

Budget Narrative

Budget Detail

The RTA is requesting \$375 million in funding from the EPA Climate Pollution Reduction Grants (CPRG) Program to purchase battery electric trains and buses. The request will be sub-allocated in equal shares of a third of the grant to RTA region's three service boards, CTA, Metra, and Pace (\$125 million each). Details on individual line item purchases are in the table below. The attached spreadsheet details unit costs as well as estimated expenditures by year.

| Service Board | Item | Quantity | Total Cost |
|---------------|--------------------------|----------|----------------------|
| Pace | 40' Electric Buses | 83 | \$125,000,000 |
| CTA | 60' Electric Buses | 50 | \$103,500,000 |
| CTA | 1440kw Charging Cabinets | 2 | \$21,500,000 |
| Metra | Trailer Cars | 32 | \$85,000,000 |
| Metra | Express Charging Docks | 8 | \$40,000,000 |
| Total | | | \$375,000,000 |



A CTA electric bus near Navy Pier in Chicago.

Expenditure of Awarded Funds

RTA, as part of the allocation of regional funding, focuses on expediting the delivery of capital projects. RTA understands the critical role of timely and efficient resource allocation of award funds.

To that end, RTA proposes an aggressive timetable in procuring electric buses and train sets. Upon the award of CPRG funding, CTA and Pace would immediately begin their respective purchasing processes to allow for procurement and deployment of vehicles and infrastructure in a timely manner.

CTA has the technical capacity needed to carry out this project in accordance with the requirements of the grant agreement and with all applicable laws and regulations. CTA has demonstrated experience in managing projects while continuing to operate its ongoing bus and rail operations.

Pace's Priority Project Management Office (PPMO) comprised of a cross-functional team dedicated to the delivery of major capital projects, and is responsible for the delivery of this Project. With a dedicated team focused on grants administration, including already awarded 2022 and 2023 RAISE grants, Pace is well positioned to manage EPA CPRG grant funds and oversee timely and successful completion of the Project.

Metra has already procured a contract for electric trainsets. Upon execution, Metra would move forward with the option for additional vehicles to be funded with this grant.

Metra's Grant Management Division will provide oversight of purchase requisitions before EPA's funds are expended. The team is staffed with veteran employees of the transit and grants industry and is responsible for tracking approved grant contracts, financial oversight, and meeting the reporting requirements to funding agencies. Metra has a successful track record managing hundreds of local and federal grants of various amounts and has consistently demonstrated an ability to meet federal grant reporting and administrative requirements.

Metra is currently in the process of reaching a formal grant agreement for more than \$169 million Congestion Mitigation and Air Quality (CMAQ) award for the zero-emission trainsets that will pair with the trainset trailer cars requested in this application to make complete, longer zero-emission trainsets. In addition, Metra has secured significant a previous CMAQ grant for \$29 million for Alternative Fuel Locomotives and previous grant awards for locomotive repowering which will significantly reduce emissions.

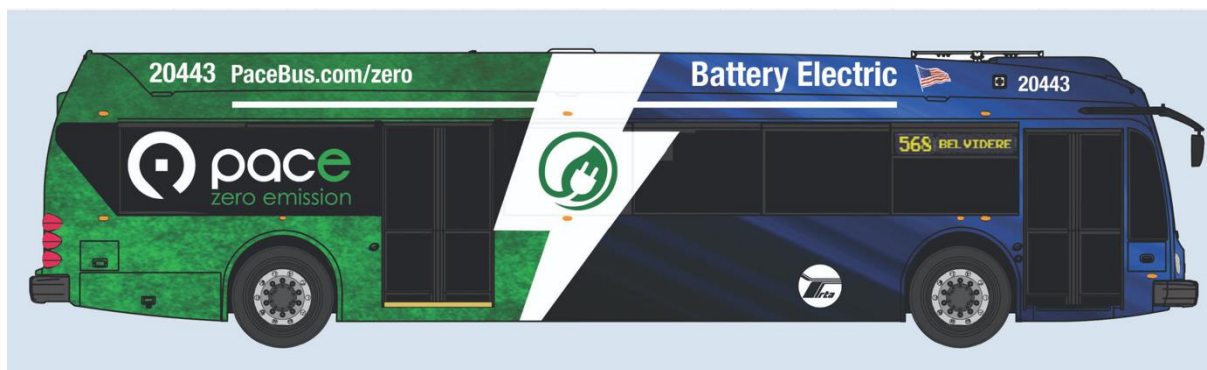


Reasonableness of Cost

The RTA region's transit agencies have an excellent track record for efficient use of federal, state, and local funds to address the backlog of state of good repair needs as well as enhancements.

CTA: The \$125M budget lists the estimated funding request for each work component task. CTA is only requesting funding for the purchase of electric buses and charging cabinets. CTA finds these cost estimates to be reasonable based on current and anticipated pricing changes. All other budget allocations are \$0 as they will not be funded by this proposed grant. In addition, there is no cost share match.

Pace: The \$125M budget lists the estimated funding request for each work component task. Pace is only requesting funding for the purchase of electric buses. Pace finds the cost estimates of \$1,506,024 per bus to be reasonable based on current and anticipated pricing changes. All other budget allocations are \$0 as they will not be funded by this proposed grant. In addition, there is no cost share match.



Metra: The \$125M budget lists the estimated funding request for each work component task. Metra's Request for Proposals (RFP) that resulted in the ZET contract award to Stadler US, Inc. was well advertised in a manner that exceeds the standards for federally eligible procurements. Many of the proposals aligned with Metra's internal independent cost estimate, including the selected vendor. Ultimately, two qualified vendor proposals were reviewed and scored by a panel of professionals within Metra. Stadler US Inc. submitted the highest ranked proposal for new battery powered trainsets and was awarded the contract during an open meeting of the Metra Board of Directors on February 21, 2024.

Metra's Zero-Emission Trainset (ZET) Program

