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Chicago Transit Authority
Annual Ride Hailing Fee Report to City Clerk "Sir" July 1, 2018
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The Chicago Transit Authority (CTA) submits this Annual Report to the City Clerk pursuant to the Intergovernmental Ground Transportation Tax Agreement between the City of Chicago 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 the proceeds 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 or partial year in the case of the current report. The report shall then be forwarded by the City Clerk to the City Council.

Overview of Innovative Ride Hailing Program

The \$179 million infrastructure improvements funded by the innovative ride hailing fee will be completed over the next five years (2018-2022). The investments of this program are focused on two comprehensive programs announced earlier this year:

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 over the next five years 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 these investments, CTA's entire station camera network will be 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, 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. 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.

Year to Date Report (January 1, 2018 to June 30, 2018)

CTA has received \$1,333,333 per month for this time period or six payments for a total of \$7,999,998. Of this amount, CTA has spent \$4,092,790 between January and June 2018. During these first six months of the program, CTA has ramped up its dedicated personnel for these projects, designed projects, and begun work in some areas of both programs. CTA expects this work to accelerate in the later part of 2018 and into 2019 as contracted work begins in both programs that will supplement the work that CTA's existing workforce has completed during this reporting period. CTA plans to hire approximately 20 trackmen by the end of 2018 to support the Fast Tracks program and will include DBE opportunities for the contracted work. The funding expended in the first six months of 2018 supported a wide variety of track, camera and facility upgrades crucial to the Fast Tracks and Safe & Secure programs. The specific improvements funded for both programs are outlined below.

Fast Tracks

o Green Line South

- Renewed 800 feet of track near the 35th/Bronzeville/IIT station. Track renewal consists of replacement of ties, tie plates and/or spikes.
- Renewed 250 feet of track at 56th Street crossover

Tie Replacement - Green Line South

- Removed 4,523 feet of slow zone near 35th/Bronzeville/IIT

Red Line Subway between Lake and North/Clybourn

- Installed 1,365 feet of new rail
- Installed 1,950 new tie plates

o *Blue Line Subway between Clinton and Division*

- Installed 585 feet of new rail
- Installed 250 new tie plates
- Removed 843 feet of slow zone near the LaSalle Station

Flange Angle Replacement - Green/Pink Line West

o *Green/Pink Lines between Wells/Lake and Ashland*

- In preparation for structural renewal, track work and slow zone removal that will begin later in 2018, CTA crews

have been replacing flange angles throughout this corridor.

Cameras

- o Blue Line O'Hare Station
 - Added 16 high definition (HD) cameras to the mezzanine and upgrading 22 platform cameras to HD

- o Blue Line Belmont Station
 - Added 4 HD cameras and upgraded 10 cameras to HD

- d Red Line Chicago/State
 - Converted 6 mezzanine cameras and 18 platform cameras to HD, while adding an additional 10 HD cameras throughout the station

Camera Crew Installing a New Camera at the Chicago Red Line Station Entrance

Station Enhancements - Lighting and Facilities

Lighting Enhancements o Jackson Red/Blue Underpass

- Converted 214 fixtures to LED

o Jackson Red/Blue Overpass

- Converted 100 fixtures to LED

o Lake/Randolph Red Line Continuous Platform

- Converted 1,015 light fixtures to LED

LED Converted Light Compared to Original Lighting

o Adams/Jackson Red Line Mezzanine

- Installed 6 new LED light fixtures

Facility Enhancements o 35th/Bronzeville/IIT

- CTA has completed repairs on the 35th/Bronzeville/IIT Green Line station that includes the repairing of stair treads and landings, repairing steel damage on the entrance enclosure, fabrication of stair enclosure walls, adding a 360 degree camera for expanded coverage and upgrading LED lighting in the stairwell and under the track structure.