



Construction Project Briefing



February 9, 2022



Today's Presentation

- Jefferson Park to O'Hare Signals Project
- Jackson Park Line Track and Structure Improvement Project
- Dan Ryan Line - Inverters & Batteries
- Irving Park Station - Escalator and Canopy Replacement
- Non-Revenue Maintenance
- Red and Purple Modernization Project



Project Title: Jefferson Park to O'Hare Signals Project

Impact on Customers:	There will be 11 weekend Line Cuts: 1 – 9 Day Line Cut from O'Hare to Rosemont, 2 Weekend Line Cuts from Rosemont to Harlem, and 7 Line Cuts from Harlem to Jefferson Park and 1 – Weekend Line Cut from O'Hare to Rosemont. Bus shuttles will be provided for these line cuts. In addition, there are 90 nighttime single track outages that may affect customers.
Benefit to System:	This will be the last section of the Blue Line to receive upgraded signals and interlocking systems. When completed, these systems will assure consistent, safe and reliable train operations on the entire Blue Line for many years to come. The proposed new equipment will provide bi-directional railway traffic protection and maintain headways at 90 seconds at 35 mph nominal. The Project will be designed with infrastructure provisions for a future Communication Based Train Control (CBTC) system, such as ducts for serial fiber/ cables, ample spare room for hardware in each relay/ audio house and ideal locations for transponders, radio transmitters/ antennae and wayside zone controllers.
Benefit to Community:	Improved Reliability and Safety
Impact on Accessibility:	During the 11 weekend Line Cuts, train stations will be inaccessible.
Estimated # of Jobs Created:	106 Direct, 507 Indirect
Customer Communication Need:	Construction activity notices will be provided to inform customers that Line Cuts will impact their commute.

Comparable Projects:

- Ravenswood Loop Connector
- Congress Dearborn – Jefferson Park to Forest Park Signal Replacement.



Project Title: Jefferson Park to O'Hare Signals Project

Justification of Need: The existing 39-year-old signal system is approaching the end of its useful life. Maintaining the system has become increasingly difficult in as much as many components are now obsolete and difficult to repair or replace.

Priority of Project:	High
Total Project Budget:	\$ 207M
Construction Contract Value:	\$ 153,696,433.00
Earned to Date:	73%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100%
DBE:	<p>Goal: 10% Design / 15% Construction Commitment: 10.1% Design / 15% Construction Workforce Goals: 10% WIOA / 10% Apprentice</p> <p>Contract is on track to meet the DBE goal Outreach events conducted: 2 (CTA) 1 (KAJV)</p>
Funding Source:	CTA Bonds, RTA Bonds, Federal Formula Funds, and Federal TIFIA loan
Estimated Start Date/Estimated Length of Project:	NTP: May 21, 2018; Substantial Completion May 20, 2021
Designer of Record:	KAJV – Mott McDonald
Construction Manager/General Contractor:	STV/KAJV

Detailed Overview of Scope:
 This is a design-build project that existing relay houses are going to be replaced with new relay houses on elevated or at grade platforms and existing relay rooms are proposed to be expanded/ refurbished and/or reconfigured to accommodate the new signal equipment. The existing relay houses/ rooms are located at the following locations: Jefferson Park, Central, Foster, Nagle, Harlem, Cumberland, River Road, Rosemont East, Rosemont Yard, Rosemont West, Old Manheim, O'Hare East and O'Hare West. Special trackwork improvements are at Central Interlocking.



Project Title: Jefferson Park to O'Hare Signals Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Signal & Traction Power Cable Installation.	Ongoing
	<ul style="list-style-type: none">• Rosemont West Relay House is being manufactured.	Ongoing
	<ul style="list-style-type: none">• Signal Equipment Installation.	Ongoing
	<ul style="list-style-type: none">• Discrepancy Closure at previously cutover houses.	Ongoing
	<ul style="list-style-type: none">• O'Hare East and O'Hare Terminal Cutover has started	Ongoing
Delay Explanation		
N/A		



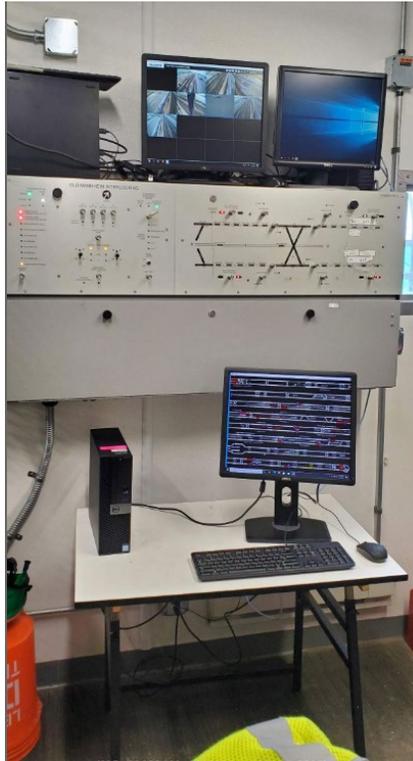
Project Title: Jefferson Park to O'Hare Signals Project



