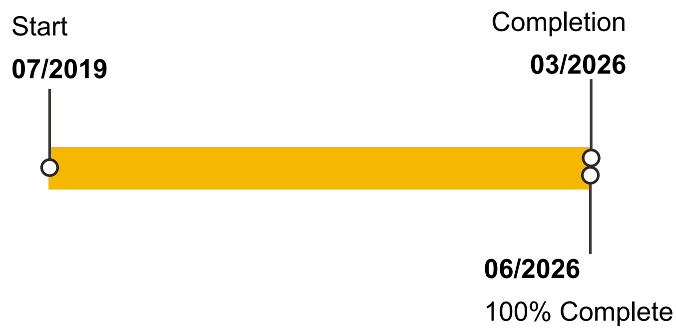
*Budget amounts as of March 2026.

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

Budget



Design Schedule & Progress



Description

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

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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$18,000,000	$2,208,369	12%
Prior Years State Funds	$12,000,000	$0	0%
FTA	$39,600,000	$2,178,208	6%
University of Chicago	$2,500,000	$300,000	12%
Total	$72,100,000	$4,686,577	7%

Schedule

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

Status

The design for this project has been completed in March 2026. Metra is currently finalizing the procurement package for construction services and plans on advertising it in July. Procurement for Construction Management services closed at the end of May.

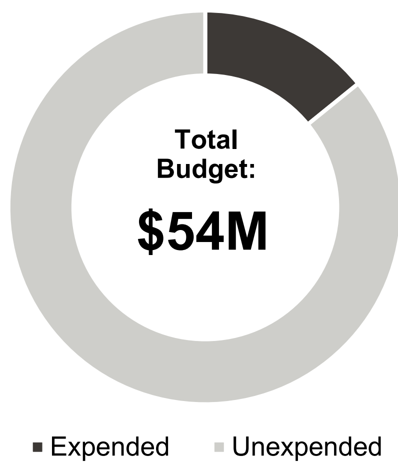
Highlights

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

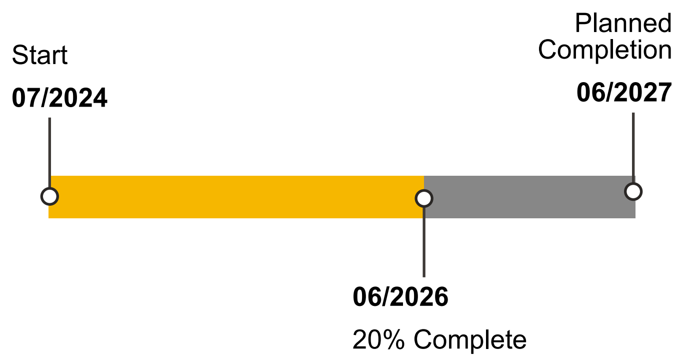
*Budget amounts as of March 2026.

95th Street Station – Chicago State University (CSU)

Budget



Construction Schedule & Progress



Description

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

Rendering of the 95th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$20,000,000	$4,836,862	24%
FTA	$29,000,000	$1,810,031	6%
Cook County	$5,000,000	$1,004,480	20%
Total	$54,000,000	$7,651,373	14%

Schedule

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

Status

Construction activities are ongoing. The contractor is working on the north headhouse and the platform. The elevator stem walls and the upper portion of the stairs have been formed and poured. The contractor has begun stubbing for underground electrical and plumbing. Activities related to the permit process for the vendor building and utilities are ongoing.

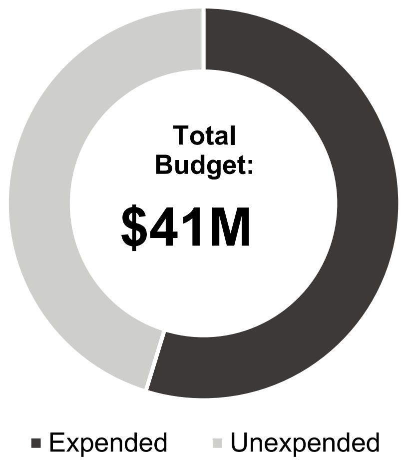
Highlights

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

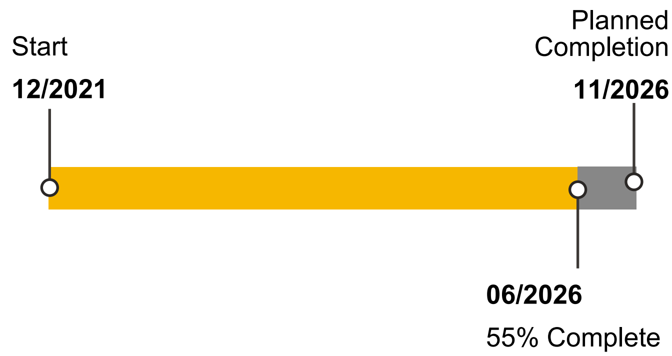
*Budget amounts as of March 2026.

Auburn Park New Station

Budget



Construction Schedule & Progress



Description

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

Vendor building and installed terracotta at the new Auburn Park Station.

Budget*

	Budget	Expended	Expended %
Prior Years State Funds	$20,000,000	$16,098,646	80%
Rebuild Illinois	$15,000,000	$3,850,919	26%
PAYGO	$4,300,000	$2,557,516	59%
Illinois Dept of Commerce	$1,800,000	$0	0%
Total	$41,100,000	$22,507,081	55%

Schedule

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

Status

The construction activities are in progress. The contractor continues work on the tunnel, vendor building, bridge deck and the plaza. At the tunnel, the main slab concrete pour was completed, work is ongoing on forming and rebar installation for the tunnel walls. At the vendor building, HVAC ductwork work continued, the service yard concrete slab was poured and control joints were sawcut. Bridge deck activities included platform canopy footing concrete pours and continued canopy footing rebar installation. Plaza work continued with storm sewer installation.

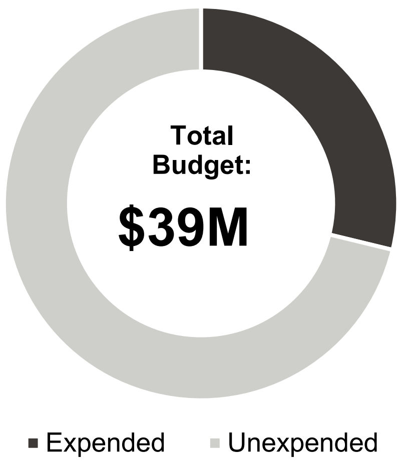
Highlights

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

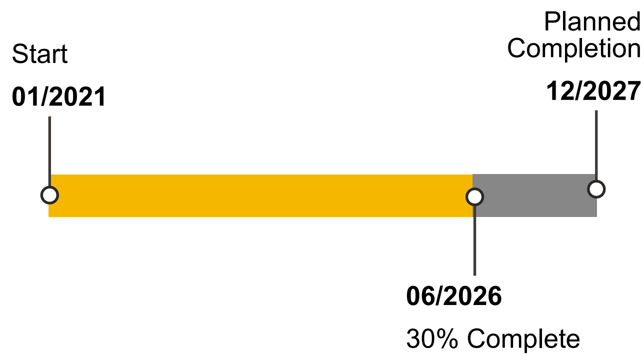
*Budget amounts as of March 2026.

Central Warehousing

Budget



Design Schedule & Progress



Description

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

Current photo of the warehouse building.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$13,000,000	$9,467,249	73%
PAYGO	$7,716,277	$1,680,364	22%
Metra	$18,000,000	$0	0%
Total	$38,716,277	$11,147,613	29%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	January 2021	December 2024	December 2027	Behind schedule
Preliminary Project Schedule	June 2020	December 2024	December 2030	Behind schedule

Status

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

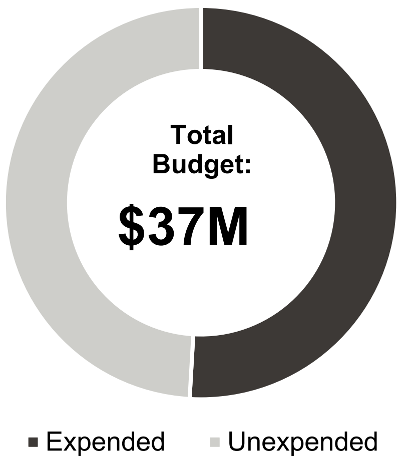
Highlights

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

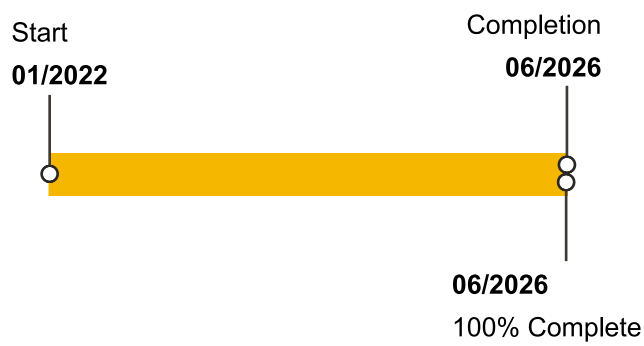
*Budget amounts as of March 2026.

