CHICAGO TRANSIT BOARD

IN RE THE MATTER: )
REGULAR MEETING )
OF MAY 12TH, 2021 )

Report of proceedings at the meeting of
the above-entitled cause, before Tabitha Watson, an
Illinois Shorthand Reporter, on the 12th day of
May, 2021, at the hour of 10:20 a.m., via
videoconference.

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

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

ALSO PRESENT:

DORVAL R. CARTER, JR., President
GREGORY LONGHINI, Secretary
KAREN SEIMETZ, General Counsel
CHRIS BUSHELL
BILL MOONEY
JUAN PABLO PRIETO
BRIAN STEELE
(Whereupon, the following proceedings were had via videoconference.)

SECRETARY LONGHINI: Greg Longhini again. We're back now to the regularly scheduled meeting and I will turn it over to Chairman Arabel Alva Rosales to conduct the meeting.

CHAIRPERSON ALVA ROSALES: Thank you, Greg. Good morning, everyone. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for May 12th, 2021.

Will the secretary call the roll?

SECRETARY LONGHINI: Yes.

Director Irvine?

DIRECTOR IRVINE: Here.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Here.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Here.

SECRETARY LONGHINI: We have a quorum, ma'am,
with all five members of the Board present.

CHAIRPERSON ALVA ROSALES: Great. Thank you.

Our first order of business this morning is public comment. Greg, do we have any?

SECRETARY LONGHINI: No. We have no public comment this week -- this month, Chairman.

CHAIRPERSON ALVA ROSALES: Thank you. Our next order of business today is the approval of the April 10th board minutes. The minutes were previously distributed. I will now entertain a motion to approve the minutes of the regular board meeting of May 10th, 2021.

DIRECTOR JAKES: So moved --

SECRETARY LONGHINI: Sorry. That was April. I'm sorry. I wrote that wrong. It was April.

CHAIRPERSON ALVA ROSALES: That's what I thought.

SECRETARY LONGHINI: I wrote it wrong.

CHAIRPERSON ALVA ROSALES: April 2021.

SECRETARY LONGHINI: The April minutes is the motion. Sorry. Do we have a motion?

DIRECTOR JAKES: So moved.

SECRETARY LONGHINI: I'm sorry. I didn't hear you.
DIRECTOR MILLER: Second.

SECRETARY LONGHINI: It's not my day. I should have gotten my haircut.

Moved by Director Jakes, seconded by Director Miller. I'll take a rollcall vote.

Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: That motion is approved with five yes votes.

CHAIRPERSON ALVA ROSALES: Trying to make the meeting exciting, right?

Okay. Our next order of business is Executive Session. It is my understanding, Karen, that there is Executive Session today.

COUNSEL SEIMETZ: Yes, Vice Chair, we will have an Executive Session pursuant to Section 2,
paragraph (2), subparagraphs (5) and (8) of the Open Meetings Act.

CHAIRPERSON ALVA ROSALES: I will now entertain a motion to recess into Executive Session based on counsel's recommendation.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Directors Jakes and Miller. I'll take a vote.

Director Irvine.

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller.

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes.

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva.

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: That motion to recess into Executive Session is approved with five yes votes.

So we are now at 10:22 recessed into Executive Session.

(A break was had for
Executive Session.)

SECRETARY LONGHINI: Hi. This is Greg Longhini again. The Chicago Transit Board is about to reopen. So I will turn it over to Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Thank you, Greg. I will now entertain a motion to return to the open meeting.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Directors Jakes and Miller. I'll take a rollcall vote.

Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva?

Director Silva?

DIRECTOR MILLER: You've got to unmute.

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Okay. Director Silva is
on. And Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: That motion is approved with five yes votes, ma'am.

CHAIRPERSON ALVA ROSALES: Thank you. We will now hear a presentation regarding a matter discussed in Executive Session. Karen.

COUNSEL SEIMETZ: Thank you. This is on Board Agenda Number 7-E. This item is a lease for property that's located at 4829 North Lipps Avenue in Chicago. CTA seeks to lease this property from Avondale Investors, LLC.

The initial lease is for a ten-year period and includes 18,000 square-foot -- square-feet of classroom and administrative space on two floors with 46 parking spaces. It's close to the Jefferson Park Blue Line stop.

The initial rent is $306,000 per annum with escalation. CTA is also going to be responsible for a certain portions of insurance and a certain amount of taxes, along with certain maintenance. Staff and real estate as well as training and workforce development recommend that the Board approve this lease.
CHAIRPERSON ALVA ROSALES: Thank you, Karen. I will now entertain a motion to approve Board Agenda Item Number 7-E, an ordinance authorizing a lease agreement with Avondale Investors, LLC for space located at 4829 North Lipps Avenue, Chicago, Illinois.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Directors Jakes and Miller. I'll take the vote. Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: Motion is approved with five yes votes.

CHAIRPERSON ALVA ROSALES: Thank you, Greg. Since there are no board matters, our next order of
business is a report from the Committee on Strategic Planning and Service Delivery. Director Irvine.

DIRECTOR IRVINE: Thank you. The Committee on Strategic Planning and Service Delivery met earlier this morning via Zoom video-teleconference. The Committee approved the May 12th, 2020 committee minutes. The Committee reviewed the following three ordinances.