**Temporary HMI and Test Panel for
O'Hare Phasing**



Project Title: Jefferson Park to O'Hare Signals Project



**Old Mannheim Camera
Set-Up and QuikTrac
Viewing for O'Hare
Cutover**



Project Title: Jackson Park Track and Structure Improvements

Justification of Need:

Currently, there are ties and running rail on the Cottage Grove branch that are in need of replacement. The ties and running rail have passed their useful life expectancy and have started to deteriorate. The 90 lb. running rail is the lightest weight rail that remains in use on the CTA's mainline track throughout the system and is in need of replacement. The ties and running rail replacement is vital to make sure the Cottage Grove branch remains safe and reliable for all CTA customers.

Priority of Project:	P1
Total Project Budget:	\$12,708,268
Expended to Date (thru November):	\$5,000,000
Used last Month:	\$800,000
Funding Source:	60402 (Rebuild IL)
Estimated Start Date/Estimated Length of Project:	Track work schedule: Q1 2021 through Q2 2023 Structure work schedule: Q1 2021 through Q4 2022
Contractor	CTA Forces

Track: Replace 2 miles of ties on the Cottage Grove branch including the crossover ties. Replace over a half mile of existing 90lb running rail with new 115lb running rail.

Structure: Renew high priority structural components in advance of track installation to extend asset life. Work includes 22 stringers and seven cross girders.



Project Title: Jackson Park Track and Structure Improvements

<p>Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)</p>	<p>Work is being performed under normal traffic operations on weekdays and some weekends. Occasional single tracks and reroutes will also be utilized to facilitate complex work. Construction slow zones will be implemented while the tracks are being renewed.</p>
<p>Benefit to System:</p>	<p>Track: The age of the track ties has resulted in deteriorated/spilt ties that are no longer capable of maintaining proper track geometry resulting in alignment and gage issues and subsequently slow zones. The current 90 lb. rail that exists on the Cottage Grove branch is the only existing 90 lb. rail left in CTA revenue track and is in need of updating to increase reliability during temperature extremes. Replacing the track ties and running rail will bring the Cottage Grove branch up to a state of good repair and reduce travel time and delays.</p> <p>Structure: The system will be made structurally sound, by renewing all of the identified P1 defects in the area.</p>
<p>Benefit to Community:</p>	<p>The track ties and running rail play a vital role in track geometry and reliability. Replacing the track ties and running rail on the Cottage Grove branch will eliminate slow zones and provide faster, more reliable service to the community.</p> <p>Rehabilitation of the systems generally provides for the safe transport of passengers, removing any slow zones and restoring the effectiveness of the structure carrying the trains.</p>

<p>Comparable Projects:</p>	
<ul style="list-style-type: none"> • Previous Jackson Park Girder reconstruction 2018 • South Loop Track Renewal 	



Project Title: Jackson Park Track and Structure Improvements

Construction Progress

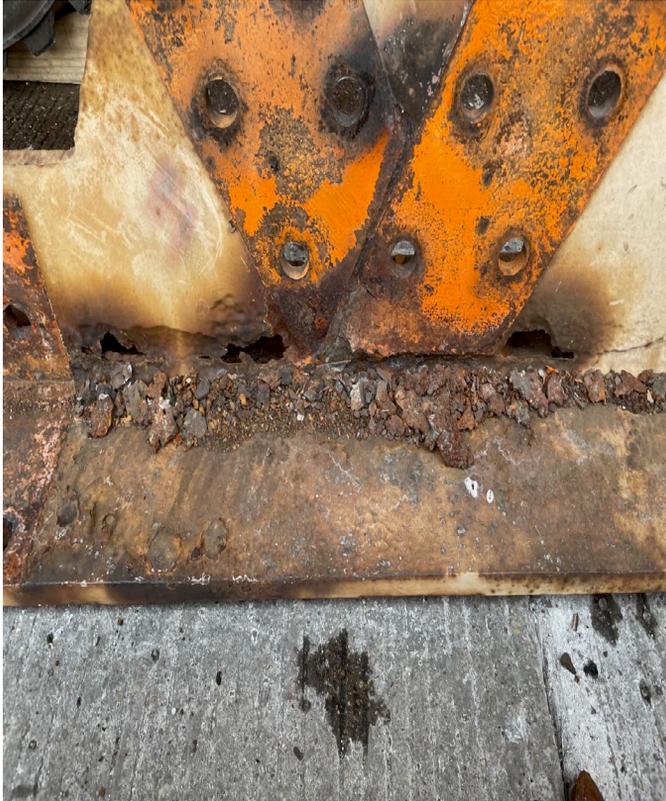
Department	Description	Status
CTA Power & Way Maintenance	Track Renewal	
	<ul style="list-style-type: none"> Renew ties and fasteners 59th Street to 61st Street on the Southbound Track 	Complete
	<ul style="list-style-type: none"> Renew ties and fasteners 59th Street to 61st Street Northbound Track 	Complete
	<ul style="list-style-type: none"> Replace rail NBT between 59th Street to 61st Street 	Complete
	<ul style="list-style-type: none"> Replace rail SBT between 59th Street to 61st Street 	Complete
	<ul style="list-style-type: none"> Renew Ties and Plates between 61st and 62nd NBT 	Complete
	<ul style="list-style-type: none"> Renew Ties and Plates between 61st and 62nd SBT 61st Interlocking 2-DSS and a Lefthand turnout 	Ongoing
Structure Renewal	<ul style="list-style-type: none"> Renew Stringers & Cross Girders 59th Street to 63rd Street 	Ongoing