Substation Improvements

Budget



Matteson Substation Construction Schedule & Progress



Description

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


New Matteson Substation.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$36,091,657	$18,448,898	51%
FTA	$1,004,551	$443,204	44%
Total	$37,096,208	$18,892,102	51%

Schedule

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

Status

Construction activities are nearing completion at Matteson Substation. The contractor is continuing to work on ComEd line cut overs as well as finishing up the new bathroom installation. Field testing and commissioning of equipment has been completed.

The 100% design for Homewood Substation has been completed and is currently under Metra's review.

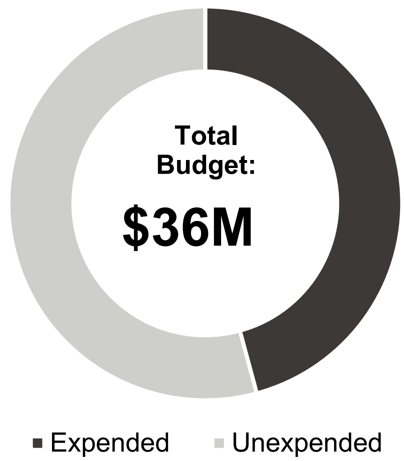
Highlights

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

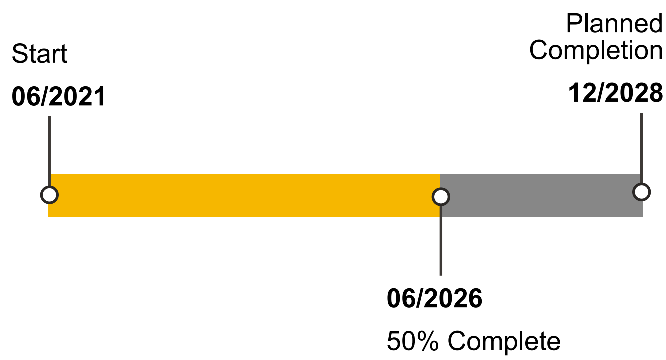
*Budget amounts as of March 2026.

Right-of-Way Equipment

Budget



Implementation Schedule & Progress



Description

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

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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$8,000,000	$0	0%
PAYGO	$25,624,385	$14,391,570	56%
FTA	$100,000	$0	0%
EPA	$2,106,102	$2,015,116	96%
Total	$35,830,487	$16,406,686	46%

Schedule

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

Status

Metra is continuing to purchase various Right-of-Way equipment. Some equipment has been received and accepted. Currently Metra is awaiting delivery of a catenary maintenance vehicle, three material handling trucks, two excavator mulching mower head attachments, two Nordco CX spikers and a diesel fueled heater car. Other Right-of-Way equipment is in the procurement process.

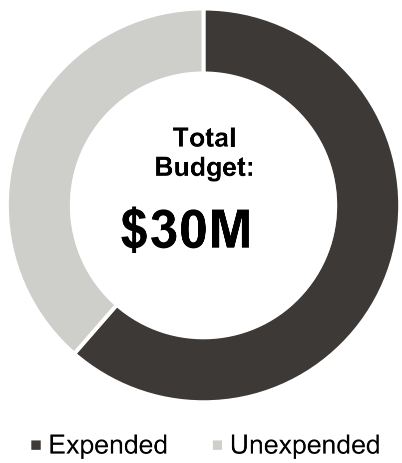
Highlights

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

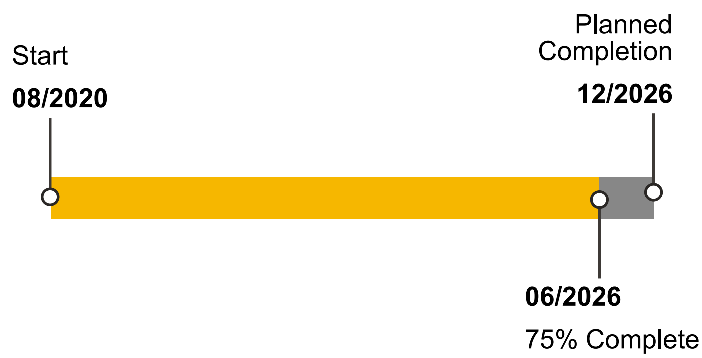
*Budget amounts as of March 2026.

CREATE - 75th Street Corridor Improvement Project (CIP)

Budget



Design Schedule & Progress



Description

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

Rendering of the flyover connection.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$11,218,000	$7,439,838	66%
PAYGO	$9,782,000	$9,151,786	94%
Metra	$2,000,000	$0	0%
Amtrak	$5,000,000	$1,230,235	25%
IDOT CREATE	$1,065,809	$111,547	10%
CSX	$667,246	$327,478	49%
Total	$29,733,055	$18,260,884	61%

Schedule

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

Status

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

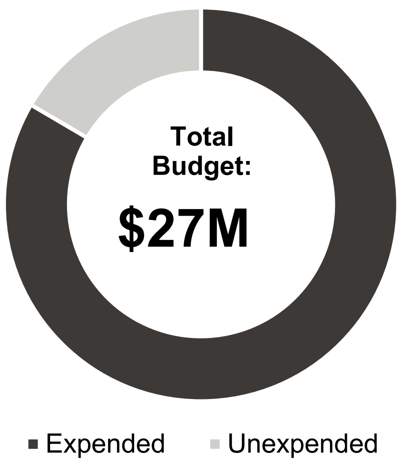
Highlights

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

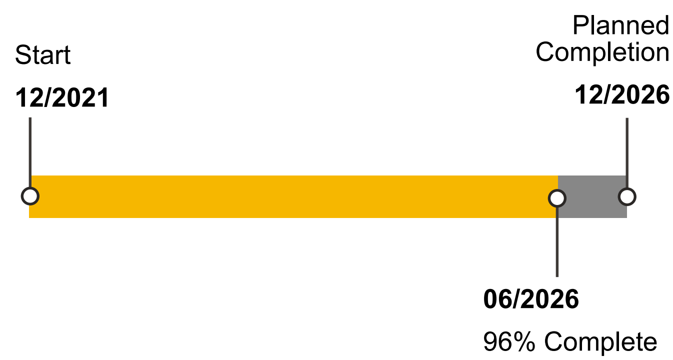
*Budget amounts as of March 2026.

Ticket Vending Machines (TVMs)

Budget



Implementation Schedule & Progress



Description

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

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

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$24,640,090	$21,147,587	86%
FTA	$2,650,000	$1,624,085	61%
Total	$27,290,090	$22,771,672	83%

Schedule

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

Status

This project is currently in the production phase. Construction, delivery, and installation of the Ticket Vending Machines is in progress. All 300 machines were received and 288 machines have been installed. Work continued on testing of various software and hardware systems and subsystems, and field installations of overhead cameras continued.

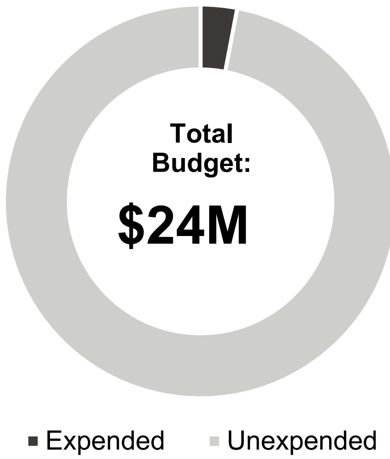
Highlights

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

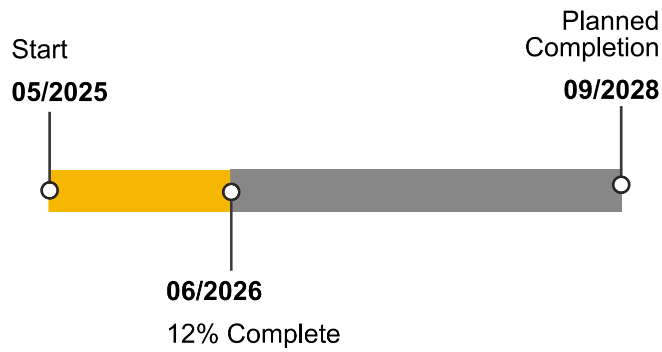
*Budget amounts as of March 2026.

Jackson Substation

Budget



Construction Schedule & Progress



Description

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

Switchgear inside the existing Jackson Substation.

Budget*

	Budget	Expended	Expended %
PAYGO	$6,190,000	$508,985	8%
FTA	$6,270,000	$226,361	4%
RTA Bonds	$12,000,000	$0	0%
Total	$24,460,000	$735,346	3%

Schedule

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

Status

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

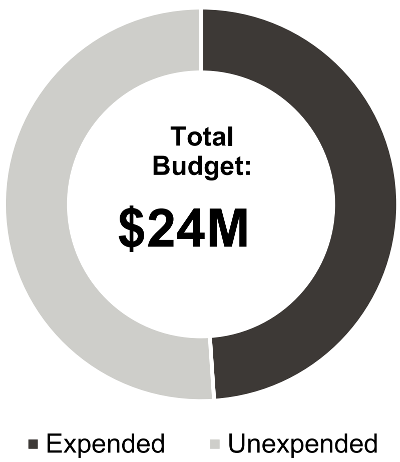
Highlights

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

*Budget amounts as of March 2026.