An ordinance authorizing an additional experiment for Bus Route Number 31, 31st.

An ordinance authorizing an additional experiment for the realignment of Bus Routes Number 52, Kedzie/California, and Number 94, South California.

And an ordinance authorizing an additional experiment for the extension of Bus Route Number 157, Streeterville/Taylor.

The Committee approved the three ordinances and recommend it for board approval. The Committee placed the three ordinances on the omnibus.

That concludes my report, Chairman Alva Rosales. Thank you.
CHAIRPERSON ALVA ROSALES: Thank you. Our next order of business is a report from the Committee of Finance, Audit & Budget. Director Silva.

DIRECTOR SILVA: The Committee on Finance, Audit & Budget met earlier this morning via video-teleconference. The Committee approved the April 14, 2021 committee minutes. The Committee reviewed the finance report. The Committee deferred discussion and review of Committee Agenda Item Number 8. The Committee did review the following five ordinances.

An ordinance adopting an amended budget for calendar year 2021.

An ordinance amending Ordinance 020-108 approving the fiscal years 2021-2025 Capital Improvement Program.

An ordinance authorizing the acquisition of property located at 2019 West North Avenue for a substation for the Your New Blue Project.

An ordinance authorizing the sale of a portion and grant of a temporary easement for an additional portion of authority property located at 901 West Division Street, Chicago, Illinois to the City of Chicago.
An ordinance authorizing a license agreement with Cardenas Landscaping for Authority property located adjacent to 207 Asbury Avenue, Evanston, Illinois, Yellow Line.

The Committee also reviewed 8 purchase and sales award recommendations.

The Committee approved all items that it reviewed and recommends board approval of all reviewed items. The Committee placed five ordinances and eight contracts on the omnibus.

That concludes my report, Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Thank you, Director Silva. May I now have a motion to approve the omnibuses as stated by Directors Irvine and Silva?

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Directors Jakes and Miller.

I will now take a rollcall vote on the omnibus which, just to remind everybody, are all eight contracts and the five ordinances, not including the one that was already approved. So I will take the vote on that.
Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: Omnibus is approved with five yes votes, ma'am.

CHAIRPERSON ALVA ROSALES: Great. Thank you.

With the consent of the Board, I would like to now go out of order of the agenda and discuss new business.

SECRETARY LONGHINI: Yes. It's my understanding President Carter would like to say a few words right now on an interesting topic.

PRESIDENT CARTER: Thank you, Greg.

Unless you have been hiding under a rock over the past couple of weeks, I think you all have been hearing the growing, growing rumble of reopening as a result of the vaccination process
and the desire for the city, the state, the country
to start reopening and try to get back to some
sense of normal in a post-pandemic environment.

I want the Board to know that CTA
internally has also been working towards and
planning a reopening strategy that would allow us
to also start to welcome our customers back and
start to encourage the ridership return that we're
going to need in the long-term in order to get back
to our -- for lack of a better word, our state of
normal.

So one of the things I wanted to do today
was to have the Board hear about our reopening
marketing strategy, which we view as a key
component to our messaging around welcoming our
customers back and getting them comfortable riding
CTA again. I want you to know that we are going to
be doing a very robust marketing plan, much more
than what we normally do at CTA, but certainly in
recognition of the fact that we're still more than
a million rides per day away from where we should
be and we're not going to see that ridership return
unless we actively and aggressively go out and
start marketing CTA to them and giving them reasons
to start riding us again.

So over the course of this summer as the city starts to reopen, there are going to be a number of initiatives that we're going to pursue. We'll talk to you about those later.

Initially what I wanted to do is unveil to the Board the marketing strategy that we're going to be using, you know, going forward and to have Brian Steele give you a presentation about that effort so that if you have any questions, you can ask us and we can respond to them today.

So with that, I'm going to turn it over to Brian and let Brian walk you through the presentation on our marketing plans and we can answer any questions the Board may have about that.

Brian.

BRIAN STEELE: Thank you, President Carter.

Directors, I'm Brian Steele, Vice-President of Communications and Marketing. As President Carter referenced, on April 29th, the City launched its Open Chicago initiative, which calls for a number of reopening activities. So an increase in capacity at restaurants and bars, the reintroduction of summer festivals, farmer's
markets, things of that nature.

So as President Carter mentioned, we have been working on a marketing -- overall marketing campaign for many months now and we're very excited to present it to you today. Next slide please, Herb.

As President Carter noted earlier, the program will be multiprong. Marketing and public relations. We will be targeting our lapsed customers, those that haven't been on the system since the start of the pandemic, but also current rides who might only be using the system one or two times a week and we believe we can increase that ridership, but we're also reaching out to businesses and other stakeholders.

As you can see on the screen, we have some pretty basic marketing and messaging goals and I think one of the most important is letting the public know that CTA is open for business. You all know that throughout the pandemic, CTA has been running as much service as possible and we want to let the public know that we are still here and that we are doing many things to ensure that they have a healthy and comfortable commute.
We'll also be looking for external validators to help reinforce the importance of transit to our region and also reminding people that transit absolutely has to be a part of the region's recovery. Next slide, please.

