



# City of Chicago



F2019-108

Office of the City Clerk

## Document Tracking Sheet

**Meeting Date:**

7/24/2019

**Sponsor(s):**

Dept./Agency

**Type:**

Report

**Title:**

Chicago Transit Authority Annual Ride Hailing Fee Report  
(2019)

**Committee(s) Assignment:**

**Chicago Transit Authority**  
**Annual Ride Hailing Fee Report to City Clerk**  
**July 1, 2019**

The Chicago Transit Authority (CTA) submits this Annual Report to the City Clerk pursuant to the Intergovernmental Ground Transportation Tax Agreement between the City and CTA for CTA's use of a ride hailing fee. Effective January 1, 2018, \$0.15 was added to the City's Ground Transportation Tax on ride hailing companies with an additional \$.05 added on January 1, 2019. The proceeds of this added revenue is dedicated to infrastructure improvements at the Chicago Transit Authority (CTA). The Intergovernmental Agreement provides CTA with \$16 million in annual funding to support a \$179 million capital program. This report is submitted pursuant to Paragraph 4 of the Intergovernmental Agreement which requires CTA to submit a written report annually to the City Clerk on or before July 1 describing how the CTA used funds in the preceding year. The report shall then be forwarded by the City Clerk to the City Council.

**Overview**

The \$179 million infrastructure improvements funded by the ride hailing fee will be completed over a period of five years (2018-2022). The investments in these programs are focused on two comprehensive programs announced in 2018 that sought to provide an equitable balance of projects to address specific capital needs of the CTA.

**Fast Tracks and Safe & Secure**

The *Fast Tracks* program is a \$146 million effort by CTA to provide faster, smoother and more reliable service across the CTA rail system. CTA has developed a schedule that includes in-house and contracted work that will be completed between 2018-2022 on the Red, Blue, Brown, Green and Pink Lines. While work will occur on individual lines in specific areas to mitigate existing slow zones, the entire system benefits from all the upgrades, giving riders a better overall experience. Depending on the distance traveled, Fast Tracks improvements could save riders 2 to 6 minutes per trip, reducing overall commuting times and providing greater reliability for CTA customers.

The *Safe & Secure* program is a multi-faceted, \$33 million effort by CTA to increase safety across the CTA system and provide a more secure, comfortable traveling experience. CTA plans to spend \$18 million of the \$33 million for system-wide security camera improvements. When complete, CTA will add 1,000 new cameras and upgrade more than 3,800 older-model cameras throughout the rail system. The program also includes the addition of camera coverage to all CTA-owned bus turnarounds. With the investments in this program, all of CTA's station cameras are now high definition. In addition, CTA plans to invest \$15 million for station security enhancements. As a part of this initiative, CTA will make various enhancements at rail stations, including upgrades to station lighting and the adding Wi-Fi to downtown subway stations, to help passengers and CTA employees feel safer and more secure on the CTA system.

CTA will initially fund the projects on a pay-as-you-go basis and then issue notes or bonds to fully fund the projects and complete them in the five year period (2018-2022). After completion of the Fast Tracks and Safe & Secure programs, the ride hailing fee will be used to pay the related debt service on the bonds or notes issued.