Morgan Street Bridge Replacement

Budget



Construction Schedule & Progress

Description

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

New Morgan Street Bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$11,000,000	$8,532,573	78%
FTA	$13,244,422	$3,332,809	25%
Total	$24,244,422	$11,865,382	49%

Schedule

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

Status

Construction activities are nearing completion. The contractor is continuing the underground sewer and watermain work, installing catch basins, hydrants and completing the segmental block wall under the bridge.

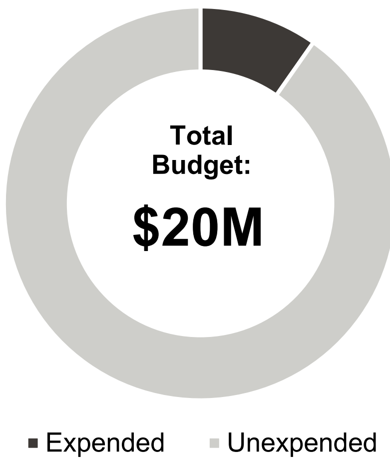
Highlights

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

*Budget amounts as of March 2026.

Westmont Station

Budget



Design Schedule & Progress

Description

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

Existing Westmont Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$17,000,000	$1,246,550	7%
FTA	$2,743,975	$677,174	25%
Total	$19,743,975	$1,923,724	10%

Schedule

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

Status

The design has been completed. Metra has developed a construction procurement package and it will be advertised for bid in July 2026.

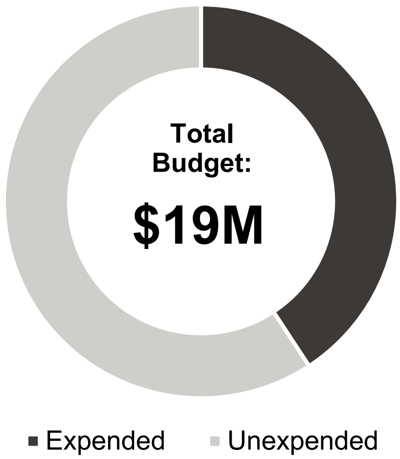
Highlights

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

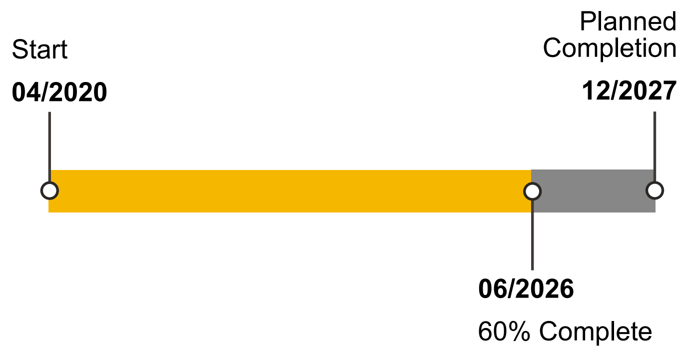
*Budget amounts as of March 2026.

Smart Gates

Budget



Implementation Schedule & Progress



Description

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

Existing Metra grade crossing.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$1,500,000	$1,416,418	94%
PAYGO	$10,000,000	$1,273,771	13%
FTA	$7,719,036	$5,144,850	67%
Total	$19,219,036	$7,835,039	41%

Schedule

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

Status

The construction and software installation on the first 14 crossings has been completed. The software consultant is finalizing the configuration of the communication with the back office. User interface work is ongoing. Wayside software and configurations have been completed. Efforts to integrate crossing cameras continue. Metra was selected to receive an FRA Rail Crossing Elimination grant that will fund the installation of additional 36 smart gate crossings with PAYGO funding local match. Hardware installation at the next 25 locations is in progress and 13 of those locations are completed.

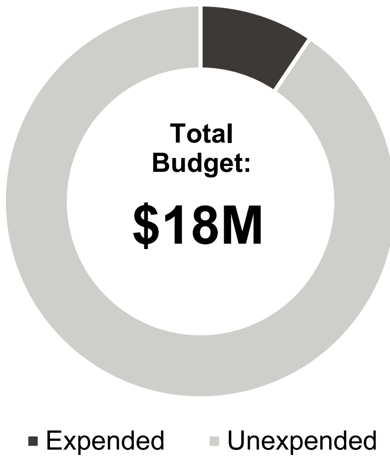
Highlights

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

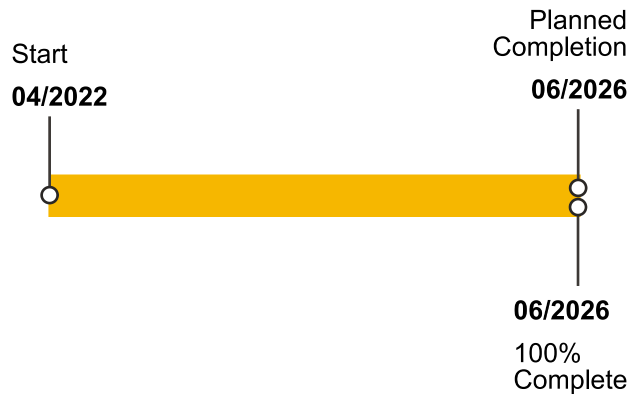
*Budget amounts as of March 2026.

Stoney Creek Bridge

Budget



Design Schedule & Progress



Description

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


Current condition of the Stoney Creek Bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$15,400,000	$1,717,237	11%
PAYGO	$2,830,000	$0	0%
Total	$18,230,000	$1,717,237	9%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	April 2022	April 2023	June 2026	On schedule
Preliminary Project Schedule	November 2021	March 2024	December 2029	Behind schedule

Status

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

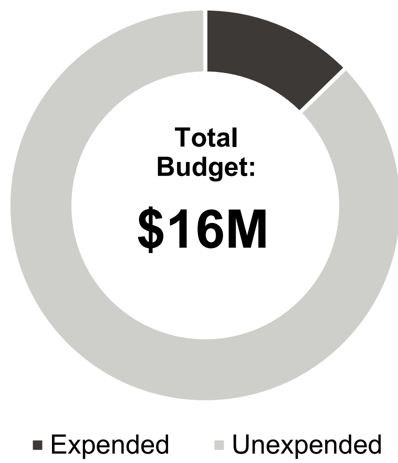
Highlights

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

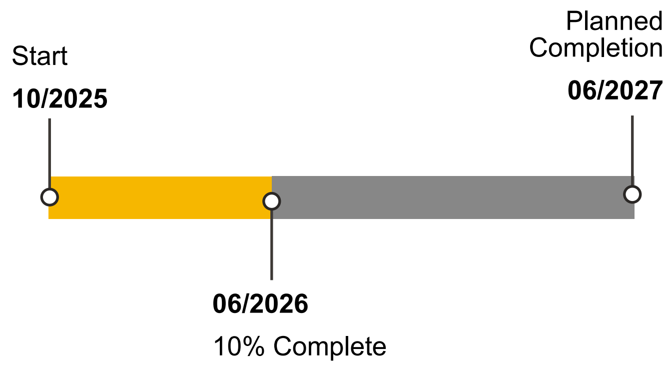
*Budget amounts as of March 2026.

CREATE EW-2 Bridge Lift

Budget



Construction Schedule & Progress



Description

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

Concrete encasement removal at the EW-2 bridge.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$7,000,000	$1,782,907	25%
PAYGO	$8,600,000	$0	0%
CREATE	$404,189	$245,480	61%
Total	$16,004,189	$2,028,387	13%

Schedule

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

Status

The design for the project has been completed. A construction contract has been awarded and activities have commenced. The contractor is currently working on submittals. Steel blasting and Span 1 encasement removal activities are ongoing.

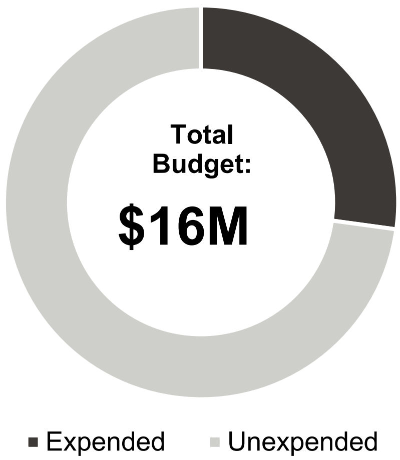
Highlights

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

*Budget amounts as of March 2026.

Crew Facilities

Budget



Fox Lake Construction Schedule & Progress

Description

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


West elevation of the new building at the Fox Lake crew facility.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$16,000,000	$4,350,236	27%
Total	$16,000,000	$4,350,236	27%

Schedule

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

Status

Metra is building a new crew facility at Fox Lake Station on the Milwaukee North District Line. The construction of this facility has been completed.

The crew facility design at the Western Ave location is 60% complete and is currently under Metra's review. The 60% design development is in progress for the Elgin crew facility. At the Morton Grove location, preliminary engineering and scope definition activities are ongoing.

