



**Regional
Transportation
Authority**

Capital Program Report First Quarter 2007

Table of Contents

Introduction and Definitions -----	1
Capital Program Activity -----	3
Obligations	
Regional-----	4
CTA -----	5
Metra-----	6
Pace-----	7
Expenditures	
Regional-----	8
CTA -----	9
Metra-----	10
Pace-----	11
Strategic Capital Improvement Program (SCIP) Status -----	12
Project Highlights	
CTA -----	13
Metra-----	14
Pace-----	15

Capital Program Report

First Quarter 2007

Introduction and Definitions

As required by the *RTA Act*, each year, after public hearings, the RTA must adopt a five-year capital program that describes, by year, the nature, location and cost of all capital projects. Subsequent amendments to the capital program may occur due to funding shifts and Service Board priority changes. The *Capital Program Report* describes the status and actions of *Previous Programs* and the current *Annual Program* (2007 for this report). Definitions associated with Program activities are described below.

Grant Awards

The Service Boards receive grants from funding agencies, primarily the RTA, the Illinois Department of Transportation (IDOT) and the Federal Transit Administration (FTA). These grant awards are for projects included in the RTA's *Annual Program*. The RTA issues grant agreements (or awards) to the Service Boards based on their applications that reflect their approved capital program and marks. The capital marks reflect funds available to the Service Boards. Grant awards also include projects funded with monies such as bond proceeds or operating surpluses provided through the Service Boards' adopted budgets.

Obligations

In contrast to operating funds, which are used to provide mass transit services, the Service Boards use capital funds to repair, replace, and enhance their capital assets. The Service Boards *obligate* capital funds when they sign a contract with a third party (such as a vendor, consultant or contractor) or when they reserve the funds to pay the Service Boards' own labor to perform the work.

Expenditures

The Service Boards expend funds when they incur costs for the work completed by a third party (such as a vendor, consultant or contractor) or by the Service Boards' own labor.

Annual Program

The RTA five-year capital program is comprised of two elements: *Annual Program* that represents the current fiscal year, and an out-year program that represents future programming years.

Previous Programs

This section contains a collection of all previous *Annual Programs* as adopted yearly by the RTA Board. Please note that in this report the *Previous Programs* exclude completed and closed grants. Therefore, the total amount may be less than the originally approved amount per any given *Annual Capital Program*.

Capital Program Report

First Quarter 2007

Introduction and Definitions (continued)

SCIP bonds

The *Illinois FIRST* legislation of 1999 was directed towards improving the state's infrastructure. As part of the state's *Illinois FIRST* Program, the RTA's authorization to issue Strategic Capital Improvement Program (SCIP) bonds was increased by \$1.3 billion to \$1.8 billion. This authorization became effective in \$260 million increments each January 1, starting with 2000. The State of Illinois pays the RTA an amount equal to the debt service on these bonds. The Governor must approve a SCIP Plan prior to the use of SCIP bond proceeds to pay for any project in the Plan.

In 2006, an amendment to the *RTA Act* clarified that the SCIP program includes all of the "net available proceeds" from the SCIP bonds. An ordinance passed by the RTA Board amended the Capital Improvement Plan to add \$113.3 million in project funding, bringing the total project funding from additional SCIP bonds to \$1,413.3 million.

In the *Capital Program Report*, SCIP bonds refer to the additional \$1,413.3 million in SCIP bonds authorized by *Illinois FIRST*.

Un-obligated

The *Un-obligated* amount is the grant award total less the obligated amount.

Federal Un-obligated Balance

The *Federal Un-obligated Balance* is the un-obligated funding for all projects financed with federal and matching local grants. The *RTA Act* requires that the *Federal Un-obligated Balance* for the region must be below \$350 million to allow the RTA to submit SCIP projects to the Governor for approval. The *RTA Act* does allow the Governor to waive this requirement.

Un-expended

The *Un-expended* amount is the grant award total less the expended amount.

