COMMITTEE ON FINANCE, AUDIT AND BUDGET

IN RE THE MATTER: )
REGULAR MEETING )

Report of proceedings at the meeting of
the above-entitled cause, before Tabitha Watson, an
Illinois Shorthand Reporter, on the 16th day of
September, 2020, at the hour of 9:32 a.m., via
videoconference.

Reported by: Tabitha Watson, CSR, RPR
License No.: 084-004824
BOARD MEMBERS PRESENT:

ALEJANDRO SILVA, Chairperson
ARABEL ALVA ROSALES
GLORIA CHEVERE
KEVIN IRVINE
BERNARD JAKES
JOHNNY MILLER

ALSO PRESENT:

DORVAL R. CARTER, JR., President
GREGORY LONGHINI, Secretary
KAREN SEIMETZ, General Counsel
MICHELLE CURRAN
ELLEN MCCORMACK
BILL MOONEY
JUAN PABLO PRIETO
SECRETARY LONGHINI: Good morning. My name is Gregory Longhini. I am the secretary to the Chicago Transit Board.

On September 9th, 2020, the Office of the Secretary of the Chicago Transit Board issued a notice of changed format of meeting of the Committee on Finance, Audit and Budget and the Chicago Transit Board, both meetings scheduled today, September 16, 2020, due to the COVID-19 pandemic.

Illinois Governor JB Pritzker has issued a disaster proclamation on August 21st, 2020, which is in effect through September 21st, 2020 to address this emergency.

Section 12 of the proclamation declares that in-person attendance of more than 50 people is not feasible in light of public health concerns. This means that Chicago Transit Authority public meetings occurring on September 16, 2020, today, will take place only virtually.

Let the record show that General Counsel Karen Seimetz and President Dorval Carter -- I'm sorry, General Counsel Karen Seimetz and Board Secretary Gregory Longhini are at the 567 West Lake
Street building, which is the headquarters of the Chicago Transit Authority where this meeting is originating from.

With that, we may start the Committee on Finance, Audit and Budget as scheduled.

Chairman Silva.

DIRECTOR SILVA: Good morning. I would like to call to order the September 16, 2020 meeting of the Committee on Finance, Audit and Budget.

Will the secretary call the roll?

SECRETARY LONGHINI: Yes. I will take a rollcall vote.

Director Chevere?

DIRECTOR CHEVERE: Did you call me?

SECRETARY LONGHINI: Yes. Rollcall vote.

DIRECTOR CHEVERE: Present.

SECRETARY LONGHINI: Going down everybody with the rollcall vote.

Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Here.
SECRETARY LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: Here.
SECRETARY LONGHINI: Chairman Silva?
CHAIRPERSON SILVA: Here.
SECRETARY LONGHINI: We have a quorum of the Committee with all six members present, sir. We may proceed to agenda item number two.
CHAIRPERSON SILVA: Our first order of business is approval of the committee minutes of August 12, 2020.
Will the secretary call the roll?
SECRETARY LONGHINI: Yes, I will. Rollcall vote on minutes --
DIRECTOR IRVINE: I think we need a motion, Greg.
SECRETARY LONGHINI: I'm sorry. I'm sorry. We do need a motion.
DIRECTOR JAKES: So moved.
SECRETARY LONGHINI: So moved by --
DIRECTOR IRVINE: I second.
SECRETARY LONGHINI: Seconded by Irvine. Thank you for jumping in and doing my job. Now let's take a vote.
Director Chevere?
DIRECTOR CHEVERE: Yes.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: Yes.
SECRETARY LONGHINI: Chairman Silva?
CHAIRPERSON SILVA: Yes.
SECRETARY LONGHINI: That motion is approved with six yes votes, sir. We may proceed to agenda item number three.
CHAIRPERSON SILVA: Our next order of business is the finance report. Michelle Curran will be presenting.
MICHELLE CURRAN: Good morning. I'm Michelle Curran, Vice-President of Budget and Capital Finance. Today I will be presenting the July financial results as compared to the original budget.
Next slide, please. Farebox revenues are down 22.8 million, bolstered a little bit by the
first full month of returning to front-door boarding on buses.

Passes are down 14 million and fare and pass totals, down 36.8 million. That's 71 percent down versus 83 percent last month. The reduced fare subsidy is flat to budget and non-farebox revenues are down 3.2 million. Total revenue is down 39.6 million compared to being down 44 million last month. Next slide please.

Year-to-date revenues -- total revenues are down 195.1 million. Fare and pass revenue is down 181.4 and non-fare box revenue is down 13.9 million. Next slide, please.

On the expense side, labor is favorable $180,000 for the month due to vacant positions. Materials, favorable 463,000. Fuel is also favorable by 463,000. Power is favorable by 713,000. Injuries and damages are flat to budget. And security services are essentially flat to budget. Other expenses are unfavorable by 2.3 million.