So we've been working on some branding for the campaign, which has the tag line when you're ready, we're ready. What you see on your screen is a concept for what we call a branding stamp, which is an element that will appear on all of our collateral materials, both print and digital, to help people understand that this is part of an overall overarching marketing campaign. Next slide please, Herb.

So among the elements that we'll be putting forth in the coming days and weeks, one of them is rider testimonial videos. We feel that some of the best people to tell the story about the CTA are the people actually using the CTA.

We have identified a handful of riders, those who have been riding the system throughout the pandemic, and we will have brief videos with them sharing their experiences about riding CTA and also explaining why CTA has been important to them,
both during the pandemic and as we emerge from the pandemic. Next slide, please.

Important constituencies, as mentioned earlier, is the business community. President Carter and his team have been having regular ongoing dialogs with the heads of these and other large business agencies about our reopening activities and we will be scheduling something in the very near future, a large virtual meeting with these entities. They are really critical in helping us get information to employees who are returning to the office, to customers, to clients, tenants. So they are really a good channel for us to use to get the word out about the things CTA is doing. Next slide, please.

You will be seeing some changes in-system on buses, trains, and in stations. Next slide, please.

One of the new ads that we're running on our digital screens relates to cleaning. We -- those of you who have been on the system know that we've been running cleaning ads basically for a year now. We started either in late March or early April telling people that buses, trains, and
stations are cleaned daily multiple times a day, that we do regular deep cleaning, that we use cutting edge technology like ENA (phonetic) sprayers. So even though we've been running these ads for a while, we've recently refreshed them knowing that each and every day new customers are returning to the system and we know that cleaning and sanitation will be top of mind for them. So we wanted these really visible reminders of all the things we've been doing. Next slide, please.

Customers coming back to high ridership stations and bus terminals will see these new banners that are a very visible indication, again, of all the steps CTA is taking.

It might be hard to see on the screen, but the welcome back banner concept that we have on the right touches upon all the areas that, again, really seem to be top of mind for customers, like our cleaning regimen, like air circulation on trains and buses. We have an item on there about our ridership tools including our ridership dashboard, which gives customers information about the best times of day to travel. And then we also have reminders about our mask requirements.
So this is a really good visible and low-cost way for us to greet customers as they're entering stations and terminals. Next slide, please.

But as great as those banners are, nothing beats the human touch, which is why we're going to be introducing what we're calling welcome back ambassadors. These will be CTA employees stationed during the a.m. and p.m. hours and probably during the midday as well that are really there to welcome customers back, to serve as sort of a concierge for the station. They will be answering questions, providing basic information. We will likely be having them hand out our Travel Healthy Kits, which were the kits we put together with a reusable cloth mask, hand sanitizers, and some healthy travel tips.

So, again, all the signage and notification is important, but we think that the personal touch will be really a way to let customers know that we've been thinking about them, that we care about them, and that we're doing things to make sure they have a very comfortable commute. Next slide, please.
We're also updating our system signage. For the last year, we've been using what we call platform and station floor decals, small circles with information about social distancing. Well, those, we want to update and create larger decals, more visible. Probably not as many of them as we currently have out on the system, but they will be larger and, therefore, more visible.

We post social distancing guidelines as it relates to the health guidances are shrinking a little bit. We still feel that it's very important to remind people, as noted on these concepts, to make space for your transit neighbors. Next slide, please.

All of our in-system signage and wayfinding and outreach to the business community is important, but really an effective way to get our message to the public is via paid media. Next slide, please. And that's why we will be introducing a very robust and comprehensive advertising component to this campaign.

We are looking at digital and print media that talks about not only all the things that we're doing, but importantly, really focuses on the
importance of public transit to the city of Chicago.

President Carter gave guidance a long time ago that he wanted to come up with some type of advertising that was really provocative, emotional, thought provoking, and something that touches upon how integral CTA is to the fabric of the city.

So we talk a lot about Chicago being the city of big shoulders and having resiliency. So the advertising -- broadcast advertising that we'll be putting together will really reflect that kind of messaging. We really want the advertising, as President Carter has mentioned, to be a conversation starter. We want people to see these ads and say, wow, I never really thought how integral CTA is to the city.

So we plan on really spreading the advertisement out to a lot of different channels, digital, print, and broadcast, as I mentioned, but we will also be delving into the community media. There are many great neighborhood publications that we have print advertisements for and we do plan our advertisements to be multilingual, so in a number of different non-English media outlets.
But apart from just buying the advertising, which is great and reaches a big audience, we are also going to be kind of working our existing relationships with media personalities, with television reporters, with producers, with radio DJs, and hopefully get them talking, not only in terms of advertising, but as they're doing their news breaks, as the DJs are doing the regular dialog during programs. Because we think this is going to generate a lot of interest if you get the dialog among the media personalities separate and apart from the advertising. We think that will be very beneficial. Next slide, please.