Delay Explanation:

N/A



Project Title: Jackson Park Track and Structure Improvements



Cross Girder Replacement



Project Title: Jackson Park Track and Structure Improvements



Cross Girder Replacement



Project Title: Dan Ryan Line - Inverters & Batteries

The DC to AC Power Conversion Inverters, which provide alternative AC power to all relay houses on South Dan Ryan Branch, were installed in ~~2005~~ 2004. Due to their age and various complexities, they require replacement. Since these inverters are part of the second source of AC Power to the relay houses through the signal protection system to CTA rail operation, it is necessary to replace them with a reliable inverter. This project will also renew the existing AC Power wires emanating from the electrical rooms at near stations to the relay houses using existing back and manhole systems. Some minor electrical circuit modifications at the electrical rooms and at relay house AC power panels will also be required.

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$6,030,163.00.
Construction Contract Value:	\$5,078,000.00
Earned to Date:	\$4,441,893.29
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	96.7%
DBE:	Goal: 10% Commitment: 10.3% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	NTP- 7/21/2020 Estimated duration 555 days
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / John Burns Construction Company

- Detailed Overview of Scope:** Seven (7) locations (23rd, 45th, 55th, 59th, 63rd, 79th and 87th interlockings).
- Modification of five (5) existing relay house structures on Dan Ryan Red Line (23rd, 45th, 55th, 79th and 87th interlockings).
 - Upgrade 600 VDC inverter fuse and bracket at all seven (7) locations.
 - Replace existing Inverter system at all seven (7) locations.
 - Reconfigure Inverter AC output, Signal panel, Hotel power and HVAC at all seven (7) locations.
 - Connection to SCADA.



Project Title: Dan Ryan Line Inverters & Batteries

Impact on Customers:	No impact to customers.
Benefit to System:	A reliable secondary power system to the relay houses that provide signal protection to CTA rail operations. The inverters will ensure continued operations of the Dan Ryan branch of the Red Line in the event of a primary power failure to the existing signal system.
Benefit to Community:	Continued operations of the Dan Ryan branch of the Red Line in the event of a primary power failure to the existing signal system.
Impact on Accessibility:	No impact to accessibility.
Customer Communication Need:	No customer communication needed.

Comparable Projects:	
N/A	



Project Title: Dan Ryan Line Inverters & Batteries

Construction Progress

Phase	Description	Status
Construction	59th Interlocking Equipment Removal/Replacement	Complete
	63rd Interlocking Equipment Removal/Replacement	Complete
	45th Interlocking Equipment Removal/Replacement	Complete
	79th Interlocking Equipment Removal/Replacement	Complete
	87th Interlocking Equipment Removal/Replacement	Complete
	55th Interlocking	
	• Mobilization	Complete
	• Temporary AC cut-over	Complete
	• Removal/replace Equipment	Complete
	• Permanent AC cut-over	Complete
	23rd Interlocking	
	• Mobilization	Complete
	• Temporary AC cut-over	Complete
	• Removal/replace Equipment	Complete
	• Permanent AC cut-over	Complete
System Testing, Commissioning & transformer Install		
• 59th Interlocking	Ongoing	
• 63rd Interlocking	Complete	
• 45th Interlocking	Ongoing	
• 79th Interlocking	Ongoing	
• 87th Interlocking	Ongoing	
• 23rd Interlocking	Ongoing	
• 55th Interlocking	Ongoing	