Capital Program Report

First Quarter 2007

(In millions of dollars)

Capital Program Activity

Once the capital program is adopted by the RTA Board, the Service Boards can apply for grants from various funding agencies, such as the Federal Transit Administration (FTA), Illinois Department of Transportation (IDOT) and the RTA. As a reminder, the State Fiscal Year (SFY) starts on July 1st, or six months prior to the RTA's calendar year, and the Federal Fiscal Year (FFY) starts on October 1st, or three months prior to the RTA's calendar year. Under normal circumstances, all funds (RTA, FTA, and IDOT) would be available on January 1st to issue grants to the Service Boards. However, in the last few years due to Congressional delays, the allocation of federal funds was delayed until after the beginning of the calendar year (January-March). The table below summarizes the last two years of capital program grant award activities versus the adopted capital program (new awards only).

	<u>2006 Annual Program</u>	<u>Grant Awards thru 03/31/07</u>
CTA	\$302.6	\$292.3
Metra	197.6	189.9
Pace	21.3	20.8
All Service Boards	\$521.5	\$503.0

	<u>2007 Annual Program</u>	<u>Grant Awards thru 03/31/07</u>
CTA	\$404.4	\$20.4
Metra	231.4	0.4
Pace	37.9	3.4
All Service Boards	\$673.7	\$24.2

As summarized in the table above, almost all of the funding for the 2006 Annual Capital Program has been awarded or otherwise available to the Service Boards. The remaining un-awarded funds are primarily from federal flexible discretionary funding sources such as the Section 5309 Bus and Bus Facilities and Section 5339 Alternative Analysis. The Service Boards expect the award of all these funds by various federal agencies in the near future.

As of the end of the first quarter 2007, capital grants issued to the Service Boards represent only 4 percent of the 2007 Capital Program Annual Awards. The Service Boards applied to the Federal Transit Administration only recently for their 2007 federal funds.

Capital Program Report

First Quarter 2007

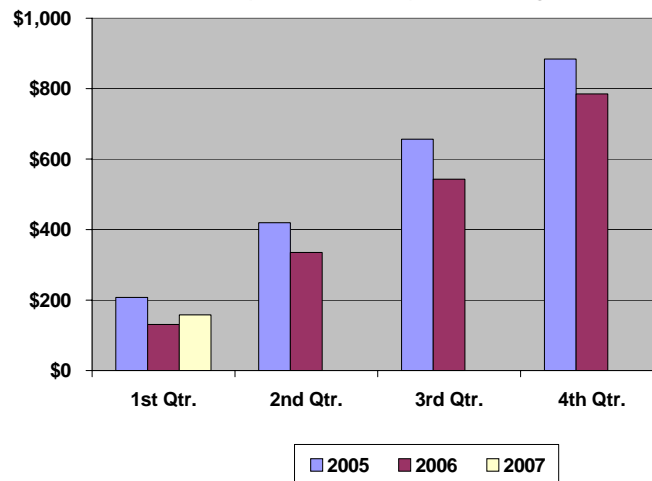
(In millions of dollars)

Regional Obligations

	Un-obligated as of 12/31/06	January-March Grant Awards	January-March Obligations	Un-obligated as of 03/31/07
2007 Capital Program	N/A	\$24.2	\$20.4	\$3.8
Previous Programs	730.7	20.9	138.9	612.7
Total	\$730.7*	\$45.1	\$159.3	\$616.5

*Total un-obligated amount excludes grants closed by the Service Boards through March 31, 2007. Obligated amounts reflect the actual obligations for grants awarded to date plus amounts equal to contract obligations under the CTA's advance contract authority for the Brown Line Capacity Expansion project.

Cumulative Regional Obligations by Quarter



The first quarter of 2007 obligations for the Service Boards totaled \$159.3 million.