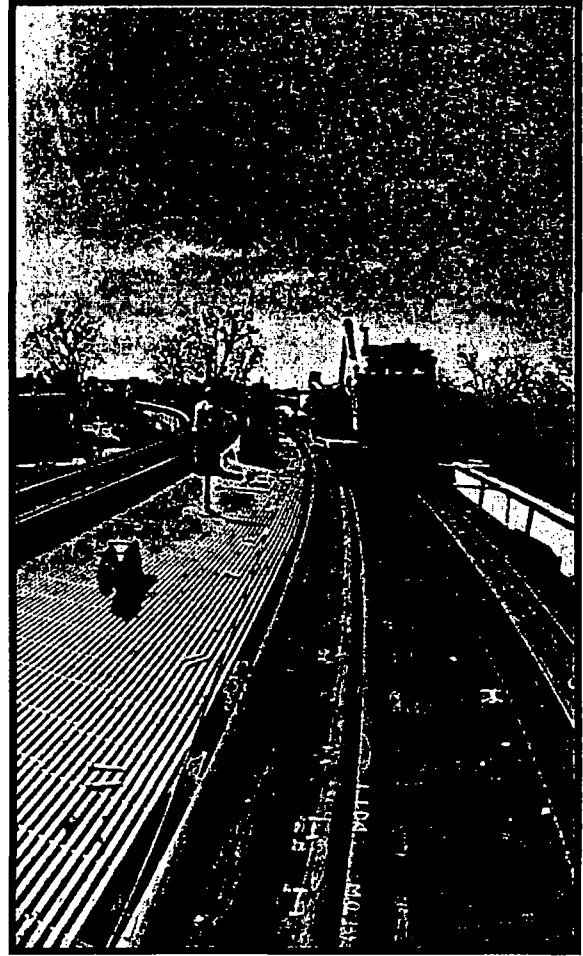
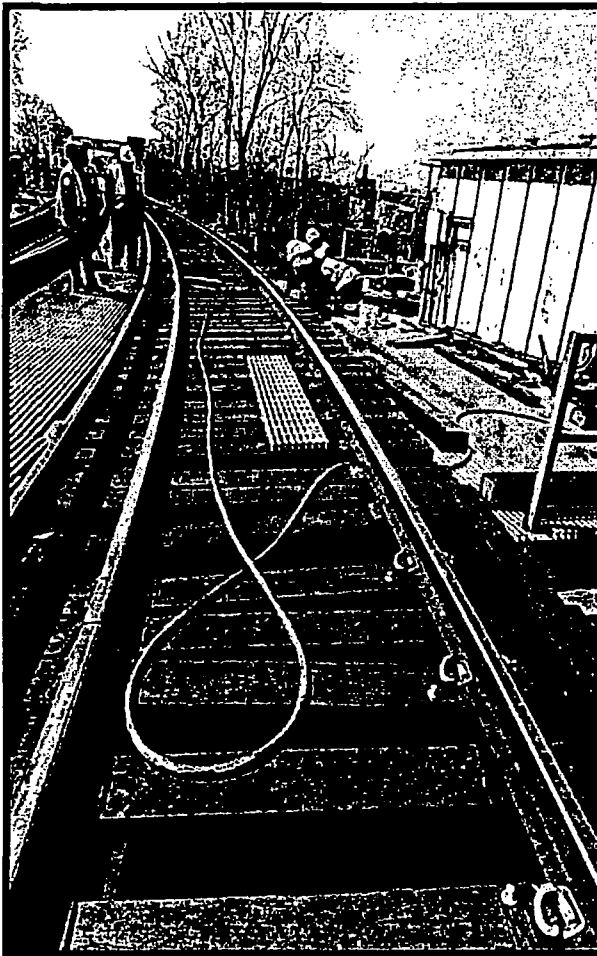
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**Current Reporting Period (July 1, 2018 to June 30, 2019)**

CTA received \$1,333,333 per month for a total of \$16,000,000 for this reporting period. CTA spent \$26,200,615 in total for the reporting period in support of the Fast Tracks and Safe & Secure programs. During this time period, CTA has continued planning and design work for all projects, as well as begun and completed work in several areas of the programs. The specific work performed for both programs during the reporting period are outlined below.

## **Fast >>> Tracks**

- *Green Line South*
  - Renewed 300 feet of track at 57<sup>th</sup> and 58<sup>th</sup> Street curves
  - Renewed 500 feet of curved track near 40<sup>th</sup>/Indiana station. Track renewal consisted of replacing ties and shims with tapered ties, tie plates, spikes, rail, and new double vertical restraining rail resulting in 1,625 feet of slow zone being removed.