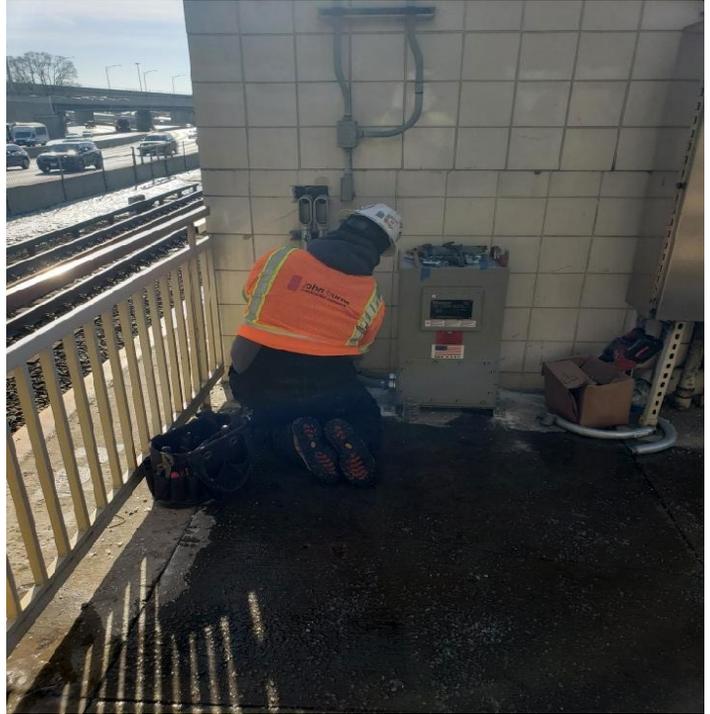
Project Title: Dan Ryan Line Inverters & Batteries



Testing & Commissioning at 63rd Signal House



Project Title: Dan Ryan Line Inverters & Batteries



Transformer & conduit install wire at 63rd electric room



Project Title: Irving Park Station Escalator and Canopy Replacement

Justification of Need:

The existing escalator at the Irving Park station entrance has experienced excessive wear due to water and road salt infiltration. It has been determined the Irving Park escalator is approaching the end of its useful life and requires replacement. The escalator at the Pulaski entrance has reached its useful life and has been removed. The existing platform level canopy which has been in place since the original construction of the station will be replaced with a new translucent polycarbonate system, this will mitigate water infiltration and better protect passengers and the replacement escalators. This work is required to return the station to a state of good repair.

Priority of Project:	Medium
Total Project Budget:	\$12,025,856.00
Construction Contract Value:	\$ 7,497,000.00
Earned to Date:	20.4% (through December)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	63%
DBE:	Goal: 20% Commitment: 20% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	State of Illinois Transportation Program
Estimated Start Date/Estimated Length of Project:	NTP: March 22, 2021/ Estimated Duration 510 days /Substantial Completion August 2022
Designer of Record:	CTA Engineering
Construction Manager/General Contractor:	WSP / John Burns Construction

- Detailed Overview of Scope:** This is a design-Bid -Build project. The primary scope of work for this project includes:
- Furnishing and installing new Escalator at Pulaski Road stationhouse and Furnishing and installing new Escalator at Irving Park Road stationhouse
 - Rebuilding escalator supports
 - Furnishing and installing new translucent insulated single panel polycarbonate canopy system
 - Providing new roofs at Irving Park and Pulaski station houses



Project Title: Irving Park Station Escalator and Canopy Replacement

Impact on Customers:	Temporary sidewalk, traffic lane, and parking lane closures during construction phasing. 2 Station entrance closures 150 days per entrance. Customers will use the Irving Park entrance while the Pulaski Entrance is closed and a temporary CA booth will be constructed and used during the closure of the Irving Park Entrance.
Benefit to System:	The Project will replace roofs at CTA stationhouses and rail platform canopy that are worn, damaged and beyond their useful life. This will improve safety for customers and employees.
Benefit to Community:	Improved customer safety by providing reliable vertical circulation to the Irving Park Platform. The new translucent canopy panels will provide weather tight protection of the customers as they enter and exit trains.
Impact on Accessibility:	During the 150-day station entrance closures escalators will be inaccessible.
Customer Communication Need:	72 Direct / TBD Indirect

Comparable Projects:

Jefferson Park



Project Title: Irving Park Station Escalator and Canopy Replacement

Construction Progress

Phase	Description	Status
Construction	• Painting Phase 1; Phase 2 Q2 2022	Completed
	• Close Irving Park Entrance 1/17-5/3/22 (150 days)	Ongoing
	• Irving Park Escalator Delivery (late Feb)	Planned
	• Start installation of new canopy materials Q1 2022	Planned

Delay Explanation:

N/A



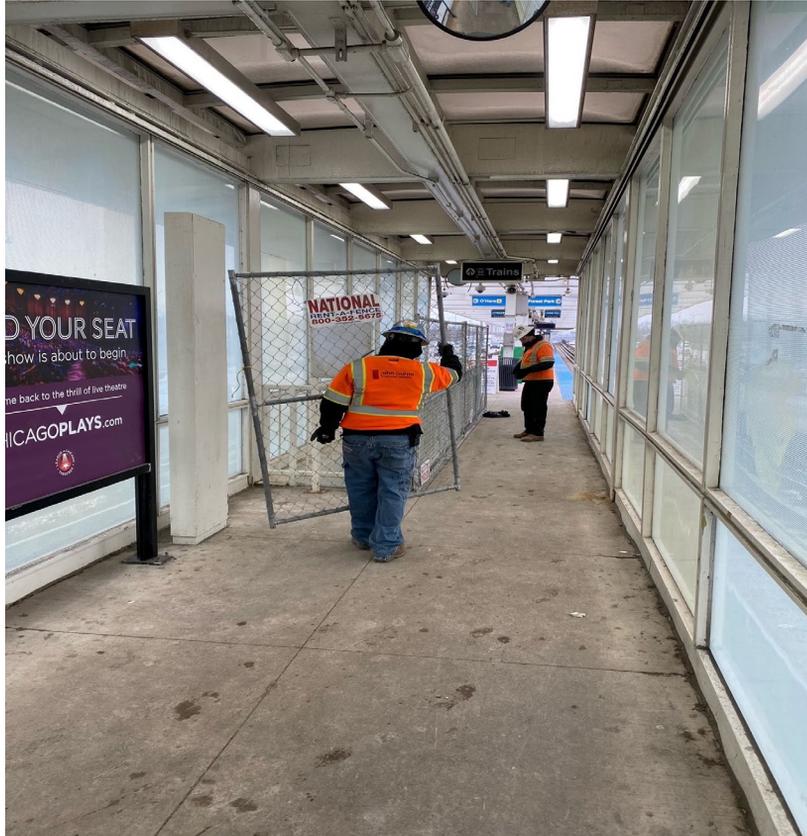
Project Title: Irving Park Station Escalator and Canopy Replacement



**Temporary
CA Kiosk at
Pulaski
Entrance**



Project Title: Irving Park Station Escalator and Canopy Replacement



**Irving Park
Closing
Entrance
Stairwell
Closure in
Preparation
for Escalator
Demolition**



Project Title: Irving Park Station Escalator and Canopy Replacement



**Irving Park
Escalator
Truss at Kone
Factory**



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$42,676,222
Earned to Date:	18% (thru Dec 2021)
Percent Change Orders to Construction Contract:	0%
Percent Time Used:	38%
DBE:	Goal: 30% Design / 27% Construction Commitment: 30% Design / 27% Construction Workforce Goals: 10% Career Opportunity/ 10% Apprentice/ 35% EDA Outreach events conducted: 1 (Clark) Contract is on track to meet the DBE goal
Funding Source:	IDOT - Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 3/24/21 Project Duration 730 Days
Designer of Record:	STV Inc.
Construction Manager/General Contractor:	WSP/Clark Construction

Detailed Overview of Scope: Perform Design/Build Services to design and construct a new maintenance facility at the CTA's 63rd Lower Yard. This facility will be utilized to repair and maintain CTA's Non-Review Rail Mounted Equipment Fleet. This facility will include three maintenance and inspection tracks, a vehicle wash track with equipment, a paint booth, a welding room, a multipurpose lunchroom and classroom, locker and washroom facilities, supervision offices, and storage facilities.



Project Title: Non-Revenue Rail Vehicle Facility

Impact on Customers:	While no direct impact to rail service, this facility will allow CTA Rail Maintenance to efficiently maintain the CTA's non-revenue fleet. This will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system. This will allow CTA to maintain reliable service to our customers.
Benefit to System:	The ability to effectively and efficiently maintain the CTA's non-revenue fleet will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system.
Benefit to Community:	This facility will be design to compliment the surrounding neighborhood from an aesthetic perspective. It will also bring additional activity to the immediate neighborhood.
Impact on Accessibility:	The building will obtain City of Chicago Building permits, which included accessibility reviews.
Customer Communication Need:	Customer impact will be minimal. Community outreach efforts are ongoing with local elected official and the neighboring school to discuss and minimize impacts during construction. Communications will continue with the surrounding residences and business regarding any upcoming impacts to the surrounding area during construction.

Comparable Projects:



Project Title: Non-Revenue Rail Vehicle Facility

Construction Progress

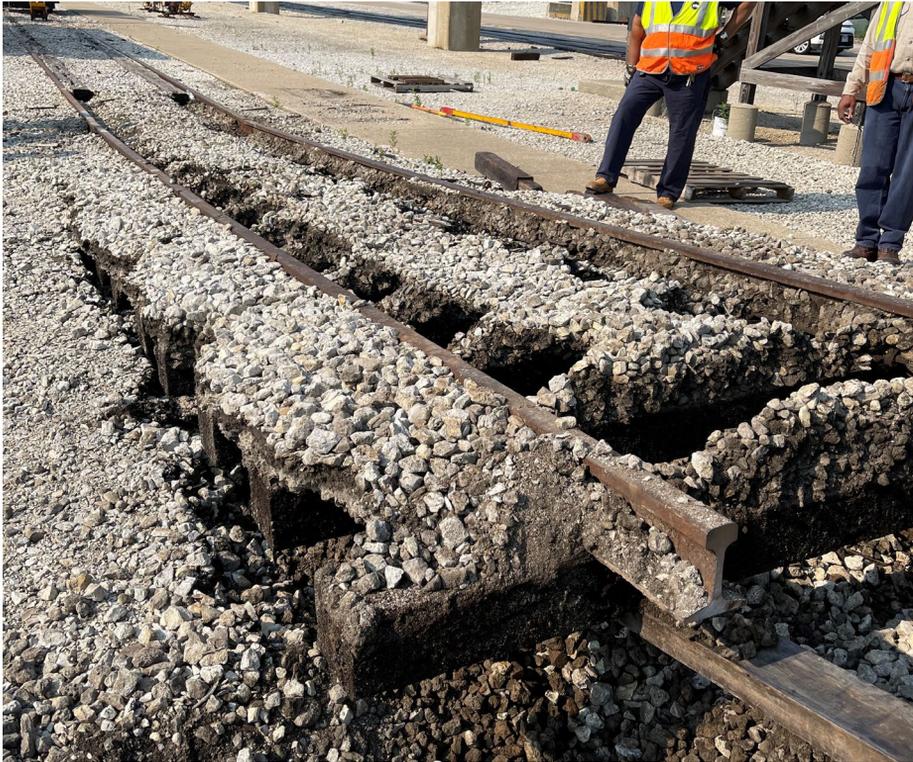
Phase	Description	Status
Construction	Design Phase <ul style="list-style-type: none">• Design Validation• Intermediate Design• Permitting• Final Design	Complete Complete Ongoing Ongoing
	Construction Phase <ul style="list-style-type: none">• Earthwork• Foundation Work• Exterior Wall and Roof Installation• Inspection Pit & Track Installation• Electrical Work• Plumbing Work• Building Mechanical Work• Interior Buildout Work• Fencing & Landscaping	Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming Upcoming

Delay Explanation:

N/A



Project Title: Non-Revenue Rail Vehicle Facility



**CTA's
Removal of
Existing
Tracks**



Project Title: Non-Revenue Rail Vehicle Facility



**CTA Forces Loading
Existing Track in
Sections to be Hauled
Off**



Project Title: RPM Phase One Design-Build Contract

Justification of Need:	The RPM Phase One Project is greatly needed in order to expand capacity on CTA's most utilized rail line and to replace aging infrastructure.	
Priority of Project:	High	
Total Project Budget:	\$ 2.1 Billion (excludes Transit TIF interest payments)	
Construction Contract Value:	Original - \$1,272,275,929 Current - \$1,269,060,861	
Earned to Date:	47%	
Percent Change Orders to Construction Contract:	-0.25%	
Percent Time Used:	53%	
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment: 20% Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA	Contractor is on track to meet the DBE goal
Funding Source:	CTA Financing, FTA Core Capacity Grant, CMAQ, TIFs	
NTP / Construction Start / Estimated Completion:	February 8, 2019 / October 2019 / 2025	
Design-Build Contractor:	Walsh-Flour Design-Build Team	
Owners Representative:	Elevated Solutions Partners	
Detailed Overview of Scope:	RPM Phase One consists of the following elements that will allow CTA to expand service along the Red and Purple lines:	
	<ul style="list-style-type: none"> • Lawrence to Bryn Mawr Modernization (LBMM) – complete reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Ave. • Red-Purple Bypass (RPB) - Construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of Belmont Ave. Includes realignment and reconstruction of 1.4 miles of mainline tracks and structure between Belmont station and south of Cornelia Ave. • Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations. 	



Project Title: RPM Phase One Design-Build Contract

Impact on Customers:	Track closures and temporary station closures during construction. Temporary relocation of bus stops and bus reroutes during construction phasing. Temporary sidewalk, traffic lane, and parking lane closures during construction phasing.
Benefit to System:	The Red-Purple Bypass will allow CTA to operate more trains and reduce delays at the Clark Junction. Signal improvements will reduce customer congestion by allowing for additional trains. 100 year old structures are being replaced to improve reliability and extend life of system. Four new, larger, ADA accessible stations with wider platforms will replace current 90+ year old facilities.
Benefit to Community:	Improved pedestrian safety around new modern stations and structures. Enhanced lighting, improved street clearance, removal of columns from streets, enhanced signage, improved areas under track structures, and new station entrance at Hollywood Avenue.
Impact on Accessibility:	Upon project completion, Lawrence, Argyle, Berwyn and Bryn Mawr stations will include elevator access and other ADA access improvements throughout. Station improvements include wider platforms, better lighting, and modern accessible amenities.
Estimated # of Jobs Created:	1,400+ and counting.
Customer Communication Need:	Frequent communication is required to provide customers advance and real-time information regarding rail and bus service modifications due to construction.