Capital Program Report

First Quarter 2007

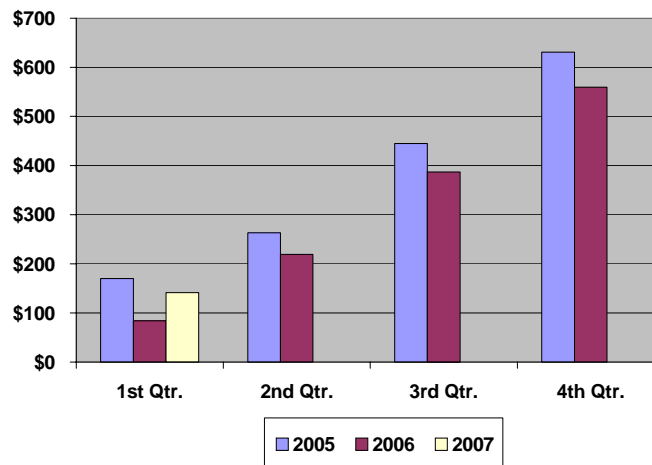
(In millions of dollars)

CTA Obligations

	Un-obligated as of 12/31/06	January-March Grant Awards	January-March Obligations	Un-obligated as of 03/31/07
2007 Capital Program	N/A	\$20.4	\$ 20.0	\$0.4
Previous Programs	497.0	11.0	121.3	386.7
Total	\$497.0*	\$31.4	\$141.3	\$387.1

*Total un-obligated amount excludes grants closed through March 31, 2007. Obligated amounts reflect only the actual obligations for grants awarded to date plus amounts equal to contract obligations under the CTA's advance contract authority for the Brown Line Capacity Expansion project.

CTA Cumulative Obligations by Quarter



The first quarter of 2007 obligations for the CTA totaled \$141.3 million. This includes \$37.9 million for the purchase of buses, \$30 million for the construction of the Washington Intermodal Station, \$14.4 million for the capacity expansion of the Brown Line, \$10.5 million to improve facilities and \$8.4 million for the upgrade and replacement of signal and power distribution systems.

Capital Program Report

First Quarter 2007

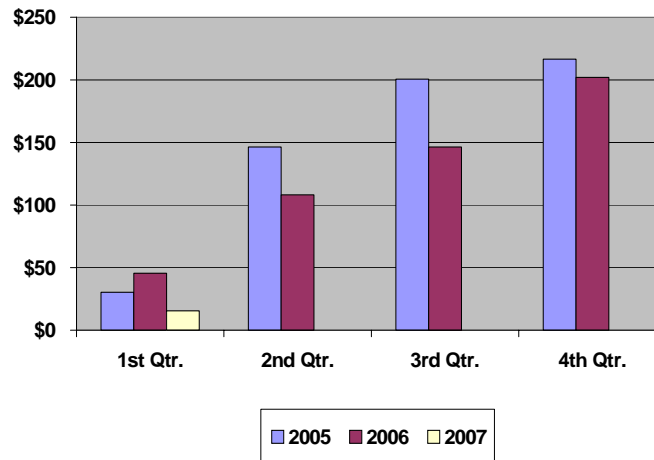
(In millions of dollars)

Metra Obligations

	Un-obligated as of 12/31/06	January-March Grant Awards	January-March Obligations	Un-obligated as of 03/31/07
2007 Program	N/A	\$0.4	\$0.4	\$0.0
Previous Programs	178.7	0.0	15.1	163.6
Total	\$178.7*	\$0.4	\$15.5	\$163.6

*Total un-obligated amount excludes closed grants through March 31, 2007.

Metra Cumulative Obligations by Quarter



Metra's first quarter of 2007 obligations totaled \$15.5 million. This includes \$3.4 million for the extension and upgrade of the Southwest Service, \$1.8 for land acquisition at commuter stations on the Union Pacific Line and \$1.5 million for the replacement of locomotive and commuter car wheels.