Green Line South tie replacement by CTA in-house forces

- *Red Line Subway (State Street) between Lake and North/Clybourn*
  - Replaced 1,500 plates between Cermak and 13th Junction on the northbound track
  - Replaced 275 feet of rail and over 400 plates between Grand and North/Clybourn on the northbound track
  - Replaced 1,500 plates between 13<sup>th</sup> Junction and Cermak on the southbound track
  - Replaced 3,500 feet of rail and 400 plates between North/Clybourn and Grand on the southbound track



Replacing plates and 80 pieces of rail at Clark/Division

- *Blue Line Subway (Dearborn) between Clinton and Division*
  - Replaced 1,000 plates and 2,730 feet of rail between Chicago and Grand
  - Replaced 430 feet of rail in the curve at the south end of Division station on the southbound track
  - Replaced 600 plates and 550 feet of rail between Chicago and Division
  - Replaced 684 of 851 plates between Grand and the Dearborn South Portal on the southbound track
  - Replaced 606 of 833 plates between Dearborn South Portal and Grand on the northbound track
  - Removed 13,277 feet of slow zone in the Dearborn Subway



Replacing rail between Chicago and Grand



Replacing plates between Chicago and Division

- *Blue Line Congress Branch*
  - Completed tie renewal and tamping between Pulaski and Kedzie on the northbound track with CTA's in-house workforce
  - Re-gaged 1,000 feet of track between Lotus Tunnel and Old Central station

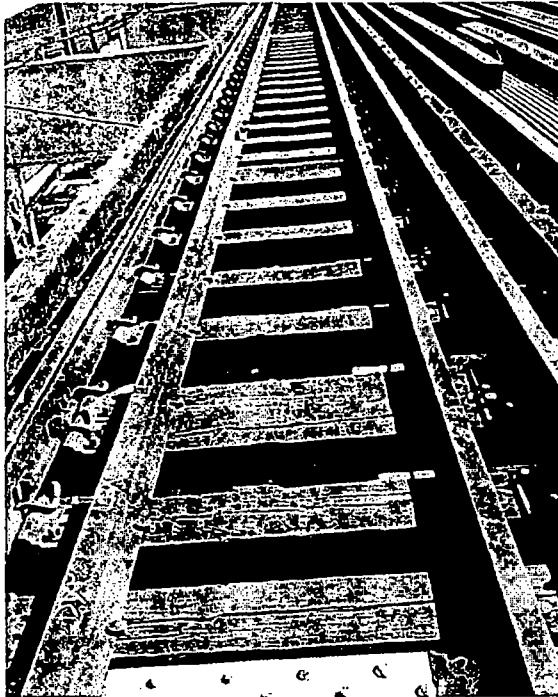


Spiking gage ties and securing track with screw spikes Blue Congress Branch

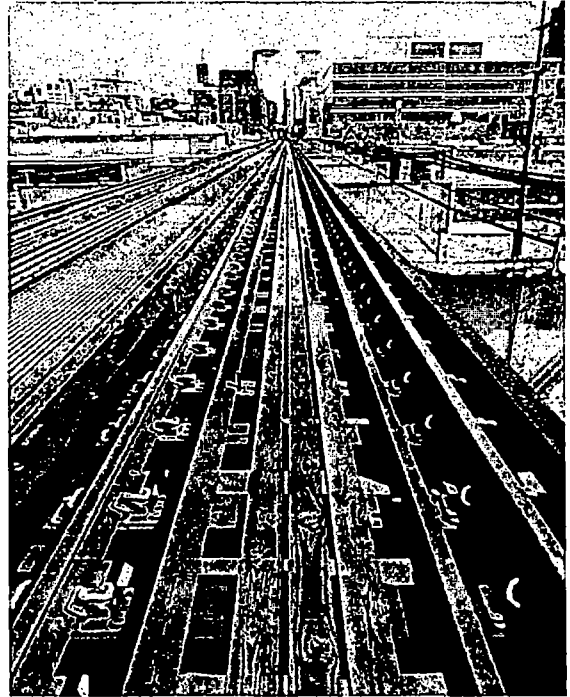
### *Green/Pink Line West between Wells and Ogden*