We're also planning some in-system campaigns that will run on our digital screens, excuse me, and also on the many bus shelters. As part of the city street furniture contract, we have access to about 150 bus shelters across the city. If you've seen them, they have very large advertising sections on them that face the public. So one of the campaigns we're going to be introducing is Let's Get You Back There. Again, with the reopening, people are going to be
reintroduced to all the things they were doing
prior to March 2020. Going to outdoor festivals,
going to outdoor dining, visiting cultural
institutions. So this (indiscernible) campaign is
going to be a reminder to folks that CTA is really
a great way to introduce yourself to your city.
Next slide, please.

Along those very same lines, a similar
campaign we have in mind is -- has the tag line
hello, old friend. Again, reminding people that
they're going to be going back and doing things
they haven't done for over 14 months. Cultural
institutions, neighborhoods, farmer's markets. So,
again, these are ads you'll see running in-system
on our digital screens and on the bus shelters.
Next slide, please.

And we also want to find ways to really
connect with our customers via a customer
appreciation week. A few times in the past, we
have brought out our heritage fleet, which is our
vintage trains and buses, for a variety of events.
We did it for the CTA's 70th anniversary and we
also did it for the 150th anniversary of the L
structure.
So we want to do something like that again because these events really, really connect not only with the customers, but with the general public. Certainly they're a celebration of the history and heritage of the CTA, but they also serve the role of fostering goodwill and appreciation for the current-day CTA.

So in addition to these vintage vehicles, we'll also look for the opportunity to run our brand new 7000-series trains, which are awesome looking and they're the most modern railcars in the United States, but also our brand new e-buses we've recently began running along the 66 Chicago route.

Next slide.

So that's a very brief overview of some of the many things we're planning. I'm happy to answer any questions and I'll look forward to your feedback and thank you.

PRESIDENT CARTER: Thank you, Brian. Before the Board takes question, I also want to just sort of put this once again into a broader perspective of what's going on with the city as a whole.

I have been actively involved in a task force, I actually chair one of the subcommittees of
the City's task force on reopening. So one of the things that we're also looking to do here from a marketing standpoint is not, obviously, what CTA does directly itself, but also taking advantage of what the City will be doing in terms of reopening and promoting and leveraging the City's activity to promote CTA as well. So a lot of what Brian was showing you, particularly the welcome back material that we could put up on our bus shelters and elsewhere also will be nice lead-ins to connecting to city activities that will be basically sending the same message and allowing us to leverage that for us to get support for CTA.

So this will be part of a much more broader marketing effort taken by the City as a whole, in which it has been clearly understood, and as Brian pointed out, the City clearly understands that bringing transit back is a key component to the reopening and revitalizations of the city. So we're looking forward to working with our City partners as well as our sister agency at the Park District and elsewhere to promote their activities while promoting the use of CTA as a part of their work as well.
CHAIRPERSON ALVA ROSALES: Thank you. Thank you, Brian. I do have a question and you may already be thinking of doing this. I know with the business community, you mentioned three of the larger organizations that are involved and that we would be having a meeting with them on a digital platform I think you said, right? I think it would be great to also invite some of the other business organizations that are out there. Especially, you know, there's a lot of them that we work with with regards to the DBE program and I know Juan Pablo coordinates and you may be already thinking of that, but I just think it's really important, especially because a lot of the passengers that we service, right, the public comes from those areas. So just a suggestion to make sure to try to include those as well as much as possible to get the word out.

PRESIDENT CARTER: I agree with that. Really, the three organizations that we shared with you are just illustrative of the business groups that we are talking to. We have been engaging in hundreds of meetings during the pandemic with the organizations of various sizes and constituencies
to get the message out about CTA and how we're operating. And, if anything, that work will expand as we go into the reopening phase to make sure that we're targeting and getting the appropriate information not just to the employers, but telling them how to get the information to their employees, which has been critical to dealing with some of the employers' angst about how this is going to unfold.

There's material we're putting together and have put together for employers to give to their employees informing them about what we've been doing on CTA and informing them about how to use CTA safely and we're going to be refreshing and updating that material as part of the reopening efforts.

So we recognize that we have to be out there aggressively telling our story and really dealing with some of the negative perceptions that people may have about their safety on CTA when, in fact, the reality is that CTA is a very safe mode for travel from a health standpoint as well as a security standpoint.

CHAIRPERSON ALVA ROSALES: That's great. And, Brian, you know, use us as well on the Board. I
know each and every one of us are involved in a number of different organizations. So share that with us so we can share with others.

Any of the other directors? Director Jakes, do you have any questions or comments?

DIRECTOR JAKES: No. No questions or comments. Thank you.

CHAIRPERSON ALVA ROSALES: Okay. Director Miller?

DIRECTOR MILLER: Yes. Thank you. You know, on the banner, we just spent a lot of time talking about security and a lot of stuff on the banner. I thought security should have been one of the highlights on that banner.

PRESIDENT CARTER: It is. It will be. Obviously this is a very high-level, you know, presentation. But we have done -- you know, as you're aware, we have done a number of surveys, we've gotten a lot of information about our customers and what their -- you know, what their concerns are about coming back to CTA and we are planning to target all of those issues, including the security issue as part of our marketing effort.

DIRECTOR MILLER: Great. Great. Well, you
also -- President Carter, being on one of the task
does for reopening and with CTA and I met with
the mayor, are we -- are we looking at July 4th
being that target date?