Capital Program Report

First Quarter 2007

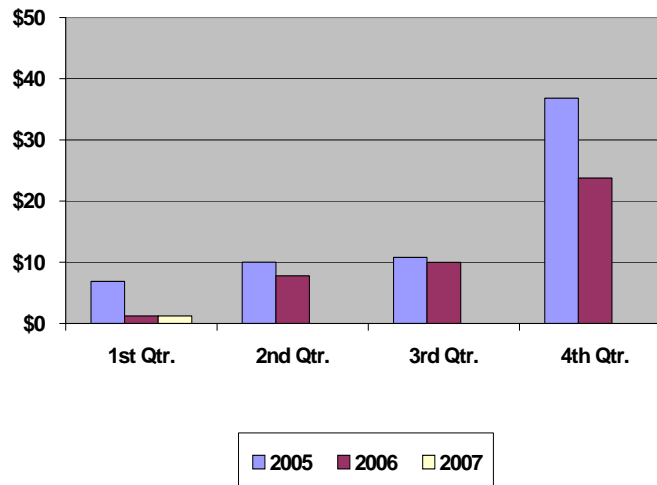
(In millions of dollars)

Pace Obligations

	Un-obligated as of 12/31/06	January-March Grant Awards	January-March Obligations	Un-obligated as of 03/31/07
2007 Program	N/A	\$ 3.4	\$0.0	\$3.4
Previous Programs	54.9	9.9	2.5	62.3
Total	\$54.9*	\$13.3	\$2.5	\$65.7

*Total un-obligated amount excludes closed grants through March 31, 2007.

Pace Cumulative Obligations by Quarter



Pace obligated \$2.5 million in the first quarter of 2007 including \$1.8 million for the purchase of community vehicles.

The large obligation in the fourth quarter of 2005 was associated with the purchase of 96 fixed route buses. The decline in Pace obligations reflects the reduction in the capital program size due to the diversion of funds to operations.

Pace anticipates further reducing their un-obligated balance during the first half of 2007. Pace went out for bids for the construction of their new headquarters building on March 23, 2007 and awarded a contract for this construction in the second quarter.

Capital Program Report

First Quarter 2007

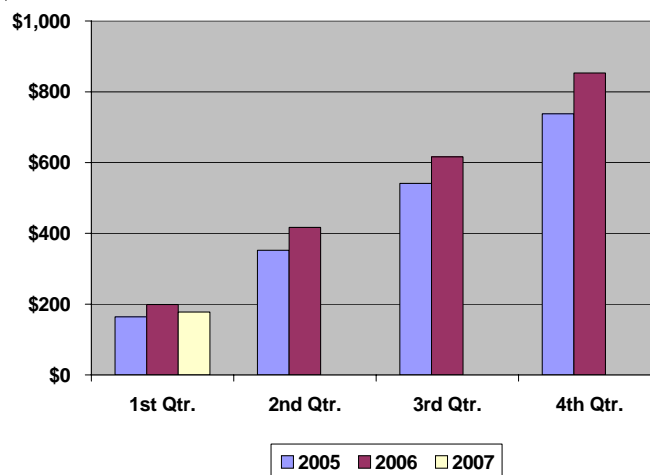
(In millions of dollars)

Regional Expenditures

	Un-expended as of 12/31/06	January-March Grant Awards	January-March Expenditures	Un-expended as of 03/31/07
2007 Program	N/A	\$24.2	\$4.2	\$20.0
Previous Programs	1,559.3	20.9	173.5	1,406.7
Total	\$1,559.3*	\$45.1	\$177.7	\$1,426.7

*Total un-expended amount excludes closed grants for the Service Boards through March 31, 2007.

Cumulative Regional Expenditures by Quarter



Expenditures in the first quarter of 2007 for the Service Boards were \$177.7 million.

Capital Program Report

First Quarter 2007

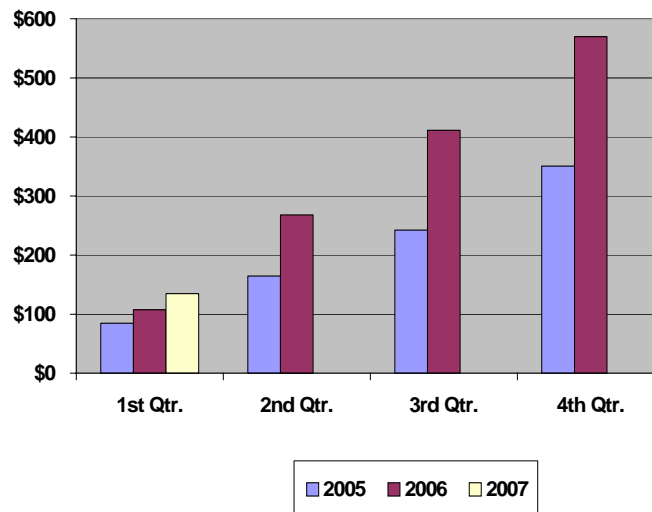
(In millions of dollars)