As we talked about last month, we moved some capital expenses to the operating budget consistent with prior past practice. Total
expenses for the month are unfavorable by 400,000
and net against revenues, it's negative by 39.6 million. Next slide, please.

On a year-to-date basis, total expenses
are favorable by 11.4 million and net against
revenues is down by 108.7 million.

We've added a couple of new slides to the
presentation this month. First, on the public
funding side. Next slide please.

Public funding for the month is
unfavorable 20 million with sales tax down
10.5 million, PTF down 7.7 million, real estate
transfer tax down 1 million, and PTF on the real
estate transfer tax down 600,000. ICE funds are
also down 100,000. Next slide, please.

On a yearly basis, public funding is down
71.8 million. Next slide, please.

With regard to the CARES funding draws,
we've drawn 231 million to date of the 817 million
allocated to CTA. This represents 28 percent of
the total funding allocation.

For system-generated revenue shortfalls
for January through July, we've drawn 183.7 million
and for public funding draws for February through
May, we've drawn 47.3 million. Next slide, please.

On the commodities side, there really hasn't been any change. For fuel, we're locked in for 90 percent of 2020 volume, 85 percent for 2021, and 65 percent for 2022. We'll continue to look at selective purchase opportunities for 2022.

For power, we're fully locked in through 2024 and for natural gas, we're locked in through the spring of 2022.

I'd be happy to try to answer any questions.

CHAIRPERSON SILVA: Michelle, what strategy are we following in regard to increase the ridership, okay -- the ridership in order to allow, okay, the --

PRESIDENT CARTER: Director Silva, this is Dorval Carter. With regard to ridership, we're actually carrying pretty close to the capacity of what we can carry and still maintain social distancing. So while we're certainly engaged in messaging around what we've done to make our system safe for our customers to ride CTA, we are not doing aggressive marketing to bring customers back, primarily because we can't accommodate them right
now.

Until the city itself moves into subsequent phases of reopening and allows us to carry more people on our trains and buses, we are sort of in the middle of a period where we want to allow maximum opportunity for customers to ride safely, but don't want to encourage ridership to the point where we have crowded buses and trains.

CHAIRPERSON SILVA: If we are almost to capacity, how long does the public funding last before we run out?

PRESIDENT CARTER: We anticipate that our public -- I think what you're really referring to is emergency relief funding, because obviously our public funding continues, you know, regardless. Our emergency relief funding, we forecast right now to carry us to about the end of the first quarter of next year. All of that is subject to a lot of variables, including what our regular public funding comes in at, as well as our ongoing revenue from the farebox. But that's our -- that's our best estimate today on when we think that the emergency relief funding would expire for us.

CHAIRPERSON SILVA: Thank you.
SECRETARY LONGHINI: Any further questions?

I'm sorry.

DIRECTOR ALVA ROSALES: Just a comment. I really appreciate the public funding report or the emergency relief, you know, public funding report. That really helps us to keep a track on everything.

And with regards to power, it looks like we've done everything we can there. Power, fuel, and the other. I mean, it's really good we've locked those in for several years because it looks like we've got a really good rate. So kudos.

MICHELLE CURRAN: Thank you. Yeah. We were really able to lock in at really attractive rates on both the fuel and power side. Thank you.

DIRECTOR MILLER: Have we increased or decreased on buses or trains?

MICHELLE CURRAN: Service levels? Is that what you're referring to?

DIRECTOR MILLER: For the rider -- the president talked about the capacity. So have we increased or since we're trying to not rush back, did we decrease on bus service or increase?

PRESIDENT CARTER: Director, we have not decreased either our bus or rail service. We
have -- on the bus side, we have redeployed some of
our bus service to address where we're seeing
higher demand, particularly on the south and west
side of the city. But no, we have not decreased
any of our service. We've been running full
service during the entire time. Primarily, as I
indicated, to maximize the ability of the customers
to socially distance on our trains and buses.

DIRECTOR MILLER: Okay. Thank you.

SECRETARY LONGHINI: Director Jakes, do you
have any questions? Director Jakes? No?
Director Irvine, do you have any
questions?

DIRECTOR IRVINE: No questions. Thank you.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: There's no further
questions on the finance report I believe? All
right.

Then why don't we make a switch now for
the court reporting -- I'm sorry, for the sign
language interpreting, why don't we make a switch?

INTERPRETER: Actually, Greg, I'm going to keep
going. I think we have a little bit of a technical
thing happening.

SECRETARY LONGHINI: You have a little bit more
time? That's fine. You let me know when you want
to switch. Then --

THE HOST: Excuse me, Greg?