    PRESIDENT CARTER: Well, the mayor has
certainly put a marker down for July 4th, assuming
that the virus cooperates. And so we're certainly
looking to align our efforts with the City's
efforts. So, yeah, our plan is to launch its
marketing effort at the beginning of the summer.
We'll take advantage of the City's activities to
further leverage what we do in terms of marketing.
So we are certainly targeting July 4th as an
opportunity to do some very big things if that date
holds firm with the City.

    DIRECTOR MILLER: Okay. Thank you.

    CHAIRPERSON ALVA ROSALES: It would be a good
July 4th.

    PRESIDENT CARTER: It will be.

    CHAIRPERSON ALVA ROSALES: Director Silva? Any
questions, comments? I think not -- Director
Silva?

    DIRECTOR SILVA: I'm here. Okay. I don't have
any questions. Sorry.
CHAIRPERSON ALVA ROSALES: Okay. All right. Thank you. I think that's it. This is great. It's exciting. It's very much needed and it's -- you know, I know that we've been talking about it for a long time now and it shows from all the work, you know, that has been done. So excited to see the rollout and even more excited to see people come back. I think that this will make a huge difference. So thank you to the team for all the hard work. Really great. Seems really comprehensive, which is good. Now we'll see on the rollout, right?

Again, any support we can give you, we're here to support that. So thanks for that work.

PRESIDENT CARTER: It is certainly going to be an all-hands-on-deck effort. So we will certainly look to the Board and your relationships to help promote the message just as much as what we'll do at the staff level. So thank you for volunteering to support that.

CHAIRPERSON ALVA ROSALES: Thank you. Thanks so much.

Our next order of business is the construction report. So I'm going to go to Bill
BILL MOONEY: Once again, Directors, Bill Mooney, your Chief Infrastructure Officer and I am here with your construction report.

We'll begin today where we normally do, Your New Blue signals upgrade project. Next slide, please. Project remains on budget, but tight to schedule. Since we last met, we started the cutover at Harlem interlocking and it has been progressing and should be coming to completion in the near term.

We also delivered two of the last three kind of open air relay houses that we have coming into the system. One at Old Mannheim and one at Cumberland and we've been prepping a site at River Road. The remaining sites are all tied to the major interlockings associated with our Rosemont terminal and our O'Hare terminal. Those will be coming online later this year. Next slide, please.

So at Old Mannheim where I've been showing you, typically when we've been delivering relay houses, we've had a large crane out there that cranes the relay house onto the right of way. The Old Mannheim relay house is actually off the
physical right of way off to the side and the
Cumberland relay house is actually underneath a
bridge deck and so they tested at Old Mannheim a
procedure about how they would actually be setting
the Cumberland relay house. It's kind of a unique
procedure where they were bringing the relay house
on a cart or in this case they did it on a truck
and they set it up on cribbing with shoring that
they kind of build up around it.

From there, next slide please, they
created some large scale metal channels that they
actually pulled the relay house over on to and
you'll see in the picture on the left, the footings
that the relay house is ultimately going to land
on. So they pulled the relay house over it using
these channels, set it into place, and then they
slowly lowered it down, jacking it down, removing
the cribbing as it went. It ultimately sits on its
pure foundation on the photo on the right. Next
slide, please.

In this picture, you can see it occurring
at Cumberland where it was actually required. So
here they are setting it onto a cart on the right
of way. Next slide, please.
And very similar to what you saw at Old Mannheim, they then move the cart underneath the bridge deck. In the picture in the left, you can see the tile in the background. That's Cumberland station there. We're underneath the bridge for Cumberland Avenue. Then they slid the relay house onto its foundation using that -- using that track system and the metal channels, lowered it down, removing the cribbing using draft jacks, and ultimately it landed on the foundation it's sitting on in the picture on the right.

Kind of an interesting operation we did over a single track over a weekend night outage while trains were moving around on the other side as this work was occurring on the one track. Next slide, please.

My next project is our transformer upgrade project. As I've been mentioning for the last couple months, all the work is focused at Franklin substation at this point and we, since we met last month, actually set the first transformer on that site. I show you some pictures in preparation for that. So if we can move to the pictures, please.

Here they are. We removed the old
transformer last month and here we are prepping the pad for the new transformer. Similar level of coating and protective sealant I've shown you for the overall concrete area. Next slide.

Here's the new transformer being delivered on-site. They're doing some pre-testing while it's waiting to be craned into place. Next slide.

Here's the new transfer being flown in off that flatbed and it ultimately gets set in place on an empty pad, connected up. And on the last slide here, a new transformer is being wired up and actually tested. Here they are doing a Megger test, which they check the insulation on the jacket for the wires that go between the transformer and the other equipment. Next slide.

So this month I have two new projects to bring forward to the Board and these are kind of unique and they're different than what we've ever done in construction work before.

So both of these are projects are being led by our maintenance crews and we don't typically talk about, in the construction program, the work we do with our inhouse forces, we usually talk about the big contractor work. But every day, we
have CTA forces that do a pretty extensive amount of renewal and investment in our system keeping it safe and running smoothly.