- CTA's in-house forces performed structural repairs to prepare for the track work and slow zone removal work. In total, 54 pairs of top flanges were replaced.
- CTA's in-house forces also performed approximately 2,300 feet of track reconstruction work to eliminate slow zones between Ogden and Aberdeen.
- In December 2018, CTA advertised a Request for Proposals (RFP) for a design-build contractor to perform track reconstruction work on the Green Line West between Wells and Ogden as well as the Green Line South between 17th and 30th Streets. The design-build contract was awarded at CTA's March 2019 Board meeting to Kiewit Infrastructure Company; the contract value is \$41,448,861. Notice to Proceed was issued on April 5, 2019. Major construction work on the tracks over Lake Street began the weekend of June 21<sup>st</sup>.

Green Line West (Lake Line) Track Conditions

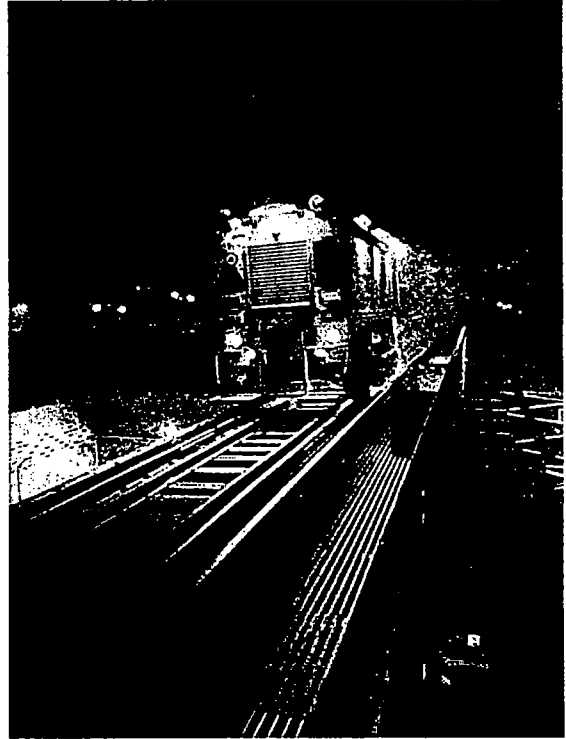
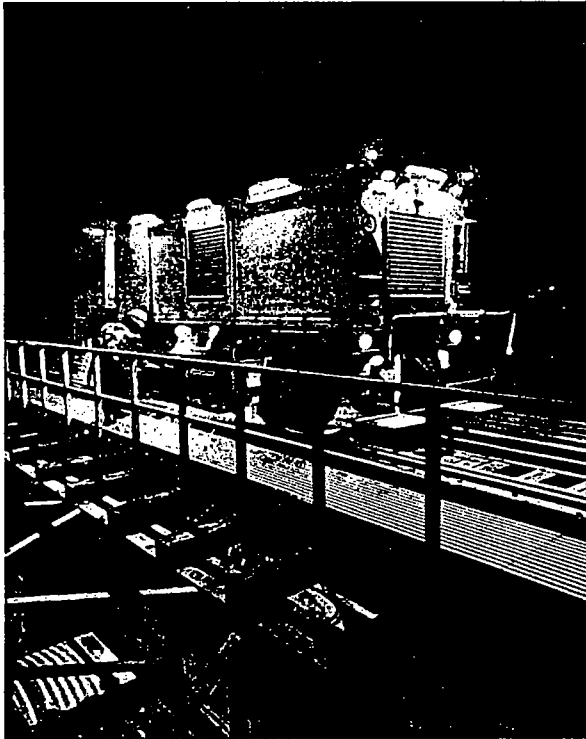


Before



After

- *Green Line South between 17th and 30th Streets*
  - CTA's in-house forces performed structural repairs to prepare for track work and slow zone removal work. In total, 42 pairs of top flanges were replaced.
  - In December 2018, CTA advertised an RFP for a design-build contractor to perform track reconstruction work on the Green Line West between Wells and Ogden, as well as the Green Line South between 17th and 30th Streets. The design-build contract was awarded at CTA's March 2019 Board meeting to Kiewit Infrastructure Company; the contract value is \$41,448,861. Notice to Proceed was issued on April 5, 2019. Rail grinding work was performed between 17th and 30th Streets the weekend of May 24th. Major construction work on the south side portion of the project is ongoing.