SECRETARY LONGHINI: Yes?

THE HOST: I think Director Jakes dropped off.

Stand by.

SECRETARY LONGHINI: He's off? Okay.

CHAIRPERSON SILVA: Do we go to agenda item
number four?

SECRETARY LONGHINI: Not yet, Chairman. We
lost Director Jakes. We're trying to get him back
on. As soon as we get him back on, we'll go to it.

Herb will let us know.

DIRECTOR JAKES: Okay. Sorry about that. I
got kicked off.

SECRETARY LONGHINI: All right. Director
Jakes, did you have any questions on the finance
report?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Okay. Thank you.

Chairman Silva, we may now proceed to agenda item
number four.
CHAIRPERSON SILVA: Our next order of business is a review of an ordinance authorizing an additional experimental University Pass program agreement with City Colleges of Chicago for part-time students for the fall of 2020 and spring of 2021 semesters.

Michelle Curran.

MICHELLE CURRAN: Thank you. Good morning. Again, I'm Michelle Curran, Vice-President of Budget and Capital Finance.

Today for your consideration, I'm presenting a proposal for the extension of the City Colleges of Chicago's part-time U-Pass pilot program for the fall 2020 and spring 2021 terms. Under the pilot program, selected part-time students taking between 9 and 11 credit hours are eligible to receive a U-Pass.

The initial City Colleges' part-time pilot program was implemented during the fall 2018 and spring 2019 terms and subsequently extended for the 2019-2020 school year. The pilot program allows up to 4200 part-time City Colleges students to be eligible to receive U-Passes. The same as the 2019 to 2020 agreement. Last school year, approximately
2100 part-time City College students received U-Passes.

At this onset of COVID-19, all City Colleges schools transitions to online learning in March of 2020. Due to this, CTA did not receive sufficient ridership data for the spring 2020 term and staff recommends an extension of the City Colleges part-time student pilot for the 2020 to 2021 academic year.

City Colleges will pay CTA the daily per student rate of $1.25, which is consistent with the general U-Pass program. At the conclusion of the pilot, CTA will review the ridership of the part-time U-Pass and make a comparison to the revenue earned to make a recommendation as to the potential permanency of this part-time U-Pass model.

I would be happy to answer any questions you may have.

SECRETARY LONGHINI: Thank you, Michelle.

CHAIRPERSON SILVA: Do we include remote participants -- students, okay, that are online?

MICHELLE CURRAN: Students who are online are also eligible to receive the U-Pass. Typically,
that is not the case, but with the change that we
made last month with the full-time program as well
as with the part-time program we're presenting, we
would allow students to obtain a U-Pass who are
studying remotely or online.

CHAIRPERSON SILVA: Approximately how many
students online do we have or you don't know?

MICHELLE CURRAN: I'd have to get back to you
on that. I'm sorry. I don't have that in front of
me.

CHAIRPERSON SILVA: Thank you. Thank you.

MICHELLE CURRAN: Thank you.

SECRETARY LONGHINI: Director Alva Rosales, any
questions?

DIRECTOR ALVA ROSALES: No questions.

SECRETARY LONGHINI: All right. Director
Chevere, any questions?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller, any
questions?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes, any
questions?

DIRECTOR JAKES: No questions.
SECRETARY LONGHINI: Director Irvine, any questions?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: Thank you.

Chairman Silva, there are no further questions on this item.

CHAIRPERSON SILVA: Our next order of business is a review of an ordinance --

SECRETARY LONGHINI: Chairman Silva?

CHAIRPERSON SILVA: Yes.

SECRETARY LONGHINI: We need the -- we need to place this on the omnibus for Board approval. We need leave.

CHAIRPERSON SILVA: Okay. Since there are no further questions, may I have leave to place this item on the omnibus for Board approval?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: Thank you. That has been moved and seconded, Chairman Silva. So you may now proceed to agenda item number five.

CHAIRPERSON SILVA: Our next order of business is the review of an ordinance authorizing an intergovernmental agreement with the City of
Chicago through its Department of Planning and Development for tax increment financing funds for improvements in the Dearborn Street subway.

Bill Mooney.

BILL MOONEY: Good morning. Bill Mooney, your Chief Infrastructure Officer.

Staff recommends approval of an ordinance authorizing an intergovernmental agreement between the City of Chicago and the CTA for the use of tax increment financing to make improvements to the CTA's Blue Line Dearborn subway.

The IGA will provide the CTA with approximately $2 million in capital funding to make improvements related to three specific projects in the Dearborn subway. Upgrades to the emergency lighting systems, station and tunnel lighting, and repairs to surface-level bank grading in the area of Monroe. All work will be performed by CTA forces.

I'll be happy to take any questions on this item.

SECRETARY LONGHINI: Thank you, Bill.