CTA Expenditures

	Un-expended as of 12/31/06	January-March Grant Awards	January-March Expenditures	Un-expended as of 03/31/07
2007 Program	N/A	\$20.4	\$4.2	\$16.2
Previous Programs	1,084.1	11.0	130.5	964.6
Total	\$1,084.1*	\$31.4	\$134.7	\$980.8

*Total un-expended amount excludes closed grants through March 31, 2007.

CTA Cumulative Expenditures by Quarter



The expenditures for the CTA in the first quarter of 2007 totaled \$134.7 million. These included the purchase of replacement buses for \$28.2 million, Brown Line capacity expansion for \$21.8 million, rehabilitation of the Dan Ryan Branch of the Red Line for \$16.1 million, construction of the Washington Intermodal Station for \$15.1 million, and upgrade and replacement of the Blue Line signal and power distribution systems for \$8.7 million.

Capital Program Report

First Quarter 2007

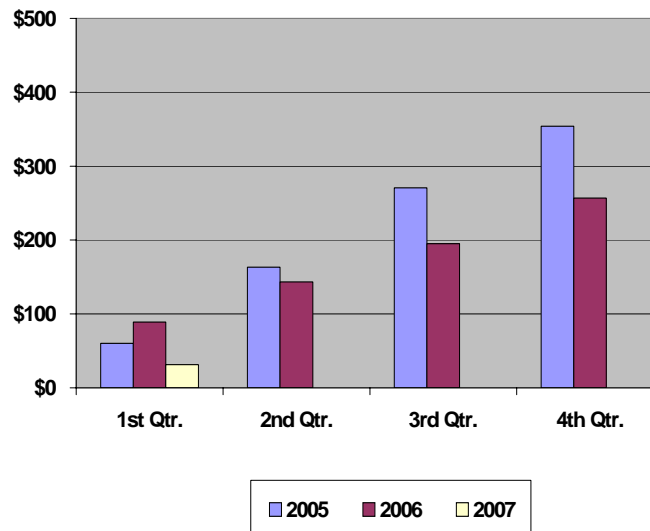
(In millions of dollars)

Metra Expenditures

	Un-expended as of 12/31/06	January-March Grant Awards	January-March Expenditures	Un-expended as of 03/31/07
2007 Program	N/A	\$0.4	\$ 0.1	\$0.3
Previous Programs	379.6	0.0	31.3	348.3
Total	\$379.6*	\$0.4	\$31.4	\$348.6

*Total un-expended amount excludes closed grants through March 31, 2007.

Metra Cumulative Expenditures by Quarter



The first quarter of 2007 expenditures for Metra were \$31.4 million. This includes \$3.7 million to nearly complete the work for Metra's three New Start projects, \$3.1 million for the rehabilitation of commuter cars and \$2.4 million to replace bridges on the Rock Island District. It also included \$1.8 million for the purchase of land at commuter stations on the Union Pacific Line and \$1.5 million for the rehabilitation of bridges on the Union Pacific North Line .