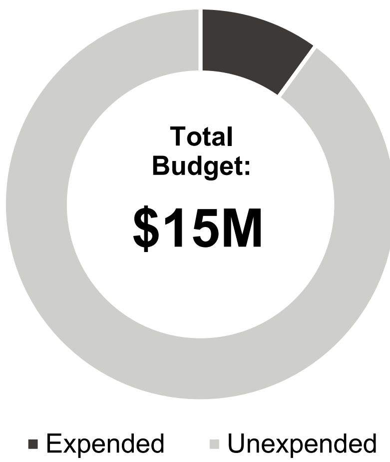
Highlights

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

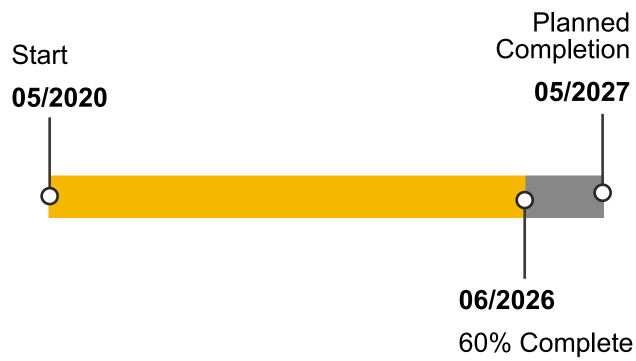
*Budget amounts as of March 2026.

111th Street Station - Pullman

Budget



Design Schedule & Progress



Description

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

Rendering of 111th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$14,750,000	$1,476,476	10%
Total	$14,750,000	$1,476,476	10%

Schedule

	Start Date	Original End Date	Revised End Date	Status
Project Design Schedule	May 2020	December 2022	May 2027	On schedule
Preliminary Project Schedule	May 2020	December 2024	December 2028	Behind schedule

Status

The design activities for this project are ongoing. The 60% design has been completed and is currently under Metra's review.

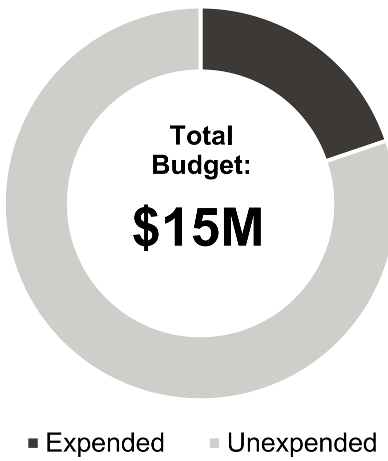
Highlights

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

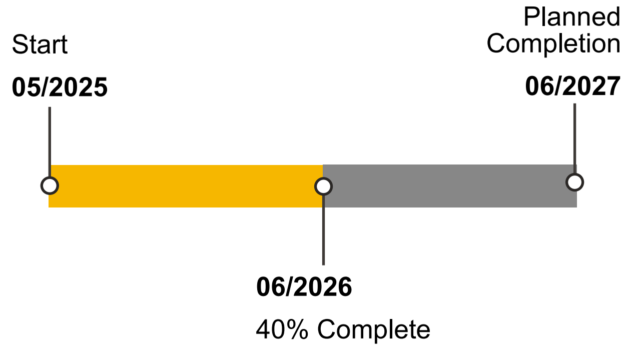
*Budget amounts as of March 2026.

South Water Street Station

Budget

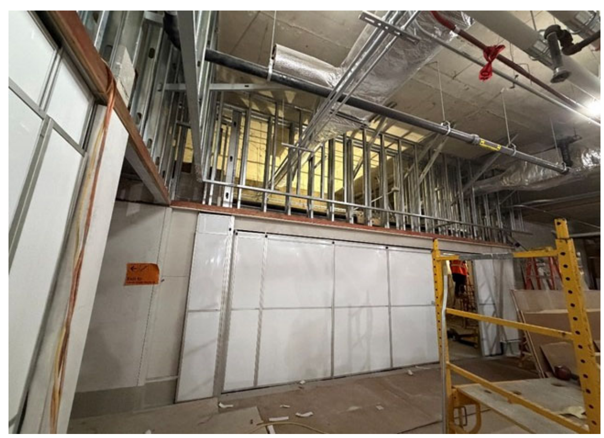


Construction Schedule & Progress



Description

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



Framing in progress at Millenium Station vendor/ticketing queue area.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$12,000,000	$2,376,062	20%
FTA	$2,500,000	$500,000	20%
Total	$14,500,000	$2,876,062	20%

Schedule

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

Status

Construction activities are ongoing. The contractor is working on ceilings, restrooms, vendor spaces, partitions and door installations, supporting overall space build-out. Progress was made on concrete and terrazzo installations in lobbies, stairways, corridors, and elevator areas, along with glazing, millwork, quartz wall panels, and restroom fixtures.

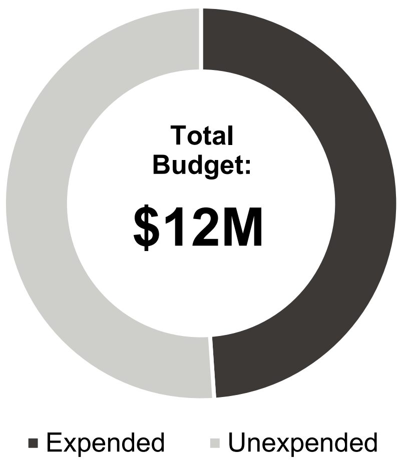
Highlights

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

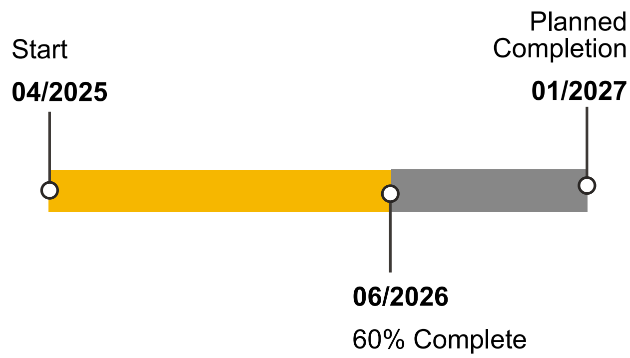
*Budget amounts as of March 2026.

115th Street Station

Budget



Construction Schedule & Progress



Description

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

New west warming shelter at the 115th Street Station.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$10,000,000	$4,618,257	46%
FTA	$1,246,000	$857,290	69%
Cook County	$500,000	$271,222	54%
Total	$11,746,000	$5,746,769	49%

Schedule

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

Status

Construction activities are ongoing. The undercut and grading were completed for both parking lots. Aggregate bases, concrete sidewalks, curb and gutter were also installed for both parking lots. The video message signs were installed on the platforms and are live. Walls, roof framing, and roof decking were completed on the west warming shelter. Wall installation began on the east warming shelter.

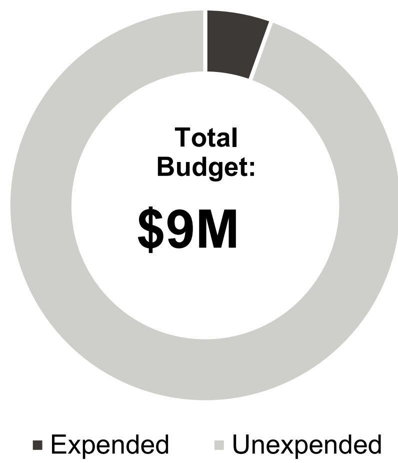
Highlights

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

*Budget amounts as of March 2026.

96th Avenue Bridge

Budget



Design Schedule & Progress

Description

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

Existing 96th Ave bridge.

Budget*

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

Schedule

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

Status

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

Highlights

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

*Budget amounts as of March 2026.

METRA PAYGO Funded Projects

Project:	**Metra – Bridge 86 – 78th St. Entrance**			
Scope:	This project is for design services for the Rock Island District Bridge 86 over 78th Street and the 78th Street entrance for Auburn Park station.			
Status:	The designer for the bridge and entrance completed the design. Procurement for the construction management and general contractor continued this reporting period.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$24,254,054		$3,490,658	14%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	August 2021	December 2027
	Preliminary Schedule	Behind Schedule	August 2021	December 2026

Project:	**Metra – Platform Improvements (Final)**			
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, Willow Springs, Mundelein, Jefferson Park, Barrington, Franklin Park, New Lenox, West Hinsdale, Forest Glen, and Wood Dale was completed. Work at River Forest and the Oak Lawn Station were completed this reporting period. Final invoices remain. This will be the final update on this project.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$11,922,053		$11,284,581	95%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	September 2020	May 2026
	Preliminary Schedule	Behind Schedule	September 2020	December 2022

Project:	Metra – Car Rehabilitation – Amerail			
Scope:	This project funds the continued rehabilitation of gallery cars used on the Metra diesel lines. The cars were delivered between 1995 and 1997. This second rehabilitation may include but is not limited to, the repair of the car body structure, interior components, and running gear systems.			
Status:	Metra began material procurements ahead of the beginning of this program. Rehabilitation activities will commence by Metra forces after the Nippon Sharyo rail car rehabilitation program is completed.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$9,965,000		$103,338	1%
Schedule:	**Schedule:**	**Schedule:**	**Schedule:**	**Schedule:**
	Project Schedule	On Schedule	October 2025	December 2029
	Preliminary Schedule	On Schedule	October 2025	December 2029