Chairman Silva, do you have any question for Bill?
CHAIRPERSON SILVA: No, I don't have any questions.

SECRETARY LONGHINI: Director Alva Rosales, do you have any questions for Bill?

DIRECTOR ALVA ROSALES: No. Sounds like something needed, which I'm glad to see we're doing that. So no questions though.

SECRETARY LONGHINI: Thank you.

Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: And Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: Thank you.

There are no further questions on this item, Chairman.

CHAIRPERSON SILVA: If there are no further questions, may I have leave to place this item on the omnibus for Board approval?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: I second.
SECRETARY LONGHINI: So that was moved by Director Jakes and seconded by Director Irvine. So, Chairman Silva, we may proceed to agenda item number six.

CHAIRPERSON SILVA: Our next order of business is the review of an ordinance authorizing an intergovernmental agreement with the City of Chicago through its Department of Planning and Development for tax increment financing funds for improvements to the Lake Street bridge.

Bill?

BILL MOONEY: Thank you. Staff recommends approval of an ordinance authorizing an intergovernmental agreement between the City of Chicago and the CTA for the use of tax increment financing to make improvements to the CTA's track associated with the Lake Street bridge.

The IGA will provide the CTA with approximately $7 million in capital funding to make improvements to the CTA's track structures that support the operation of the Lake Street bridge. The work will be performed in coordination with the Chicago Department of Transportation and their full reconstruction of the bridge itself.
I'm happy to take any questions.

SECRETARY LONGHINI: Okay. I see that Ellen is back on doing sign language interpreting. Thank you.

Chairman Silva, do you have any questions regarding Bill's TIF project on Lake Street?

CHAIRPERSON SILVA: Bill, how many bridges do we have still to be fixed?

BILL MOONEY: So we have two shared bridges with the Chicago Department of Transportation where we travel over the Chicago River. These are the bascule bridges that go up and down to allow the boats out to the lake.

The first one was the Wells Street bridge, which CDOT did a reconstruction of and we did the associated track work in the mid 2009, 2010 timeframe. This would be the second one on Lake Street, which CDOT has a planned reconstruction for, which would include the track directly on the bridge and what we're seeking financing for and ultimately our supporting project would be to do all the approach track that supports the bridge operation itself.

CHAIRPERSON SILVA: Thank you.
SECRETARY LONGHINI: Director Alva Rosales, do you have any questions?

DIRECTOR ALVA ROSALES: No. It just looks like -- so it will take a couple of years to complete, is that correct?

BILL MOONEY: Yeah. So CDOT is also seeking funding for the bridge reconstruction and they have a separate TIF kind of commitment towards their funding for the bridge. It's about an 18-month to two-year design for their bridgework. Our work will go in coordination with their work so the impact to our customers is all one -- one kind of fell swoop of construction versus us doing the project and then CDOT coming right on the tail of it. So we're trying to coordinate that work.

DIRECTOR ALVA ROSALES: Makes sense. Thank you.

SECRETARY LONGHINI: Director Chevere, any questions?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.
SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Sure. So, Bill, is there going to be track closures when we do the work?

BILL MOONEY: There will likely be a series of line cuts to facilitate both the bridge and our associated work that goes with it.

DIRECTOR IRVINE: Would it be like a complete cut or a single track?

BILL MOONEY: It would be a complete cut.

DIRECTOR IRVINE: Okay. Thanks.

BILL MOONEY: I don't have a whole lot of details, as we're still kind of in the planning phases on this and as we advance the design and coordinate our design with the CDOT design -- like the Wells Street bridge, they actually floated the new bridge section in and there was a kind of a longer period of line cut. We're not completely clear on their design and what may be the plan for this. And, you know, our work would kind of be built around their more major outage.

DIRECTOR IRVINE: Thanks. No further questions. Thank you.

SECRETARY LONGHINI: Thank you.

Chairman Silva, there's no further
questions for Bill on the Lake Street project.

CHAIRPERSON SILVA: If there are no further questions, may I have leave to place this item on the omnibus for Board approval?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: It has been moved and seconded by Directors Jakes and Irvine. Chairman Silva, we may proceed down to agenda item number seven.

CHAIRPERSON SILVA: Our next order of business is an ordinance authorizing additional funding for contract number B12OP04206 with Genuine Parts Company doing business as NAPA.

Ellen McCormack and Juan Pablo.

ELLEN MCCORMACK: Ellen McCormack, Vice-President of Purchasing and Supply Chain. Good morning. I'm here before you this morning requesting the authority to increase the CTA's budget for the contract with Genuine Parts Company d/b/a NAPA in the amount of $22 million. This increase is necessary in order to ensure adequate funding through the term of the contract, which expires in November of 2020.
Later in the meeting, I will also be requesting the Authority enter into a new contract with NAPA in the amount of $400 million in order to continue to improve and modernize the CTA supply chain.