The first one is a program called -- that we're rebranding Refresh and Renewed. An acceleration of our facility investment that we've done for years on our rail stations where we take a handful of stations every year, we go in, we do a very heavy kind of investment in those stations with upgraded lighting, painting. As part of the reopening efforts of the City of Chicago, we're doing an accelerated program, we're making a mass investment in our system touching 75 percent of the stations. So just over 120 stations system-wide.

The stations will see varying levels of investments based on their condition and the needs and investment they've seen recently. But 35 of the stations will see kind of a deep investment where we'll go in and do a really heavy cleaning, clear out all the back of the house non-public space, make sure everything is graffiti free, it's safe. We repair any concrete or steel damage. We repaint the high touch surfaces, columns. We deal with what they call typically the furniture. So we
talk about benches and garbage cans and recycling bins. We upgrade all of the lighting to LEDS. We remove any obstructions, make sure all the sight lines are nice and open and people feel safe and they can see around them. We address fundamental functions of the system and detailed defects.

On the other side, over 90 stations will see just a heavy cleaning, a painting, and an upgraded lighting program. And part of the goal is as our customers come back to our system, they're going to walk into stations that are refreshed, that are open, that are bright and very welcoming to them. So every month I'll be updating you on this program going forward as part of our construction report and the progress we're making.

If we can move ahead a couple slides. We've launched kind of the first couple stations this year with the reopening of the Cubs and White Sox season. We did an investment at both Addison on the Red Line and 35th on the Red Line and 35th on the Green Line, which is the stations we use to serve those ballparks. We did those just in advance of their home openers. And then up on the docket, we've got Belmont on the Red Line and
Polk on the Pink Line.

In the upcoming months, you'll be seeing a contract I'll be bringing to the Board that will help assist in the painting effort of this broader system-wide painting. We'll be doing some SBE procurements associated with painting contractors to help us paint kind of this mass amount of the system in the timeframe we're looking to get it done in.

So some pictures to share with you. Next slide. So here's Addison. So part of the investment in this program really is about upgrading the lighting to modern standard LED, which is much brighter, much cleaner. It's a very white light. So here you can see kind of before pictures of Addison with the old DAs that were a little more yellow, darker scent (phonetic). Here, you can see the LEDs conversion on the other side, how much brighter, safer, and open it feels. Next slide.

Part of the big effort here is actually painting. So part of the real refreshed look is hitting those top surface touch points so what the customer sees is that really fresh look, especially
with the new bright lighting. It really pops out the surfaces.

So on the left, you'll see kind of before pictures at 35th on the Red Line of both the garbage can and the stairwell. And then on the right, the finished kind of cleaned up product with the fresh coat of paint on it. Next slide.

Here is a lighting upgrade at 35th. So, again, you can kind of see the difference that that brighter LED lighting makes as well as that fresh coat of paint, how much more the walls kind of pop and reflect that lighting with that bright white paint. Next slide, please.

Then here is the LEDs updated again with that coat of paint, that touch surface difference and you can see kind of that customer sight line, how clean it is at that point with that fresh white light. Next slide.

And here's 35th on the Green Line. Here is actually something a little different. I talked about going in, doing the fundamental enhancements. Here is an area that over the years customers or vagrants were able to get behind the stairs and shove garbage or other belongs back there. So some
temp plywood was put up to prevent that. We came in, replaced the temp plywood, fabricated a new metal panel. It's much cleaner looking, seems much more natural and the face of the station blends with the rest of the elements and it's no longer an eyesore. Next slide, please.

Here again at Sox 35th gives you a sense of that cleaning. This is the underside of these stairwells. You know, an area that people don't necessarily look at, but as you go by, it really -- it jumps out at you. If it's rusted, if it looks unkept, this helps clean it up, make it pop out a little.

My next project is another maintenance project. This is being led by our power and way department and it's a track and structure renewal program. We typically renew somewhere in the ballpark of 10 to 20 miles of track every year using our inhouse forces as part of their program. And typically in advance of any elevated work we do -- and I've oftentimes talked about this with the contractor program stuff. We try to do high-value enhancements as part of that. So stuff where the track interfaces with our structure, we
try and go in and make an investment in the structure to make -- allow prolonged life for both those track assets as well as the structure.

In this case, we're actually rebuilding the Jackson Park branch of the Green Line. This is the part of the branch where the Green Line splits off and runs to the Cottage Grove station. It's about a two-mile section of track and associated structure. The rail is about 80 years old. So almost double the useful life of that rail. It's the last of what they call 90 pounds. It's the size of the rail we have running on our revenue system and we'll be upgrading that to modern standard, 115-pound rail, as well as replacing all of the timber ties that go up there. Those ties have a useful life of about 25 years and we're actually running them closer to 40 in this case.

Next slide.

This work will have a series of single tracks and some short line cuts, but most of the work occurs under traffic, in between train movements. It's very kind of unseen to the customer other than minor delays as trains are held and people clear out of the way. We work around
kind of setting up the job during the week, getting it all prepped and then doing big renewals on the weekend to kind of fill in all that work.

So we'll move on to some pictures here. Jump ahead here.