Capital Program Report

First Quarter 2007

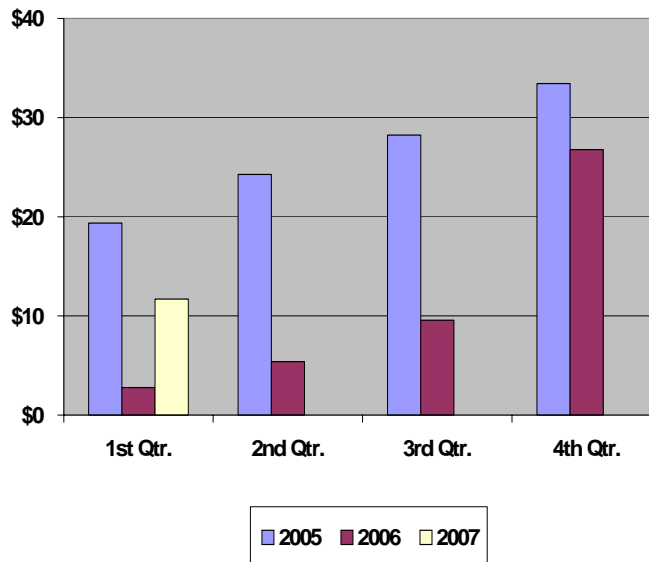
(In millions of dollars)

Pace Expenditures

	Un-expended as of 12/31/06	January-March Grant Awards	January-March Expenditures	Un-expended as of 03/31/07
2007 Program	N/A	\$3.4	\$0.0	\$3.4
Previous Programs	95.6	9.9	11.7	93.8
Total Funds	\$95.6*	\$13.3	\$11.7	\$97.2

*Total un-expended amount excludes closed grants through March 31, 2007.

Pace Cumulative Expenditures by Quarter



The first quarter of 2006 expenditures for Pace were \$11.7 million. This includes \$8.9 million for the purchase of buses, \$0.7 million for the purchase vans for the vanpool and \$0.5 million for purchase of computer hardware and software.

Capital Program Report

First Quarter 2007

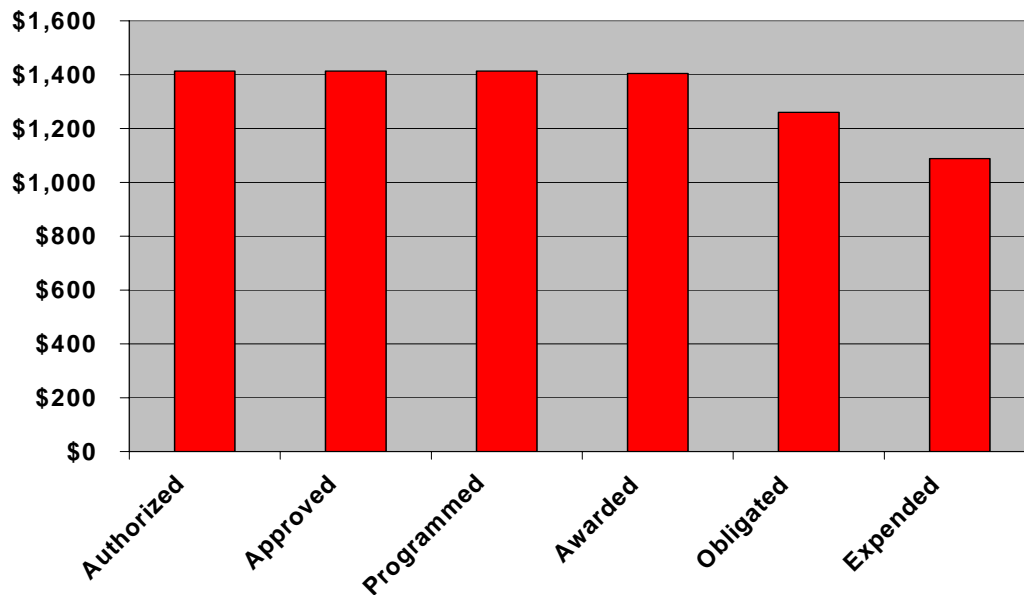
(In millions of dollars)

Strategic Capital Improvement Program (SCIP) Status

Regional

<u>Year</u>	<u>Authorized</u>	<u>Approved</u>	<u>Programmed</u>	<u>Awarded</u>	<u>Obligated</u>	<u>Expended*</u>
2000	\$260.0	\$260.0	\$260.0	\$260.0	\$258.7	\$253.3
2001	260.0	260.0	260.0	260.0	259.1	249.5
2002	260.0	260.0	260.0	260.0	236.9	221.8
2003	260.0	260.0	260.0	260.0	227.8	188.3
2004	260.0	260.0	260.0	260.0	208.7	152.0
2006	113.3	113.3	113.3	104.4	68.8	23.7
Total	\$1,413.3	\$1,413.3	\$1,413.3	\$1,404.4	\$1,260.0	\$1,088.6

*Projects remain identified with a specific bond issue for reporting purposes only. Actual payments use the earliest bond proceeds available.