Project:	Metra – Station Displays (TROI Net)			
Scope:	This project involves the design and rollout of Metra's next generation of Visual Information System (VIS) signs. They will be installed at multiple locations systemwide to meet accessibility requirements by providing the same visual information at Metra's current audio/visual station announcements.			
Status:	Displays continued delivery during this reporting period. Installation at 181 stations were completed with 429 monitors installed. Work continues with the installation of the displays.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$8,296,314		$1,302,609	16%
Schedule:	**Schedule:**	**Schedule:**	**Schedule:**	**Schedule:**
	Project Schedule	On Schedule	May 2023	December 2027
	Preliminary Schedule	Behind Schedule	May 2023	December 2026

Project:	Metra – Elevator Replacement			
Scope:	The project replaces or 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:	Elevator modernization for Grand/Cicero Station has completed NEPA and preliminary engineering. The periodic station and elevator flooding was resolved and final design restarted with permitting underway. Millennium Station elevator replacement design was terminated at 30% due to unforeseen conditions. Site evaluations and field investigations were completed and systemwide elevator inspection and assessment is ongoing.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$8,250,794		$611,812	7%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	January 2021	December 2027
	Preliminary Schedule	Behind Schedule	January 2021	December 2021

Project:	Metra – Shelters			
Scope:	This project involves replacing of existing shelters that are deteriorated at stations across the system. Shelters will be prefabricated and may include on-demand heating elements.			
Status:	Aluminum shelters continue to be installed throughout the system. NEPA was completed and IFB submittals are almost complete for 91st, Ashburn, Lisle, Brookfield Zoo, Edgebrook, and Evanston stations. The next package of stations at Midlothian, Downers Grove, Braeside, and Hickory Creek have completed their 10% designs and the NEPA process continues.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$4,628,224		$2,349,744	51%
Schedule:	**Schedule:**	**Schedule:**	**Schedule:**	**Schedule:**
	Project Schedule	Behind Schedule	October 2020	December 2027
	Preliminary Schedule	Behind Schedule	October 2020	June 2023

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

Project:	Metra – Randolph St. Interlocking			
Scope:	This project will replace existing switches, cables, and relays at the lower Randolph St. interlocking on the Metra Electric Line. It will enhance the reliability and safe operation of interlockings, switches, and signals. The improvements will help maintain smooth service and ensure continued mobility for all riders. The project also supports Metra's focus on safety, security, and long-term system performance.			
Status:	Metra continues to release purchase requisitions and cables continue to be delivered and offsite assembly continued this reporting period. Installation of cables continues.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$3,635,000		$1,443,338	40%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	July 2024	December 2027
	Preliminary Schedule	On Schedule	July 2024	December 2027

Project:	Metra – Millennium Station – MEP Upgrades – MED			
Scope:	This project will replace Millennium Station's five existing boilers and associated equipment. These boilers and associated equipment are at the end of their useful lives.			
Status:	Construction work for the Millennium Station boiler replacement was completed. Metra Force Account continued working on the LED light conversion project. Scope was added to the project and the project is 65% complete with work continuing.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$3,400,000		$243,762	7%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	February 2022	December 2026
	Preliminary Schedule	Behind Schedule	February 2022	December 2023

Project:	Metra – Kedzie Station			
Scope:	The project will rehabilitate the station, including platforms, canopies, staircases, retaining walls, guardrails, and station amenities. The station will be made ADA accessible with a compliant ramp or elevator, and the platform will receive tactical striping for accessibility. The project aims to modernize this historic station, enhance amenities, and potentially increase ridership.			
Status:	Construction activities continued this reporting period with signal work at the station. The next phase will begin to address work and repairs on the station platforms.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$3,250,000		$585,149	18%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	January 2025	December 2028
	Preliminary Schedule	On Schedule	January 2025	December 2028

Project:	**Metra – IT Components & Services**
Scope:	This project will purchase various types of computer hardware and software for utilization at Metra Headquarters and outlying areas. Purchases will include, but are not limited to, mainframe terminal and printer replacements, mainframe tape systems, replacement of obsolete network switches, computers, printers, copiers, and servers.
Status:	Purchasing of computer hardware and accessories continued during this reporting period. Computer hardware & accessories purchases are 77% complete, computer software & software are 63% completed, VM software is 76% completed, and IT solution products & services are 40% complete. Metra continues releasing purchase orders and installation work continues.

Budget:

Project Budget:	Amount Expended:	Percent Expended:
$3,100,000	$2,002,716	65%

Schedule:

Schedule:	Status:	Start Date:	Completion Date:
Project Schedule	On Schedule	July 2024	December 2028
Preliminary Schedule	On Schedule	July 2024	December 2028

Project:	**Metra – Systemwide Station Sign Replacement**
Scope:	This project will replace Metra station identification signage throughout the system. The new signs will be designed to comply with the Americans with Disabilities Act (ADA). The signs that are getting replaced were installed in the early 1980s, before the passage of the ADA, and are reaching the end of their useful life.
Status:	Purchase order releases for various types of station signs continued. Signs continued being fabricated and installed at various stations systemwide during this reporting period.

Budget:

Project Budget:	Amount Expended:	Percent Expended:
$3,075,000	$3,038,533	99%

Schedule:

Schedule:	Status:	Start Date:	Completion Date:
Project Schedule	On Schedule	July 2024	December 2027
Preliminary Schedule	On Schedule	July 2024	December 2027

Project:	**Metra – Elmhurst Station Improvements**
Scope:	This project overhauls the station in Elmhurst. The station will include warming shelters, pedestrian tunnel, platform reconstruction, and surface parking improvements.
Status:	Preliminary engineering and NEPA process were completed. The Village of Elmhurst is leading the design with their consultant. The designer reached 90% design milestone and continues towards 100% design.

Budget:

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

Schedule:

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

Project:	**Metra – Hickory Creek Bridge**
Scope:	This project involves the rehabilitation of a bridge on the Rock Island Line that crosses Hickory Creek in Will County. Work includes, but is not limited to, replacement of existing stone abutments, retaining wall construction, steel spans, decks, rehabilitation items for various blocks and abutments. Additional work may be added based off of survey results of field conditions.
Status:	The project is in the design phase. Activities this reporting period included completing the 100% design and IFB development continues. Final design permitting activities continue.

Budget:

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

Schedule:

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

Project:	**Metra – Van Buren St. Improvements**
Scope:	The project will update the station facilities and address immediate capital repair needs. The facility improvements will ensure the Metra experience is safe, easy, and enjoyable for all customers.
Status:	Metra forces have begun work this reporting period. Work is currently focused on managing work around the City of Chicago water infiltration mitigation project and will then move to other critical elements.

Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$2,500,000		$532,840	21%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	January 2025	December 2027
	Preliminary Schedule	On Schedule	January 2025	December 2027

Project:	**Metra – Systemwide Cameras**
Scope:	This project provides funding for the installation of up to 600 cameras annually throughout the Metra system. The project goal is to install up to 1,300 cameras, associated wiring and masts covering all grade crossings and the 23 existing depots along the Rock Island and SouthWest Service lines.
Status:	Camera licenses, security cameras, SD cards, and accessories were purchased, and installation completed. IP cameras and equipment purchases are currently underway and are 29% complete and releases of purchase orders continues.

Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$2,450,000		$497,214	20%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	July 2024	December 2028
	Preliminary Schedule	On Schedule	July 2024	December 2028

Project:	Metra – Communications Improvements		
Scope:	This project will acquire new telecommunications network equipment to replace and upgrade aging, obsolete equipment. Improvements funded by this project include, but may not be limited to, UPS batteries, portable radios, conferencing equipment, and cases for communications equipment.		
Status:	Purchase order releases for various communications equipment and licenses continued this reporting period. Procurement for radio antenna equipment and replacement batteries for various systems are underway.		

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	$2,068,251	$34,401	2%

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

Project:	Metra – Capital Delivery Support Contracts		
Scope:	This project will secure preconstruction support contracts intended to ensure that accuracy and precision can be factored into the origin of projects. The Site Surveying & Data Evaluation Services contract is intended to aid the Capital Delivery Department when surveying, initial site data collection, project closeout checks, or other similar type of work is requested for a new area, a new potential project is requested, or when new information arises in existing projects.		
Status:	Permit expeditor, NEPA, and surveying services continued during this reporting. The contract for on-call land survey consulting services for six stations was completed this reporting period.		