At this time, I would like to inform you of the successes we have achieved under the current contract. Next page, please.

The CTA has one central warehouse distribution facility located at 901 West Division, which is 330,000 square feet, three satellite warehouses, two storerooms, seven bus garage stockrooms, and 8 rail terminal stockrooms. The total number of supply chain employees is 135.

In 2012, an assessment of the CTA's warehousing system was perform and it was determined that the CTA held an excessive amount of inventory in stock.

Next page. A determination was made to enter into a third-party vendor managed inventory agreement in order to modernize supply chain operations in the following ways.

Right size CTA's inventory, improve the availability of materials for bus, rail, and
facility maintenance, upgrade warehousing
technology with scanning guns and electronic
barcoding, reduce obsolete inventory and prevent
the build-up of obsolete inventory going forward,
(inaudible) the resale of unused material, and
increase DBE participation.

The original contract with NAPA was
entered into in November 2012 as a piggyback off
the City of Chicago contract.

Over the past eight years, we've seen
reduction of CTA-owned inventory from over a
hundred million in 2012 to (inaudible) million in
2020. To digitize the warehouse operations, we now
have barcoding and scan gun technology throughout
the supply chain. We've received higher core
credit recoveries. We've recovered just under
900,000 in the sale of obsolete inventory.

Prior to the NAPA contract, when we had
obsolete inventory, our only alternative was to
sell the material for scrap, which gave us pennies
on the dollar. Under the contract, NAPA uses its
influence in the market to convince manufacturers
to buy back their product from us at a much higher
rate.
Another big success under the program has been the key (inaudible). It used to be a real problem for CTA to keep track of the fluids and we would often run out and these are fluids necessary to keep our buses and trains running. We now have tanks that notify our vendor when it's time for replenishment and this is no longer a problem for the CTA.

We now have better pricing of items, we have realtime pricing to achieve the lowest price at any given time, we have access to more national suppliers, which in turn makes us less reliant on OEMs because we can now use alternative products. We have better management -- material management.

In 2013, we had approximately 24 buses and 9 rail -- an average of 24 buses and 9 railcars held in every day for lack of materials. In 2020, that number has been reduced to 6.6 for buses and 7.5 for railcars. (Inaudible) be aware that this is well below the national average. For a fleet our size, they would expect there to be hold-ins for materials, approximately 30 for buses and 30 for railcars. So we're far below that.

We've also increased our percentage of DBE
substantially. We had 12 percent of DBE participation in 2012 and in 2020 we had 29.5 percent. NAPA and the CTA diversity team have been working very closely. The total DBE spent on the contract through July of 2020 was 114 million, which represents 28.74 percent of the overall contract value.

NAPA worked with the diversity team to hold five outreach events and participated in many others. NAPA has reengaged underutilized vendors to achieve this goal.

Next page. As you can see, the CTA's parts costs have been well below industry benchmarks.

Next page. The CTA engaged KPMG to assess the CTA's current Managed Vendor Inventory Program. KPMG rated the CTA as highly developed compared to CTA's peers. The CTA issued an RFP for a new third-party VMI contract resulting in Genuine Parts Company d/b/a NAPA being recommended for award of the new contract.

The proposed VMI contract would be for a period of five years with one unfunded five-year extension option. The base contract amount would
be for $400 million. Operating expenses reduced from approximately 10.4 million on the previous contract to approximately 9.1 million over the base of the new contract.

The markup remains the same as the previous contract. 7 percent on stock parts and 5 percent on fluids and non-stock parts. This is very competitive to the industry average of 10 percent.

NAPA is increasing their staffing while reducing their operating expenses by over $1 million during the base term of the contract. The DBE goal is 30 percent for the life of the contract.

I believe Juan Pablo would like to say a few words.

J.P. PRIETO: Thank you, Ellen.

Good morning, Directors. Juan Pablo Prieto, Director of Diversity Programs. As Ellen mentioned -- I would like to provide you a few more details on the efforts that NAPA has demonstrated during their current contract.

As the slide showed, NAPA has consistently met or exceeded their DBE commitments on the
contract and spent over $100 million with DBE firms.

When I started in 2014, one of my tasks was to help increase and diversify the number of DBE firms that NAPA was using. Together, we've held a total of five outreach events with NAPA, including several speed dating -- speed networking sessions in which multiple NAPA representatives were present to talk to DBE firms about opportunities with the CTA. 18 firms that have worked on the current VMI contract have attended at least one of the outreach events.

NAPA has also participated in a number of outreach events hosted by us and other agencies, including the Transportation Symposium and Battle of the Bids.