Comparable Projects:

- Brown Line Capacity Expansion Project
- Your New Blue Program
- Red Line Extension



Project Title: RPM Phase One Design-Build Contract

Phase	Description	Status
Administrative / Design: Construction:	<ul style="list-style-type: none"> ▪ Continued submittal/revisions of required management plans ▪ Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements ▪ Pre-Stage Work <ul style="list-style-type: none"> – Punchlist work ▪ Red-Purple Bypass (RPB). <ul style="list-style-type: none"> – Ravenswood structure rehabilitation – Factory wiring of Kenmore and Clark Relay Houses – Internal factory testing of Kenmore Relay House – Track, traction power and signal reconfigurations for RPB Stage 2 phasing – Prepwork for Kenmore #7 crossover – Micropile foundations for North Main Line reconstruction ▪ Corridor Signal Improvements (CSI) <ul style="list-style-type: none"> – DGTrack Circuit Testing ▪ Lawrence to Bryn Mawr Modernization <ul style="list-style-type: none"> – Drilled Shaft Installation – Continued production of Pre-cast Box Girder Segments – Embankment wall demolition – Construction of concrete columns and caps – Erect Transport Bridge at Ardmore – Assemble and install loading bay gantry – Assemble and install segment transporter – Segmental Box Girder installation – Embankment drainage installation 	<p>Ongoing Ongoing</p> <p>Ongoing</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing</p> <p>Ongoing</p> <p>On hold Ongoing Ongoing Ongoing Complete Complete Complete Ongoing Started</p>
Delay Explanation:		



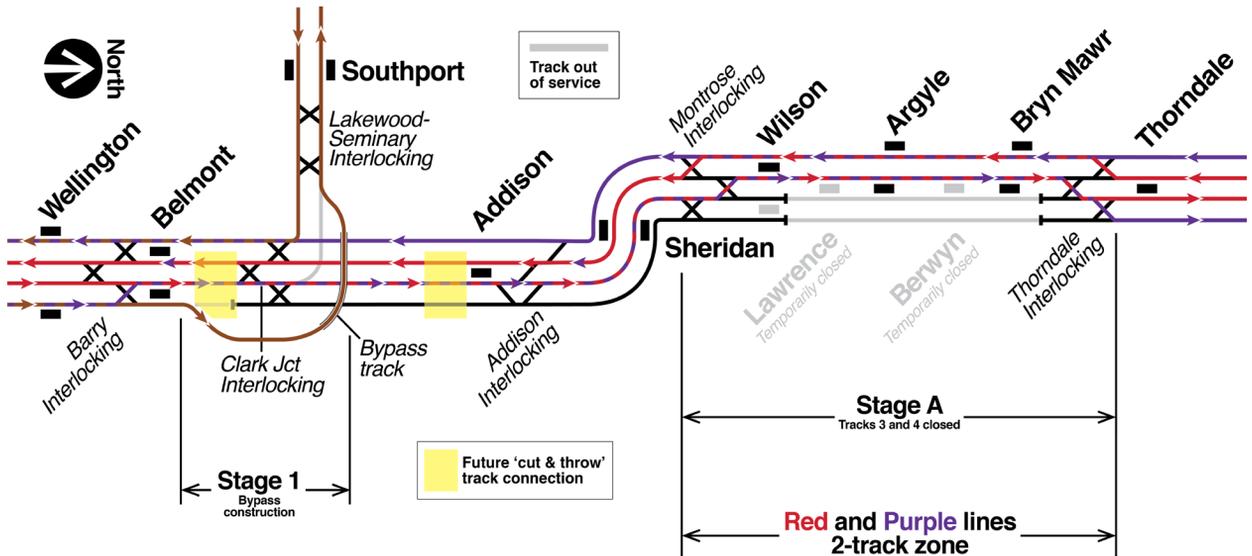
Project Title: RPM Phase One Design-Build Contract



North Main Groundbreaking and Bypass Grand Opening Press Event
Jan. 24, 2022



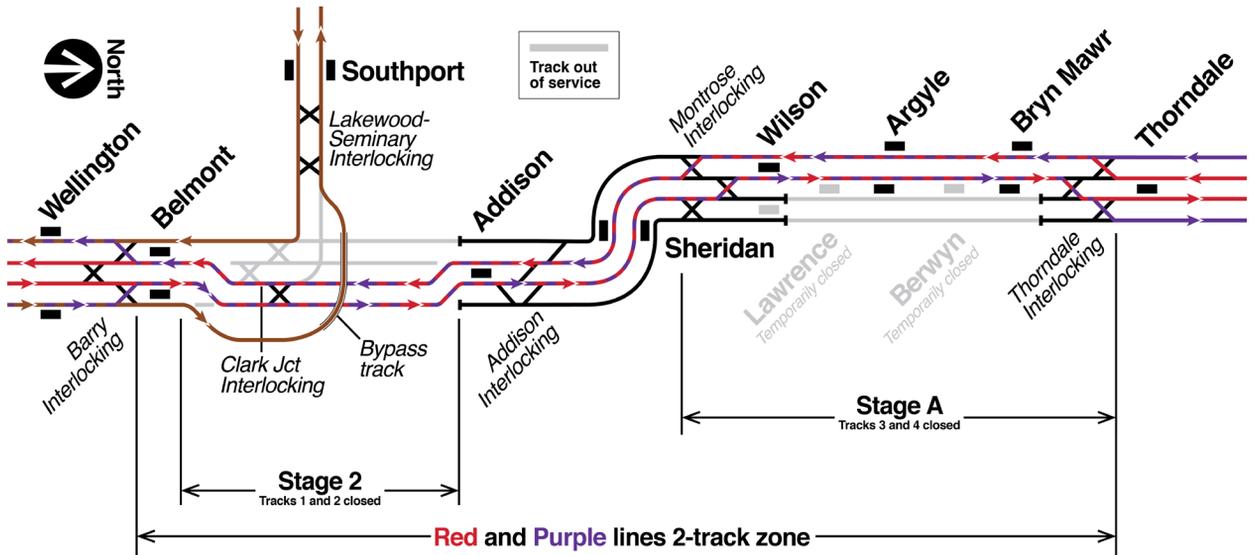
Project Title: RPM Phase One Design-Build Contract