Budget:	Project Budget:	Amount Expended:	Percent Expended:
	$1,825,000	$811,508	44%

Schedule:	Schedule:	Status:	Start Date:	Completion Date:
	Project Schedule	On Schedule	July 2024	July 2027
	Preliminary Schedule	Behind Schedule	July 2024	July 2026

Project:	Metra – PTC Renewal – Mechanical			
Scope:	This project funds the second phase of Positive Train Control (PTC), including updating on-board equipment and parts in locomotives and cab cars that communicate with the guideway PTC system.			
Status:	Metra continued with installations of the software and hardware units for cars and locomotives during this reporting period. Currently, Metra is processing approximately 30 PTC units per month and completed 566 units. Metra will continue installation and upgrading electronic equipment.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,750,000		$1,441,669	82%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	April 2021	December 2026
	Preliminary Schedule	On Schedule	April 2021	December 2026

Project:	Metra – Rogers Park Station			
Scope:	This project will completely rehabilitate the Rogers Park station on the Union Pacific North line. The project scope includes repairs to the station depot and entrance ramps and shelters, including the installation of a shelter along the tracks above grade. It will also include lighting upgrades, platform renovation work, and other related work as needed.			
Status:	Metra completed the NEPA process for the project and the 30% design submittal was received. UP is reviewing the 30% deliverable and their feedback.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,400,000		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	August 2023	December 2027
	Preliminary Schedule	On Schedule	August 2023	December 2027

Project:	**Metra – Evanston Davis Street – UPR**			
Scope:	This project will completely rehabilitate the Evanston Davis Street Station. The project scope includes repairs to the station depot and platform shelters, station lighting upgrades, and platform renovation work. Retaining wall sections may be repaired as needed. Additional work may include, but not limited to, sidewalk repairs, upgraded bike facilities, landscape upgrades, staircase repairs, and other related work as needed.			
Status:	The NEPA process was completed, and design development continues. The 30% design was submitted and UP is currently reviewing.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,000,000		$677,961	68%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	June 2023	June 2027
	Preliminary Schedule	Behind Schedule	June 2023	December 2025

Project:	**Metra – Woodstock Station Warming Shelter**			
Scope:	This project will add a new warming shelter on the inbound platform side located across the tracks from the current Woodstock Metra Station.			
Status:	The Village of Woodstock has a contract with the design consultant for the warming shelter. Coordination activities continued during this reporting period between Union Pacific and the Village of Woodstock. NEPA was completed and the IGA with the Village was executed. The 100% design submittal was submitted this reporting period and under review.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,000,000		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	July 2024	December 2027
	Preliminary Schedule	On Schedule	July 2024	December 2027

Project:	Metra – Crossing Inventory Management System			
Scope:	Metra will procure a web-based railway crossing inventory management application. The new software application shall have numerous features that may include but are not limited to the capability to sync with the FRA Grade Crossing Inventory System (GCIS), the ability to utilize the GCIS Application Programming Interface (API), compatibility with FRA Accident Prediction and Severity (APS) model, ability to provide near real-time data transfer. The project will also include professional services to review and provide quality control of existing databases and field investigation to update the crossing inventory and crash incident databases.			
Status:	NTP was received for both the management system application as well as the railway crossing inventory management system. Field surveys to be initiated shortly.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$300,000		$200,614	67%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	July 2024	December 2026
	Preliminary Schedule	On Schedule	July 2024	December 2026

Project:	Metra – Bicycle Parking			
Scope:	This project will design bicycle parking on Metra's system.			
Status:	The NEPA process was completed and three stations were added to the scope. Metra is working on initiating the procurement for the purchase of the bike racks for Metra forces to install.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$85,000		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	July 2022	December 2027
	Preliminary Schedule	Behind Schedule	July 2022	June 2025

Metra Projects over $10 M

Project:	**Metra – Program Management**
Scope:	This project includes professional services to hire a consultant team to provide additional program management capacity. The initial program management contract will be for five-years. The consultant's efforts will focus on implementing existing projects in their Capital Program.
Budget:	$152,121,422; on budget.
Schedule	On schedule; estimated completion December 2030.
Highlights	The project management oversight contract was awarded to WSP. WSP and Metra staff are working through the process to support delivery of Metra's Capital Program. Project start-up deliverables were completed and approved as of the end of March 2026. Purchase Order Releases have been approved and work is in progress on various capital projects.

Project:	**Metra – Van Buren St. Station**
Scope:	This project involves rehabilitation of the Van Buren Street station facility. Work to be performed includes, but not limited to, rehabilitating the access tunnel, stairs, elevators, and other related facilities.
Budget:	$130,606,562; on budget.
Schedule	On schedule; estimated completion December 2030.
Highlights	Metra awarded the consultant contract for station concept design. The concept design is at 15% completion and on hold pending completion of lakefront ordinance protection, NEPA, and environmental processes. Documents are being prepared to be submitted to lakefront ordinance for approval. Environmental and NEPA work continued this reporting period. The designer continued to make progress towards the 30% design is expected to be completed in Q1-2027. There will be another solicitation to get the design from 30% to 100%.

Project:	**Metra – 16th Street Interlocker**
Scope:	This project will replace the 16th Street interlocking with a modern solid state automated electronic system. The 16th Street interlocking plant consists of an obsolete manual interlocker with two outdated hand lever machines built in 1901 and 1929. There are no manufacturers of spare or replacement equipment for these machines.
Budget:	$65,502,242; on budget.
Schedule	On schedule; estimated completion extended to December 2028.
Highlights	The 100% preliminary design was completed, and CN is awaiting drawings. Bid package documents continue to be developed. A design purchase order was awarded to Modern Railway Systems, Inc., and a change order is being prepared for the retirement of the tower and movement of tracks. A $60 million IGA was received from the City of Chicago to support the 16th Street Interlocker Improvement project. The Progress Rail Service Corp. track contract was awarded, and materials are currently being ordered. Activities for the design contract continue, with hardware design activities and software testing underway. Track work design has been completed with coordination ongoing, and wire shop design has been completed with wiring work continuing.

Project:	**Metra – Car Rehabilitation – Nippon Sharyo Highliners**
Scope:	This project involves the mid-life rehabilitation of up to 26 multiple-unit bi-level electric cars. The units numbers for these cars are 1201 to 1226. They were built by the Nippon-Sharyo Corporation and delivered between 2005 and 2007. This is the first major rehabilitation of these commuter cars.
Budget:	$43,214,339; on budget.
Schedule	On schedule; estimated completion extended to December 2028.
Highlights	This project is progressing with procurements for materials and parts ongoing. Seventeen cars have completed the rehab activities, and two cars are currently in process. Additional cars will continue with the rehabilitation process.

Project:	**Metra – GPS Train Tracking**
Scope:	This project involves the replacement of the current GPS, which has exceeded its useful life. Metra will replace the GPS, on-board announcement system, and signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, while potentially adding video surveillance, customer information displays, and an infotainment system.
Budget:	$42,930,556; on budget.
Schedule	On schedule; estimated completion extended to July 2027.
Highlights	The project design is complete, and the First Article of Inspection, initial training, and field-testing activities have been completed. The GPS Train Tracker System, including the tracking website, went live for pilot stations and is currently providing 100% train tracking capability. Production and installation activities continue across all districts, with cab car installations completed and trailer car installations currently at 70% completion. All installation work on the MED and RID yards has been completed, station control unit installations for station announcements are complete, and all software installations were completed. The GPS Train Tracker backbone remains projected for completion in 2026, with 70% of new equipment installed to date. The overall project completion date has been extended due to the duration required for trailer car equipment installations.

Project:	**Metra – Financial System Replacement**
Scope:	This project will provide funding for Metra to implement an Enterprise Resource Planning (ERP) system that will be compliant with current financial system “Best Practices.” This system will support electronic data interchange, be fully extensible and upgradeable, use integrated highly flexible analytical reporting tools and support microcomputer/network based software productivity tools. The system will also enable Metra to account for revenue collection throughout the system.
Budget:	$41,240,796; on budget.
Schedule	On schedule; estimated completion extended to December 2030.
Highlights	Metra completed the implementation of Dynamics 365, including the Revenue Accounting module. Crowe continues to work on additional scope items related to the post-implementation phase, including onboarding UP employees, development of the vendor portal, and integration with other systems. The Purchase Agreement for the Dayforce Software Solution for Payroll, Timekeeping, and Human Resources modules was awarded, and Purchase Order releases have begun. The contract for Dayforce System Integrator Services was also awarded, with the pre-implementation phase completed and implementation activities currently underway.

Project:	**Metra – Metra Electric District Improvement Project**
Scope:	This project funds the upgrade of the Metra Electric Line track and structure and is in conjunction with the South Shore Line project by the Northern Indiana Commuter Transportation District (NICTD) on shared tracks. NICTD is funding design of this project using FTA funds. Work under this project may include, but is not limited to, upgrading and/or realigning tracks; installing signals, turnouts, and associated catenaries; extending and constructing new storage tracks; and constructing new platforms.
Budget:	$31,500,000; on budget.
Schedule	On schedule; estimated completion September 2027.
Highlights	This project will modernize and improve the commuter rail line by replacing aging infrastructure and increasing service reliability and speed. Metra continues coordinating track and signal construction activities with NICTD. Design activities remain in progress, and signal construction continued. The wire shop has received plans for the signal houses, and cable installations have been completed. Initial cutover activities have been completed, with additional cutover design activities currently underway.

Project:	**Metra – Car and Locomotive Cameras**
Scope:	This project involves the replacement of the digital video recording (DVR) systems on Metra locomotives, cab cars, and EMUs. Both the cameras and the DVR will be digital with this new system. The new system includes, but is not limited to, an inward facing camera which includes facial recognition, an outward facing camera with dual lens, the DVR, and additional capability to monitor onboard control systems and wirelessly report on their condition.
Budget:	$28,444,178; on budget.
Schedule	On schedule; estimated completion extended to December 2030.
Highlights	The new technology allows recording at a faster frame rate and higher resolution, allowing slowing down the recording to less than real time rates without distortion, blurring, or loss of resolution. Currently, the DVR system is being installed by Metra Forces and passenger cameras are being installed by a vendor. All prototype installations were completed with no issues. The full-scale installation began, and kits started delivery in October 2022. In total, 201 cars were completed, and the project is on-going and continuing installation activities.