NAPA has also met one-on-one with multiple DBE firms and staff to discuss opportunities. Essentially, when a DBE firm learns about the contract and contacts Diversity wanting to participate, we would call NAPA and within a week, they would have a meeting to discuss how they could have them participate. These firms are included in NAPA's requests for quotes for items that fall
within their specialty area. The average spent per DBE firm is $2.56 million.

Although the new contract has a 30 percent overall goal and not annual goals, we will continue to monitor this contract monthly. We received NAPA's spend report every month and verify the information input into B2G.

We also conduct annual site visits with the firms participating on NAPA's contracts to make sure that they're being treated fairly.

Happy to answer any questions.

CHAIRPERSON SILVA: Yes. What percentage of our inventory is under this ordinance?

ELLEN MCCORMACK: Approximately 95 percent -- oh, I'm sorry -- yes, approximately 95 percent.

CHAIRPERSON SILVA: 95 percent? And what does CTA represent of NAPA sales?

What does CTA represent of the sales of NAPA?

ELLEN MCCORMACK: So approximately 95 percent of the items that we purchase is through this contract, through the NAPA contract for the buses and trains.

CHAIRPERSON SILVA: I know the -- the total
company, NAPA, what do we represent on their sales?

ELLEN MCCORMACK: Oh, on NAPA's side? I'm not sure, but I do know we are their largest BIS (phonetic). We are the largest of theirs.

CHAIRPERSON SILVA: Thank you. Very, very, very good presentation.

ELLEN MCCORMACK: Thank you.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yeah. Just kudos to everybody involved in this because it's huge savings for us and I think it helps CTA really serve as an example for the rest of the industry that this can be done.

You know, I just -- I want to point out that -- or just also commend NAPA because it sounds like they're very hands-on and very involved with the whole process as well, which is the type of thing that we love to see our vendors do. Especially with regards to what sounds like with the DBA process -- DBE process, I'm sorry. I mean, I think that sounds really great because in the long run, what makes a big difference is when you have that type of involvement. I think it helps us on all levels. But thank you for all this hard
work and everybody that was involved in it. Because especially during this crucial time we're going through, this is the type of work that we need. These cost savings, efficiencies, and yet at the same time, we're helping build other businesses that are benefiting from it. So thank you.

SECRETARY LONGHINI: Thank you.

Director Chevere, do you have any questions?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?


SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions. Just to echo what Director Alva Rosales said; great work, Ellen; great work, Juan Pablo; and the whole team that put this together, well done.

SECRETARY LONGHINI: Chairman Silva, that completes the questions and answers for agenda item number seven.
CHAIRPERSON SILVA: If there are no further questions, may I have leave to place this item on the omnibus for Board approval?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: I second.

SECRETARY LONGHINI: Moved and seconded by Jakes and Irvine.

Chairman Silva, we may now proceed to the contracts. Contract number A1.

CHAIRPERSON SILVA: Our next order of business is contract A1, a change order for rail car purchases.

SECRETARY LONGHINI: Any questions, Director Silva?

CHAIRPERSON SILVA: No, I don't have any questions.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: This is a change order, right?

SECRETARY LONGHINI: Yes.

DIRECTOR CHEVERE: Okay. No questions.

SECRETARY LONGHINI: Okay. Director Miller?
DIRECTOR MILLER: No questions.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: No questions.
SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.
SECRETARY LONGHINI: Okay. There's no questions on this one.
DIRECTOR CHEVERE: Secretary Longhini, I think I do have a quick question. What was the original amount of this contract?
SECRETARY LONGHINI: Back to Ellen for that.
ELLEN MCCORMACK: Yes. The original amount of the contract was $639,561,990.
DIRECTOR CHEVERE: Okay. That makes sense. Thank you.
SECRETARY LONGHINI: That answers you, Director Chevere?
DIRECTOR CHEVERE: Yes. That answered my question. Yes. When I took a look at this, I didn't know if it was a change order or something -- when I saw under $5 million for 846 rapid transit cars, I knew that couldn't be the original price. It would be closer to 1 billion.
SECRETARY LONGHINI: Yeah. Okay. We can now
move on, Chairman Silva, to contract number A2.

CHAIRPERSON SILVA: The next order of business is contract A2 for proposal for rail car parts.

SECRETARY LONGHINI: Any questions, Alex?

CHAIRPERSON SILVA: Yeah. Is this for all of the railcars or this is -- this the latest railcars that we acquire?

ELLEN MCCORMACK: This procurement is for phase two of the 5000-series railcar overhaul of 714 railcars.

CHAIRPERSON SILVA: Okay. Thank you.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: All right. Chairman Silva, we may proceed to contract B, as in boy, 1.