Rail grinding work being performed on the Green Line South between 17th-30th Streets

- *Brown Line between Western and Kimball*
  - On May 3, 2019, CTA advertised a construction package for a contractor to perform track reconstruction work on the Brown Line between Western and Kimball. Bids were received on June 6, 2019 and CTA is currently reviewing.
- *Blue Line Traction Power Improvements*
  - In December 2018, CTA advertised a design package for a consulting firm to prepare 100% design documents for 3 new traction power facilities (two new substations and one new tie house) on the O'Hare Branch of the Blue Line. CTA has selected a firm to perform the work and the contract is currently in negotiation.
  - As part of this program, CTA in-house forces will also be performing a series of tactical traction power upgrades/repairs. CTA has prepared a scope and cost estimate for this work; design and procurement documents are currently in development.
- *Blue Line O'Hare to Jefferson Park Slow Zone Removal*
  - This work includes removing and replacing all rail within the Nagle Curve area for the purposes of slow zone removal. Kiewit-Aldridge AJV will incorporate this scope of work into ongoing Your New Blue work later this summer.
- *Red and Blue Line Subway Renewal*
  - To build upon the improvements completed by CTA in-house forces in the Red and Blue Line Subways, CTA is developing a construction package for additional work to be performed by an outside contractor. Design for this work is currently being completed by CTA Engineering.

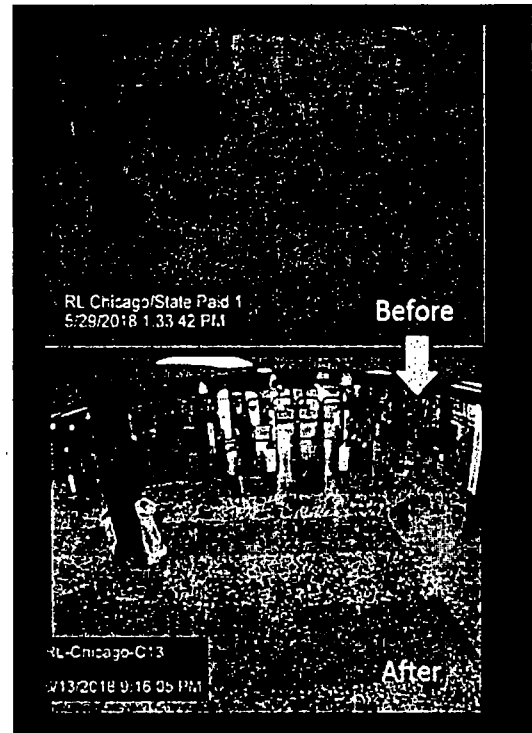
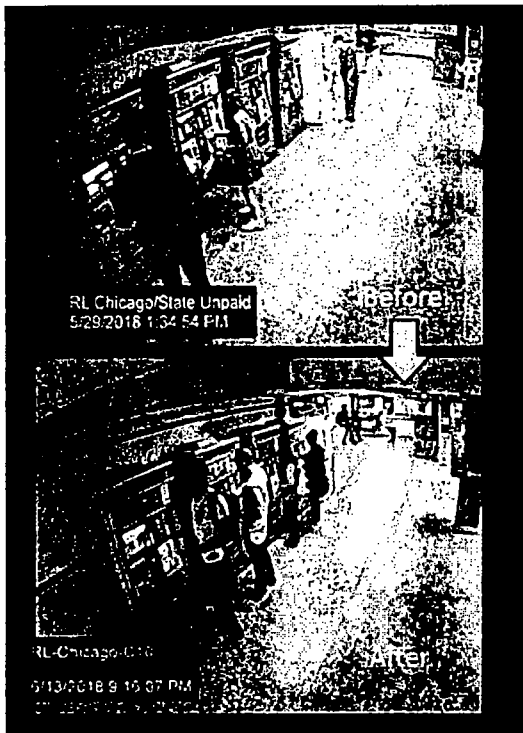