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

Project:	**Metra – Chicago Union Station Interlockers**
Scope:	This project involves the modernization and upgrading of outmoded interlockers at the north and south ends of Chicago Union Station (CUS). Metra and Amtrak will share the cost of the project.
Budget:	$13,096,850; on budget.
Schedule	On schedule; estimated completion extended to December 2027.
Highlights	Amtrak scope of work identified for the 2025 activities related to Amtrak replacing and upgrading switches, signals and rails at Harrison St and Taylor St on the north and south ends of CUS was completed. Currently, Amtrak identified the scope of work for 2026 activities and work will begin shortly.

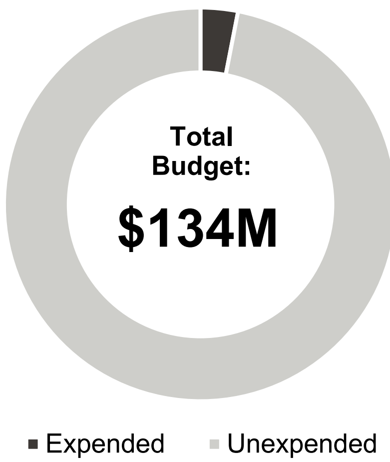
Project:	**Metra – Morgan Interlocking**
Scope:	This project will provide design funds for the replacement of the Morgan Street interlocking on Metra's Milwaukee C&M subdivision and the signal system infrastructure between Canal Street and A2 interlocking.
Budget:	$12,820,000; on budget.
Schedule	On schedule; estimated completion December 2028.
Highlights	The Morgan interlocker overall site design previously reached the 100% milestone during this reporting period. The Morgan interlocker critical component design work reached 100% design during this reporting period. The Fulton Market crossing diagnostics/engineering study was conducted this reporting period and currently awaiting conclusion to remaining questions from the City of Chicago and final deliverables.

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

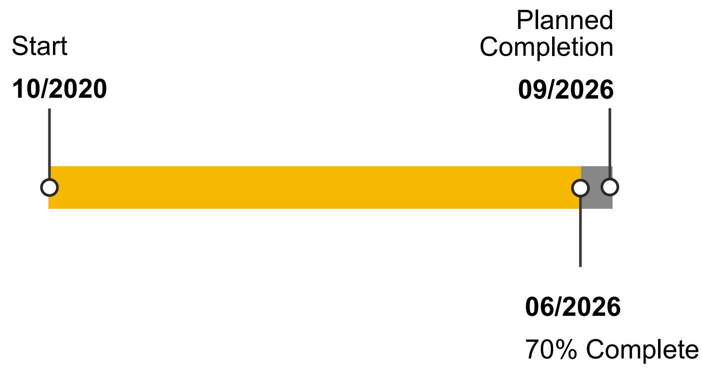
Pace

River Division Electrification/Expansion

Budget



Design Schedule & Progress



Description

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

Rendering of the new River Division bus garage.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$113,901,460	$4,109,875	4%
PAYGO	$20,250,000	$0	0%
Total	$134,151,460	$4,109,875	4%

Schedule

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

Status

Pace has entered into a contract for Architectural and Engineering services for pre-design and design services. The adjacent property acquisition has been completed. Pace has completed a Change Order to the design contract to include additional scope for the electrification component. The design activities with the additional scope for electrification are ongoing. The final 60% design has been completed and activities are ongoing for the 100% design submittal which is expected in September.

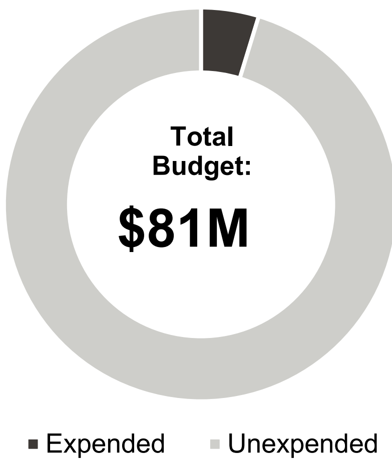
Highlights

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

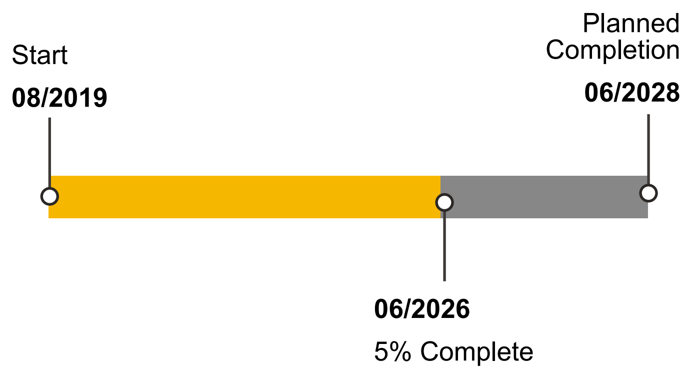
*Budget amounts as of March 2026.

New Northwest Division Garage - Wheeling

Budget



Design Schedule & Progress



Description

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


Improvements to Old Willow Road.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$79,010,000	$1,721,131	2%
RTA Bonds	$1,950,315	$1,950,315	100%
Pace	$170,380	$170,380	100%
Total	$81,130,695	$3,841,826	5%

Schedule

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

Status

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

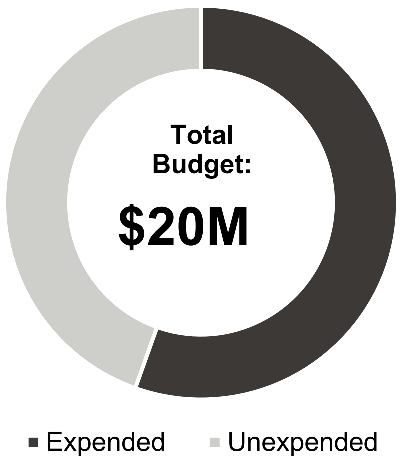
Highlights

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

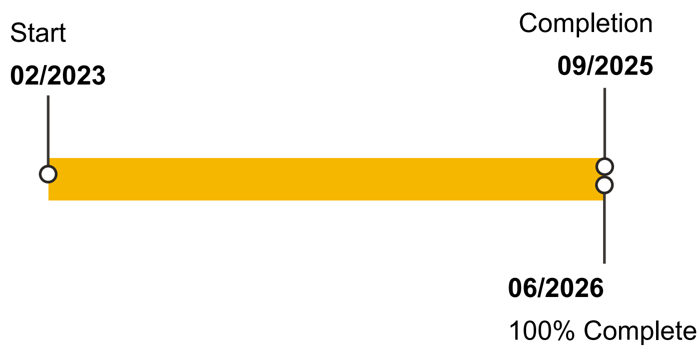
*Budget amounts as of March 2026.

ADA Technology Upgrades and Transfer Centers

Budget

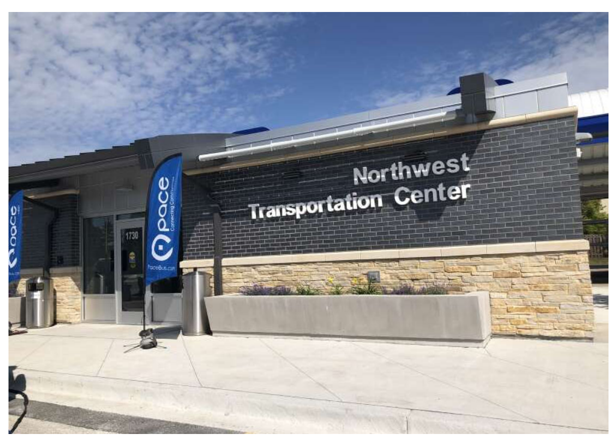


Schaumburg ADA Transfer Center Construction Schedule & Progress



Description

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



The new Northwest Transportation Center.

Budget*

	Budget	Expended	Expended %
Rebuild Illinois	$20,000,000	$11,084,903	55%
Total	$20,000,000	$11,084,903	55%

Schedule

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

Status

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

Pace implemented various technology enhancement projects. This portion of funding is mostly spent down.

Highlights

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

*Budget amounts as of March 2026.