In 2006, an amendment to the RTA Act clarified that the SCIP Plan can include projects that do not exceed “the proceeds of” SCIP Bonds. This permitted the RTA to program an additional \$113.3 million of SCIP projects bring the SCIP approved budget to \$1,413.3 million. All of the SCIP grants for these new funds have been awarded to the Service Boards. Approximately 90 percent of the SCIP approved budget has been obligated by the Service Boards, and 77 percent of the SCIP approved budget has been expended.

Capital Program Report

First Quarter 2007

Project Highlights

CTA

Expand Capacity for the Brown Line

The CTA reopened the Kimball and Francisco stations for revenue service on January 12, 2007 and March 9, 2007 respectively after completing the rehabilitation and renovation work for these two stations. The CTA has now completed work for four Brown Line stations as a part of the capacity expansion project.

During the first quarter, the CTA began using the new northbound Track 4 at the Fullerton Station. FHP Tectonics Corporation (FHP) erected the northbound platform canopy and installed additional temporary canopy at this station. At the Belmont Station, FHP began the erection of structural steel and the concrete track deck for the new Track 4.

At the Montrose and Addison stations, McHugh Construction Co. continued utility relocation and started demolition of the existing station foundations, platforms and stairs.

FHP installed foundations and a temporary stationhouse at the Armitage Station, constructed new platforms at the Sedgwick Station and poured foundations for the new stairs at the Chicago Station.

Purchase 695 Low-Floor Buses

By the end of the first quarter, New Flyer of America delivered 71 low-floor standard buses. The CTA has now received 415 of these buses. New Flyer also delivered four additional hybrid buses in this quarter for a total of ten. The CTA previously received 34 30 foot low-floor buses from Optima Bus.

Rehabilitate Dan Ryan Branch of the Red Line

Kiewit Reyes, A Joint Venture (KR), the contractor for the Dan Ryan rehabilitation worked on finishing details for the rehabilitation of the Dan Ryan Branch of the Red Line. The rehabilitation of Dan Ryan branch included the replacement of ten crossovers and the track work between Cermak Road and 47th Street. It also included the upgrade of the power distribution system including the construction of two new substations and the upgrade of the communication system. The rehabilitation also enhanced the stations appearance, replaced two escalators and installed new elevators at the 47th and 69th streets stations.

Construct Washington Intermodal Station

The CTA previously awarded a contract to Kiewit Reyes, A Joint Venture, (KR) to build connecting tunnels and tracks to link the Red Line and Blue Line subways and connect these lines to a new rapid transit station planned at 108 North State Street in the Chicago Loop. The contract also includes modification to the State Street and Dearborn Street subways platforms needed for this connecting track in addition to the replacement of track ties in both subways.

KR continued the location of underground utilities that must be relocated for the tunnel construction. KR completed the demolition of the platform in the State Street Subway needed for the installation of future track work for the station. KR has nearly completed this platform demolition in the Dearborn Subway. In addition, KR is replacing the existing wood ties with concrete ties in these two subways.

Upgrade Signal and Traction Power Systems

The CTA awarded a contract to Divane Brothers Electric Company to replace the signal and train control systems along the Loop elevated tracks including new interlockings at the Van Buren/Wabash and Lake/

Capital Program Report

First Quarter 2007

CTA (cont.)

Wells junctions.

The CTA previously awarded a contract to Aldridge Mass, A Joint Venture, (AM) to replace the 50 year old signal sytem and upgrade the traction control system on the Blue Line between the Des Plaines Station on the Congress Branch and the Jefferson Park Station on the O'Hare Branch including the Dearborn Subway.