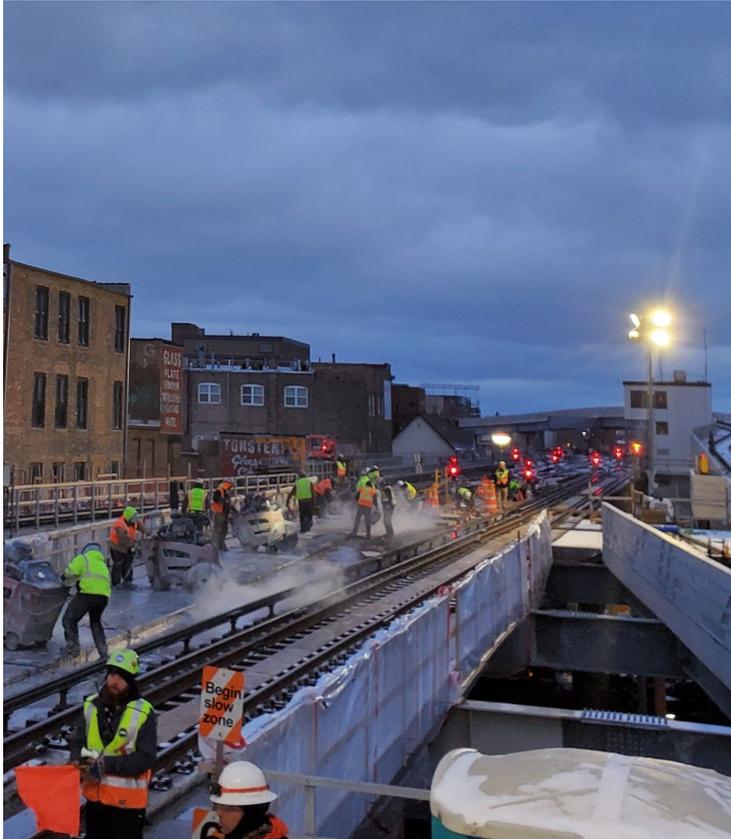
Milestone 1: Bypass Opens, LBMM Stage A – Service Pattern



Project Title: RPM Phase One Design-Build Contract



RPB Stage 2, LBMM Stage A – Service Pattern



RPB – Cut and Throw Trackwork



RPB – Micropile Foundations



**LBMM –
Column Cap**



**LBMM –
Segmental
Box Girder
Installation**



**LBMM –
Fixed Bay
Gantry
Unloading
Segments**



**LBMM –
Segment
Transporter**



**LBMM –
Segmental
Box Girder
Installation**



Project Title: RPM Phase One Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p>Left to right: Smelly Fresh founder Steve James, CTA President Dorval Carter; Adrian Mobley, Air and Wellness at 1/24 RPM groundbreaking</p>	<ul style="list-style-type: none"> Weekly Red-Purple Bypass Project updates for 44th ward Lawrence to Bryn Mawr project updates for 48th ward "Open for Business" Bryn Mawr and Argyle doorhanger distribution RPM Virtual Office Hours – constituent questions answered North Main Line reconstruction virtual public meeting "Open for Business" planning meeting with 48th ward & Edgewater Chamber of Commerce Red-Purple Bypass Grand Opening and North Main Line groundbreaking 	<p>Weekly</p> <p>Bi-weekly</p> <p>Dec. 14</p> <p>Dec. 14</p> <p>Jan. 5</p> <p>Jan. 14</p> <p>Jan. 24</p>
Workforce & SBE/DBE	 <p>CHICAGO COOK WORKFORCE PARTNERSHIP A proud partner of the American Job Center network</p> <p>HIRE 360</p>	<ul style="list-style-type: none"> Monthly DBE/Workforce Outreach & Compliance Meeting DBE and Workforce Numbers as of 01/31/2022 Dollars Awarded To Date: \$179,460,965 <ul style="list-style-type: none"> Unique DBE Firms To Date: 71 Unique Firms New to CTA: 27 Total Labor Hours Produced: 624,701 Total Dollars Earned: \$35,544,016 Jobs created to date (construction trade labor on the design-build team): 1,340 individuals 	<p>Ongoing</p>