So here's some sense of kind of the existing condition out there. It's a small stretch of track that doesn't necessarily see a ton of service compared to something like the Red Line. We do run train service every 15 minutes out there during the peak and so we've been doing a major kind of renewal with these aged ties and worn rail.

Next slide.

Here you see the dedicated construction crews out there changing out these ties. So that -- you see red boxes there, that's the working under live traffic here. So that's -- that third rail is electric while they're working around it. It's part of the safety protocols and managing that work. You see the new renewal on the picture on the right there. That's the brand new ties that will give us another 30 years of investment out of that area. Next slide.

Again, here's some more of that work going
on as they're kind of feathering these ties in between the rails in between the train service.

Next slide.

Here is some of the associated structural work. So in this case, we're actually doing what we call top flanges. So when you think about our structure almost like an I-beam, this is the top portion of the I where they're actually busting out this riveted section of steel, which goes back to the 1890s, changing it out for new steel components, painting it, and upgrading it as part of it. So here's the work going on with that structural work in preparation for that.

And I'll be glad to take any questions at this time.

CHAIRPERSON ALVA ROSALES: Any questions from anyone? I just want to make a quick comment that incredible work and I'm so glad to see that it is going to be part of the marketing piece so that we can share it to the public. I think people are aware of it, but highlighting it is really important. You know, a physical change really also changes the perception that people have and I think they feel more safe and more comfortable when they
see all this work done.

So any other questions or comments,

Director Jakes?

DIRECTOR JAKES: No questions.

CHAIRPERSON ALVA ROSALES: Okay. Director Miller?

DIRECTOR MILLER: No questions.

CHAIRPERSON ALVA ROSALES: Director Silva?

DIRECTOR SILVA: No questions.

CHAIRPERSON ALVA ROSALES: Great. Thanks.

Thanks, Bill. Great job. Thanks to the team again. Great job. Really appreciate it.

I would like to now call upon Chris Bushell and Juan Pablo Prieto, if you can make your presentation on RPM and Diversity presentations.

CHRISS BUSHELL: Great. Thank you. Chris Bushell, your Chief RPM Officer.

RPM phase one design-build contract continues on budget and tight to schedule. The primary -- we are still designing work, although that work is just over 80 percent, the design work. So it is progressing towards closeout.

On the Red Purple Bypass, you saw last time we were still framing in various pieces of
steel. At this point, most of the steel is done on the new bypass and we're really in progress with pouring concrete and various elements of the track system to come to completion in the fall -- late summer, early fall for the bypass area.

In addition, we are rehabbing the Ravenswood tracks in that area. So you'll see some photographs of various pieces of renovation work. Not too similar to some of the things you just saw from Bill in the area of Jackson Park.

So we also are continuing with various testing elements on the corridor signal improvements. Most of the signal work is actually in association with pre-stage. We are bringing that pre-stage work to conclusion and we will shortly be starting the larger structural work at Lawrence to Bryn Mawr and beginning with our two tracking efforts.

You will see some photographs of the temporary stations that are -- that are just being completed now and then the Lawrence to Bryn Mawr modernization, as I indicated, will be starting shortly with various demolition efforts, particularly at the north -- north end of the
structure on the east side of the tracks. We'll be demolishing various pieces of viaducts and installing some structural sheeting right between tracks two and three, right in the middle of the embankment so we can start doing the demolition and start building the first side of the Lawrence to Bryn Mawr bridge.

If we go to the next slide, please. So you will remember this slide from last month, although it didn't have nearly the amount of concrete on it that it has. I think last time we showed it, it had some exposed steel. So at this point, we're maybe at form work. So at this point, the concrete has advanced. We continue to pour the deck. We'll have a subsequent pour on top of that for the plinth and the track work. So you'll have a two-stage pour, if you will. So that first stage is moving north and west as you can see from the photograph. Next slide.

I mentioned Ravenswood structure rehabilitation. So we are not just repairing the steel -- not just adding the bypass here, we're also repairing the existing steel that ultimately gets painted as well as getting new track work
above new ties and rails. Next slide.

Signal testing, signal testing, signal testing. We've been actively at this for some weeks and are bringing the effort to a conclusion in the weeks. So it has been a long haul. It's fairly unusual for CTA to commission this many relay houses at once or in quick series. So I can tell you the signal testing team has been working literally day and night and we're pleased to say that that work is coming to completion for the pre-stage work.

Next slide on the Bryn Mawr temp station, you've seen this various -- this slide and this station -- temporary station at various -- you know, various levels of stages of completeness. Here it really is for the most part done. Bryn Mawr is basically complete. We need to remove some plywood from the entrance and open it up for our customers, which we intend to do this coming weekend.

If we go to the next slide, similarly for Argyle, you can see the platform is for the most part complete. We are hanging a little bit of signage and doing some other punch list work, but
it's looking pretty good and we're pleased with the result.

Next. And of course our outreach continues as we enter the first major stage of constructing the actual bridge, the Lawrence to Bryn Mawr segment -- on the Lawrence to Bryn Mawr segment on the east side of the structure, we have had a number of outreach events. Open For Business has been very important.