During the this quarter, AM continued the installation of new signal and traction power cables in the Dearborn Subway, conduit and signal foundations on the Congress Branch, and crossings and foundations from Jefferson Park to Addison on the O'Hare Branch. AM also completed the block signal design. The CTA put the new cab signals in service on the Congress Branch from the Harlem crossover to the east end of the Forest Park Station.

Metra

Renew 24 Bridges between 18th and 60th streets – Rock Island District

Metra is replacing 24 bridges between 18th and 60th streets on the Rock Island District in the City of Chicago. This work includes replacing the deck, spans and substructure for each bridge, raising the embankment to increase the clearance over roadways and installing new track and signal systems between 18th and 60th streets. Walsh Construction Company, the contractor for the bridge replacement, previously completed all the work for the bridges. During this quarter, Metra continued installing new signal equipment and track work. Metra has nearly completed the signal work between 48th and 60th streets.

Rehabilitate 45 Commuter Cars

Metra is performing life extending rehabilitation for 45 commuter cars built between 1953 and 1973. The rehabilitation includes such things as car body repairs, interior refurbishment and repair or replacement of heating, lighting and air conditioning systems. Metra began this rehabilitation project this quarter.

Replace Wheel Sets on Locomotives and Commuter Cars

Metra will replace wheel sets on locomotives and commuters as required by the Federal Railroad Administration (FRA). This is part of an on-going program to overhaul major components on Metra's fleet in compliance with related FRA rules and regulations.

Renew 22 Bridges on Union Pacific North Line

Metra is replacing 22 bridges on the Union Pacific North Line (UP North Line) in the City of Chicago between Fullerton Avenue and Balmoral Avenue. All of these bridges are over 100 years old and cannot be repaired economically. They must be replaced in order to avoid disruptions to commuter service. During the first quarter, Metra continued the final engineering and design for the bridge replacement.

Acquire Land at Commuter Stations

Metra acquired land at four stations on the Union Pacific Line (UP) for addition commuter parking lots. These stations, which have significant shortages of commuter parking capacity, are at Jefferson Park

Capital Program Report

First Quarter 2007

Metra (cont.)

and Edison Park on the UP Northwest Line and Main Street-Evanston and Fort Sheridan on the UP North Line. Also, Metra acquired land at the Great Lakes Station on the UP North Line for a new station location.

Metra New Start Projects

Metra has now substantially completed all the work for their three New Start projects—expansion and upgrade of the North Central Service (NCS), extension of the Union Pacific West Line (UPW) and extension and upgrade of the Southwest Service (SWS). Metra has nearly completed work for the station expansion at Buffalo Grove on the NCS and for the new station at Cicero and Grand on the Milwaukee Road West Line. In addition, Metra is almost done with the work for parking expansion at the Chicago Ridge and 153rd Street stations and for the new station at 143rd Street. For all three projects, Metra was under budget and on schedule for all the work.

Pace

Purchase 28 Community Vehicles

Pace awarded a five year contract to Central States Bus Sales, Inc. for the purchase of vehicles for Pace's Community Transit Network. Pace will purchase 28 community vehicles in the first year of the contract. Community based services provide short distance mobility within local communities. These services include such things as demand response services, rush hour feeder services and community circulators. They are a customized mix of services tailored to meet the travel patterns and needs of the community.

Purchase 222 Fixed Route Buses

El Dorado National delivered 45 buses to Pace during the first quarter of 2007. Pace has now received a total of 101 of these buses. The buses are fully accessible and equipped with Pace's Intelligent Bus System. They will replace buses purchased between 1993 and 1997 that have reached the end of their useful lives.

Purchase Computer Hardware and Software

Pace received Scheduling and Dispatching System software in this quarter from the Trapeze Software Group for their expanded ADA paratransit service. The implementation of the Trapeze System allows Pace to work toward a more coordinated and efficient method of scheduling and dispatching for ADA paratransit services throughout the RTA region.