CHAIRPERSON SILVA: Our next order of business
is contract B1. Contract for mechanical and
utility work.

SECRETARY LONGHINI: Any questions, Director
Silva?

CHAIRPERSON SILVA: No question from me.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Just, the DBE goals,
they're set for each work release issue? Is that
how that's done?

J.P. PRIETO: No. They will not be issued for
each work release. The contractor will be
responsible for making sure that with each work
release, they maximize DBE participation. We will
work with the using group to make sure that we're
also monitoring it closely, that the contractor is
maximizing those opportunities, and follow up with
them when they don't.

DIRECTOR ALVA ROSALES: Got it. Thank you.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.
SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: All right. Chairman Silva, we may now proceed to contract B, as in boy, 2.

CHAIRPERSON SILVA: Our next order of business is contract number B2, a contract for electrical supplies.

SECRETARY LONGHINI: Any questions, Chairman?
CHAIRPERSON SILVA: No.

SECRETARY LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: Just the prime is a DBE, is that correct?
ELLEN MCCORMACK: That is correct.

DIRECTOR ALVA ROSALES: Okay. Great. Thanks.

SECRETARY LONGHINI: Director Chevere?
DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: Chairman Silva, we may now
proceed to contract B3.

CHAIRPERSON SILVA: Our next order of business is contract number B3, a contract for maintaining signal equipment.

No questions.

SECRETARY LONGHINI: Director Alva Rosales?

Director Alva Rosales, do you have any questions on this matter?

DIRECTOR ALVA ROSALES: No questions.

SECRETARY LONGHINI: Okay. Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: That was B3 that we just did?

ELLEN MCCORMACK: Yes.

SECRETARY LONGHINI: Okay. Chairman Silva, let's move on then to B4.

CHAIRPERSON SILVA: Our next order of business is contract number B4, a contract for rental of
mobile cranes.

SECRETARY LONGHINI: All right. Chairman Silva?

CHAIRPERSON SILVA: No, I don't have any questions.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: Before we proceed, I just heard from Ellen that she can make the switch now back for sign language interpreting. So Ellen will be coming back. Okay.

We now may proceed to number B4 I believe.

CHAIRPERSON SILVA: B5.

SECRETARY LONGHINI: All right. B5.

CHAIRPERSON SILVA: Our next order of business is contract number B5, a change order for the 95th
Street terminal improvement project.

No questions.

SECRETARY LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: No questions.

SECRETARY LONGHINI: Director Chevere?
DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: All right. Chairman Silva, you may proceed to contract number C, as in cat, 1.

CHAIRPERSON SILVA: Our next order of business is a contract number C1, a contract for independent auditing service.

Is this the same audit firm, okay, that we had last year?

ELLEN MCCORMACK: It is.

CHAIRPERSON SILVA: It is?

ELLEN MCCORMACK: Yes.

CHAIRPERSON SILVA: They're doing a good job.
ELLEN MCCORMACK: Yes, they are.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Their DBE partner was the same as well?

J.P. PRIETO: Yes, that's correct.

DIRECTOR ALVA ROSALES: Okay. Thanks.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: All right. Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: All right. Then, Chairman Silva, we may proceed to contract D, as in dog, one.

CHAIRPERSON SILVA: Our next order of business is contract number D1, a planning consultant contract for the Red Line Extension Project.

SECRETARY LONGHINI: Questions, Chairman?

CHAIRPERSON SILVA: No, I don't have any questions.
SECRETARY LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: No questions.
SECRETARY LONGHINI: Director Chevere?
DIRECTOR CHEVERE: No questions.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: No questions.
SECRETARY LONGHINI: Reverend Jakes?
DIRECTOR JAKES: No questions, Greg.
SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.
SECRETARY LONGHINI: Chairman Silva, we may
proceed to contract E, as in elephant, 1.
CHAIRPERSON SILVA: Our next order of business
is contract number E1, a digital communication
management contract.
SECRETARY LONGHINI: Chairman?
CHAIRPERSON SILVA: Is this the same one that
we had, Ellen?
ELLEN MCCORMACK: It's the same -- so we're
using the same software that we have previously
used. We're now working through their reseller
Carahsoft. Granicus is the maker of the software.
But the contract is through their reseller,
Carahsoft.
CHAIRPERSON SILVA: Okay. Thank you. No questions.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Just, we don't have a DBE on this because, it's my understanding, there are no services involved, is that correct? We're utilizing their software, meaning Granicus?

ELLEN MCCORMACK: Right. And so what Carahsoft could do is give us advice if we had questions about that.

DIRECTOR ALVA ROSALES: Okay. All right. Where there are services in other cases, we will try to find DBE utilization, correct?

ELLEN MCCORMACK: Absolutely. Absolutely.