### **Cameras**

- *Red Line*
  - North/Clybourn – Upgraded 28 existing cameras and added 16 cameras
  - Clark/Division – Upgraded 45 existing cameras
  - Chicago/State – Upgraded 32 existing cameras and added 38 cameras
  - Grand/State – Upgraded 49 existing cameras
  - Lake – Upgraded 44 existing cameras
  - Monroe – Upgraded 44 existing cameras and added 6 cameras
  - Jackson – Upgraded 35 existing cameras and added 44 cameras
  - Harrison – Upgraded 22 existing cameras
  - Roosevelt – Upgraded 32 existing cameras and added 18 cameras
- *Blue Line*
  - Division - Upgraded 22 existing cameras and added 33 cameras
  - Chicago – Upgraded 22 existing cameras and added 32 cameras
  - Grand – Upgraded 22 existing cameras and added 30 cameras
  - Clark/Lake - Upgraded 26 existing cameras and added 32 cameras
  - Washington - Upgraded 31 existing cameras
  - Monroe – Upgraded 30 existing cameras and added 21 cameras
  - Jackson – Upgraded 36 existing cameras and added 20 cameras
  - LaSalle – Upgraded 29 existing cameras and added 20 cameras
  - Clinton - Upgraded 26 existing cameras and added 13 cameras
  - O'Hare - Upgraded 32 existing cameras and added 17 cameras
  - Belmont – Upgraded 20 existing cameras
  - Logan Sq. – Upgraded 33 existing cameras
- *Green Line*
  - Roosevelt - Upgraded 32 existing cameras and added 2 cameras
  - Laramie – Upgraded 26 existing cameras
  - Central - Upgraded 20 existing cameras
  - Austin - Upgraded 18 existing cameras
- *Orange Line*
  - Halsted - Upgraded 22 existing cameras and added 4 cameras
  - Ashland - Upgraded 20 existing cameras and added 4 cameras
  - 35/Archer - Upgraded 20 existing cameras and added 4 cameras
  - Western - Upgraded 21 existing cameras and added 4 cameras
  - Kedzie – Upgraded 17 existing cameras and added 4 cameras
  - Pulaski - Upgraded 17 existing cameras and added 4 cameras
  - Midway - Upgraded 31 existing cameras and added 4 cameras



## Chicago/State Red Line Station



### Wi-Fi

- CTA completed the installation of ultra-fast public Wi-Fi at all 20 Red and Blue Line subway station platforms to provide CTA customers the safety of internet connectivity while also supporting future inter-operable communications with public safety entities.

### **Station Enhancements – Lighting**

- *Red Line*
  - Chicago/State – Converted 400 lights to LED
  - North/Clybourn – Converted 250 lights to LED
  - Monroe/Adams/State and Continuous Platform – Converted 472 lights to LED
  - Roosevelt/State – Converted 350 lights to LED and added 8 new LED lights
  - Lake/Randolph/State – Converted 385 lights to LED
- *Blue Line*
  - LaSalle/Dearborn – Converted 290 lights to LED
  - Clinton/Dearborn – Converted 290 lights to LED
  - Washington – Converted 50 lights to LED
  - Jackson – Converted 675 lights to LED
  - Jackson/Van Buren – Converted 58 lights to LED
  - Jackson/Adams – Converted 100 lights to LED
  - Washington/Madison – Converted 120 lights to LED
  - Clark/Lake , SOIC & 203 LaSalle – Converted 1050 lights to LED
- *Green Line*
  - Pulaski/Lake – Converted 216 lights to LED
  - Laramie/Lake – Converted 285 lights to LED

Jackson Blue Line Station



Before



After

Laramie Green Line Station



Before



After