Pace PAYGO Funded Projects

Project:	Pace – Hybrid Bus Procurement			
Scope:	Pace plans to purchase 36 hybrid buses. The PAYGO funding is a match to a federal LoNo grant. These new buses will replace El Dorado 40FT buses put in service from 2012 through 2013.			
Status:	Pace entered into the contract with Gillig and waiting for their order to enter into the production queue. Pace will work with Gillig to perform a pre-production kick-off before entering into production queue.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$7,020,000		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	On Schedule	March 2026	March 2028
	Preliminary Schedule	On Schedule	March 2026	March 2028

Project:	Pace – Intelligent Bus System (IBS) Upgrades – 2022			
Scope:	This project will provide for IBS system enhancement features to help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.			
Status:	Pace continued activities on this project. This project is for automatic passenger counters on fixed route buses. Pace is working on a revised scope for radios related to the IBS systems that will use the remaining funds.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,816,755		$1,582,866	70%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	July 2022	December 2026
	Preliminary Schedule	Behind Schedule	July 2022	December 2023

Project:	Pace – 2021 – Bus Stop Shelters, Benches, Pads & Signs			
Scope:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities, and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.			
Status:	Concrete pads installation continued with work at two locations and permitting for six additional sites. Installation is expected to be complete by Q3-2026. Passenger shelter activities continued with phased deliveries expected to begin in the Q2-2026.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,413,831		$308,320	27%
Schedule:	**Schedule:**	**Schedule:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	February 2022	December 2026
	Preliminary Schedule	Behind Schedule	February 2022	April 2024

Project:	Pace – Computer Systems, Hardware/Software			
Scope:	This project is for the purchase of software, hardware, licenses, consulting, installation, hosting, training, and project implementation services needed to upgrade or replace old technology as well as update the Pace website.			
Status:	Pace executed a contract for redesigning Pace's website during this reporting period. The kick-off meeting was held and work continues on the redesign. Additional tasks will be added throughout the duration of this project.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$1,100,000		$223,621	20%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	July 2022	December 2026
	Preliminary Schedule	Behind Schedule	July 2022	December 2023

Project:	**Pace – 2022 – Bus Stop Shelters, Benches, Pads & Signs**
Scope:	This project provides for 50 bus shelters, their purchase and installation, concrete pads, sidewalks, passenger amenities, and other related equipment. It also provides for the manufacture and delivery of bus stop benches at 43 bus stops and 35 engineering drawings for bus stop shelters which are required for all newly poured concrete pads.
Status:	Activities continued by working with the vendor to acquire permits for two locations. Work for pads and shelters are expected to begin in June or July this year and work through end of 2027.

Budget:				
	Project Budget:		**Amount Expended:**	**Percent Expended:**
	$925,000		$341,249	27%

Schedule:				
	Schedule:	**Schedule:**	**Start Date:**	**Completion Date:**
	Project Schedule	Behind Schedule	October 2022	December 2027
	Preliminary Schedule	Behind Schedule	October 2022	September 2025

Project:	**Pace – 2021 – Bus Tracker Signs (Final)**
Scope:	This project will provide for the installation and procurement of Bus Tracker signs. Real-time bus arrival information will provide real-time data for riders and improve customer experience.
Status:	Activities related to the real time signs installed at various transit centers along the Pulse Milwaukee Line were completed. All invoices are paid and this project is considered complete. This will be the final update on this project.

Budget:				
	Project Budget:		**Amount Expended:**	**Percent Expended:**
	$558,000		$558,000	100%

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

Project:	**Pace – Intelligent Bus System (IBS) Upgrades – 2021 (Final)**			
Scope:	This project will provide for IBS system enhancement features to help Pace improve data flow in system operations. The enhancements will improve system performance by providing more information flow to the customers, increasing the speed of data flow and providing more reliable service systemwide.			
Status:	Pace procured and installed bi-directional amplifiers during this reporting period. Final invoicing remains. This will be the final update on this project.			
Budget:	**Project Budget:**		**Amount Expended:**	**Percent Expended:**
	$100,000		$0	0%
Schedule:	**Schedule:**	**Status:**	**Start Date:**	**Completion Date:**
	Project Schedule	Ahead of Schedule	April 2026	May 2026
	Preliminary Schedule	Ahead of Schedule	April 2026	December 2026

Pace Projects over $10 M

Project:	**Pace – North Division Garage – Phase 2**
Scope:	Phase 2 of Pace Suburban Bus's North Division Garage modernization in Waukegan includes the expansion and renovation of the existing maintenance and storage facility to support a fleet of battery-electric buses. The project scope includes construction of new bus storage space, roofing systems, and new ventilation equipment and overhead cranes. Major electrical upgrades will include chargers and overhead pantographs for zero-emission buses. Additional work includes improvements to maintenance bays, fueling and parts storage areas, fire protection systems, plumbing, HVAC, communications, and security systems.
Budget:	$88,375,778; on budget.
Schedule	On schedule; estimated completion September 2028.
Highlights	The project is currently in the design phase. The 90% design submittal is currently under review by Pace. Once approved, the designer will work to the 100% design submittal. Construction is also ongoing with field work underway.

Project:	**Pace – Purchase 15-Passenger Paratransit Buses**
Scope:	This project involves an indefinite delivery/indefinite quantity 5-year contract for the purchase of 15-passenger paratransit buses for the ADA Paratransit Service Program was awarded in November 2020. The minimum quantity to be purchased under this contract is 170 buses and up to a not to exceed maximum of 753 total buses. These will replace older models put into service in 2017.
Budget:	$69,991,388; on budget.
Schedule	On schedule; estimated completion extended to May 2026.
Highlights	These buses will service DuPage, Kane, Lake, Will and Cook counties. Pace awarded a new contract in November 2020. The first order was for a quantity of 210 paratransit buses. The final vehicle of the base order was delivered in March 2024. Pace executed a second order of 125 additional vehicles. These vehicles will combine additional paratransit vehicles & vehicles to be used for the community vehicle program. Pace received 114 of these 125 vehicles and expects final delivery by the end of May 2026.

Project:	**Pace – Purchase Hybrid-Electric Buses (Final)**
Scope:	This project involves an order of 47 hybrid-electric buses. The buses will replace (24) 35FT buses and (13) 40FT El Dorado buses put in service from 2007 through 2010, as well as an expansion of buses on this route with an additional (10) 40FT buses. The buses on this order will be used on the Dempster Pulse Line route.
Budget:	$54,590,960; on budget.
Schedule	On schedule; substantial completion reached in April 2026.
Highlights	Pace awarded this contractor for the purchase of these replacement and expansion buses in October 2024. Pace received the last bus in April. This will be the final update on this project.

Project:	**Pace – Purchase 40' Battery-Electric Buses**
Scope:	This project is to purchase twenty-seven 40' battery-electric buses which will replace El Dorado buses put in service in 2012 and 2013. The purchasing of these battery-electric buses was part of the agency's ongoing "Project Zero" initiative to transition its entire fleet to zero-emission vehicles.
Budget:	$39,484,854; on budget.
Schedule	On schedule; estimated completion December 2026.
Highlights	The contract was executed with Gillig in July 2025 for the purchase of twenty-seven 40' battery-electric buses. Pace met with the vendor to confirm the production and delivery schedule. The production of the buses is scheduled to start in July 2026 and final delivery expected by the end of 2026.

Project:	**Pace – Purchase 35’ Hybrid-Electric Buses**
Scope:	This project is to purchase thirty-three 35’ hybrid-electric buses which will replace El Dorado Easy Rider buses put in service from 2007 through 2010. The purchasing of these hybrid-electric buses will allow Pace time to procure and switch to a zero-emission bus fleet as the industry grows to meet the needs of the public transit industry.
Budget:	$39,371,541; on budget.
Schedule	On schedule; estimated completion August 2026.
Highlights	The contract was executed in February 2025 for the purchase of thirty-three 35’ hybrid-electric buses. Pace completed the pre-production meeting which modified slight changes to vehicle design. Pace confirmed with the vendor the production and delivery schedule. The vendor confirmed that production of the buses is scheduled to start in April 2026 and final delivery expected by August 2026.

Project:	**Pace – Purchase Electric Buses**
Scope:	This project is for a contract to purchase charging stations and battery-electric 40’ buses which will replace El Dorado buses put in service in 2012 and 2013. This contract was executed by means of tagging on with State of Georgia’s cooperative agreement with Proterra Operating Company, Inc.
Budget:	$28,811,469; on budget.
Schedule	Behind schedule; estimated completion extended to October 2026.
Highlights	The contract was executed, and the vendor originally provided Pace with an updated production schedule due to previous supply chain issues and long lead time items. However, the vendor was bought out by a new company, Phoenix Cars, LLC. Since the change, Phoenix has provided Pace with an updated delivery schedule. Production of all twenty-two buses began, however Phoenix is having issues manufacturing the buses. Pace is working with Phoenix to receive an updated production schedule.

Project:	**Pace – Transit Signal Priority (TSP)**
Scope:	This project has a 3-year contract for the purchase of regional TSP equipment and installation services for the implementation phase of the TSP project covering nine corridors was executed in December 2019.
Budget:	$14,031,402; on budget.
Schedule	On schedule; estimated completion extended to December 2026.
Highlights	Activity continues with Parsons Transportation Group Inc. for Regional TSP equipment and installation services for the implementation phase of the TSP project. Deployment and testing activities have been completed at Dempster Street, Grand Avenue, Roosevelt Road, 95th Street, and Cicero Avenue. Testing and system integration activities remain ongoing at 147th Street. Installation and system integration activities are ongoing at Cermak, with the vendor continuing coordination with IDOT regarding maintenance transfer requirements. Installation and system integration activities are also ongoing at Rand Road and 159th Street.

Conclusion

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

Regional Transportation Authority

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