PRESIDENT CARTER: Director Rosales, consistent with the conversation that you and I had earlier this week, we're now focused on the concern you were raising about making sure that with our wraparound services, that we're looking for the DBE opportunities to pursue for that. And I've had a conversation with JP and we will, you know, make that a focus of our attention on contracts going forward of this type where there may be other subsets of opportunities that are tied to the
actual work itself, so we'll keep the Board informed of our progress in that area.

DIRECTOR ALVA ROSALES: Great. Thank you.

Thanks.

SECRETARY LONGHINI: Any questions, Director Chevere?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: No questions, Greg.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: All right. Chairman Silva, we may now proceed to contract F1.

CHAIRPERSON SILVA: Our next order of business is contract number F1, a contract for a Vendor Managed Inventory Program.

Can you tell me what relationship this has with NAPA?

ELLEN MCCORMACK: So this is the contract I had mentioned previously. Initially with the ordinance, I was asking for a $22 million increase on the current contract. That expires in November.
So this is a new contract. We went out for an RFP and NAPA won that contract. So I'm now requesting your authority to enter into a new contract with NAPA, which would pick up when the other contract expires in November.

PRESIDENT CARTER: Director, just to clarify, the reason that we're pursuing a change order is because we burnt through the money on the existing contract faster than anticipated, primarily because of the additional spending we've had to do around the coronavirus, purchasing PPE and other things. So we needed to add money to our existing contract while also preparing to enter into a new contract in November after (inaudible).

SECRETARY LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: No questions.
SECRETARY LONGHINI: Director Chevere?
DIRECTOR CHEVERE: No questions.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: No questions.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: No questions.
SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.
SECRETARY LONGHINI: All right. Chairman Silva, we can proceed to contract number G, as in girl, 1.

CHAIRPERSON SILVA: Our final order of business today is contract number G1, a contract for text message services for the bus tracker system.

No questions.

SECRETARY LONGHINI: Okay. Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions except that this differs from Carahsoft, right, as Carahsoft provides to our general customer information and this -- could you explain that a little bit, the difference between the two?

ELLEN MCCORMACK: This is specifically for the bus tracker. It's specifically for the buses so that they can connect through -- you know, there's a number on every sign and they can connect and find out when the buses will arrive.

DIRECTOR ALVA ROSALES: Where the other one, the Carahsoft one is for general customer information, right?

ELLEN MCCORMACK: Yes.

DIRECTOR ALVA ROSALES: Okay. Thanks.
SECRETARY LONGHINI: Director Chevere, any questions?

DIRECTOR CHEVERE: No questions.

SECRETARY LONGHINI: Director Miller? Is Director Miller still on? Maybe he'll come back.

Director Jakes?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: And Director Irvine?

DIRECTOR IRVINE: No questions.

SECRETARY LONGHINI: Let me ask one more time.

Director Miller, any questions?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: No questions?

DIRECTOR MILLER: No questions.

SECRETARY LONGHINI: Thank you, Reverend.

Chairman Silva, since there are no further questions on G1, we may move to number 8A.

CHAIRPERSON SILVA: If there are no further questions on the contracts, may I have leave to place all 12 contracts on the omnibus?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: Okay. That has been moved and second for the contracts, Chairman Silva. We
may proceed to number 8, B, as in boy.

CHAIRPERSON SILVA: Since there is no further business to come before the Committee, may I have a motion to approve the omnibus and recommend the omnibus for Board approval?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: I second.

SECRETARY LONGHINI: The motion was moved by Director Jakes and seconded by Director Irvine. I will now take a rollcall vote on the motion to approve the omnibus.

Director Chevere?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.

SECRETARY LONGHINI: Chairman Silva?

CHAIRPERSON SILVA: Yes.

SECRETARY LONGHINI: That motion to approve the
omnibus passes with six yes votes. We may now proceed, sir, to contract agenda number 9.

CHAIRPERSON SILVA: Finally, may I have a motion to adjourn?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: Moved by Jakes. Seconded by Irvine. I will now take a rollcall vote.

Director Chevere?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR MILLER: Yes.

DIRECTOR JAKES: (Inaudible response.)

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.

SECRETARY LONGHINI: Chairman Silva?

CHAIRPERSON SILVA: Yes.

SECRETARY LONGHINI: The motion to adjourn passes with six yes votes and there will now be a five-minute break until the beginning of the Board
meeting. Thank you.

(Which were all the proceedings
had in the above-entitled
cause.)

(Meeting adjourned at
10:22 a.m.)
Tabitha Watson, being first duly sworn, on oath says that she is a court reporter doing business in the State of Illinois and that she reported in shorthand the proceedings of said meeting and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid and contains the proceedings given at said meeting on said date via videoconference.

[Signature]

Certified Shorthand Reporter
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