President Carter and Brian talked about the City's efforts. We are making sure that we are minimizing any impacts associated with the businesses in this area, most of which have probably been impacted more by COVID than our project. Nonetheless, we feel the timing is good and is in sync with other efforts happening at CTA and the City.

Most of our other outreach has been relative to the start of this -- we call it stage A, but it's really the start of the Lawrence to Bryn Mawr bridge building effort. So we have been dealing with the various neighborhood groups, as well as kind of moving station by station in a series of virtual meetings explaining street
closures, alley closures, alternative parking, alternative garbage arrangements that the contractor is making and otherwise bending over backwards really to communicate clearly with the community, giving them a lot of information and most importantly, letting them sign up for various types of alerts and other things that will give them transparency as to our schedules and efforts, either as a rider or a community member.

And with that, I will turn it over to Juan Pablo and workforce DBE/SBE, which has also continued pretty aggressively as we get into this new stage. Lots of hiring opportunities that Juan Pablo will talk about.

CHAIRPERSON ALVA ROSALES: Thank you, Chris.

J.P. PRIETO: Thanks, Chris.

Good morning, again, Directors. Juan Pablo Prieto, Director of Diversity Programs reporting out on our small business and workforce outreach activities on RPM.

We continue to hold monthly meetings with the prime contractor to discuss DBE and workforce outreach and compliance.

On April 8th, HIRE360 hosted a trades
informational session for individuals interested in
a career in the building trades that are not
members of a union. There were over 100 attendees
on the call who heard from HIRE360, their resource
partners, and the Carpenter's Regional Council on
how to prepare for entry into the trades.
Walsh-Flour also presented on upcoming
opportunities on RPM.

On April 27th, Walsh-Flour hosted a
virtual outreach event to present upcoming
opportunities to the DBE community. We had over 50
attendees and the Walsh-Flour team covered upcoming
packages through quarter four of this year and
highlighted some 2022 opportunities.

We also responded to the market feedback
by including the demystifying administrative
requirements and project controls portion of the
presentation. Walsh-Flour presented on
construction work plans and submittals and pay
applications to better set expectations for
interested DBEs and to better prepare them to be
successful on pursuing opportunities on RPM.

On April 30th, the workforce initiatives
team, excuse me, hosted the latest installment of
the Construction Talks Series. This time we featured the operating engineers Local 150 and their state of the art training facility in Wilmington, Illinois. The virtual event included a recorded tour of the training facility as well as interviews with the apprenticeship coordinator and apprentices from the union.

The event concluded with an extensive Q&A period with representatives from Local 150's apprenticeship program and the recruiting team. Over 70 people registered with 25 total attending, including teachers from technical and community colleges that broadcasted the event to their students in their classrooms. The video from the event is now on our YouTube page along with the other Construction Talks videos from prior months.

And, finally, on May 6th we hosted another quarterly Building Small Businesses session with Walsh-Flour. To date, BSB has assisted over 20 small businesses in securing over $5.5 million in capital, including CARES Act funding.

The quarter two session had nine attendees with 12 one-on-one sessions conducted afterwards.
That concludes my portion of the report.

Happy to answer any questions.

CHAIRPERSON ALVA ROSALES: Thank you for that.

Directors, do you have any questions?

Director Jakes?

DIRECTOR JAKES: No questions.

CHAIRPERSON ALVA ROSALES: Director Miller?

DIRECTOR MILLER: No questions.

CHAIRPERSON ALVA ROSALES: Director Silva?

DIRECTOR SILVA: No questions.

CHAIRPERSON ALVA ROSALES: I don't have any questions. Just a comment. We may have to ask Juan Pablo for his autograph soon. It seems like we're reaching out to a lot of people, especially digitally. So I think that's great. That's really great work. So thank you. Continue -- tell the team to continue the great work.

If we do not have any other -- excuse me. My voice is going. If we do not have any other questions, I would like -- or further business to come before the Board, may I now have a motion to adjourn?

DIRECTOR SILVA: Moved.

DIRECTOR MILLER: Second.
CHAIRPERSON ALVA ROSALES: Greg?
SECRETARY LONGHINI: Okay. Now I'm on. Can you hear me now?
CHAIRPERSON ALVA ROSALES: We can hear you.
SECRETARY LONGHINI: So we have a motion to adjourn. Has it been moved?
CHAIRPERSON ALVA ROSALES: It has been moved and seconded.
SECRETARY LONGHINI: Moved and seconded. Okay. I am about to take the rollcall vote.
DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?
CHAIRPERSON ALVA ROSALES: Yes.
SECRETARY LONGHINI: Before I announce the vote, just a reminder to Director Silva and Director Alva Rosales that you will be on an audit call right after this meeting. Just a reminder because it has been a long meeting. You may, like, just be like I want to get out of here. So I just
want to remind you of that.

Now I'll call the vote. It's four yes votes, so we are adjourned. Thank you all so much.

CHAIRPERSON ALVA ROSALES: Thanks, everybody. (Which were all the proceedings had in the above-entitled cause.)

(Meeting adjourned at 12:29 p.m.)
STATE OF ILLINOIS

) SS:

COUNTY OF COOK

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.

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