



OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

JULY-AUGUST 2018

04-2018

Welcome to another issue of The Green Pennant Special, the official publication of The Omnibus Society of America.

Through this publication we hope to keep our readers informed of events happening in the transit industry in Chicago and other cities in the United States.

Visit the Omnibus Society of America website at osabus.org. At osabus.org we will be posting upcoming fan trips and meetings information, as well as membership information.

Please visit our site when you have a chance and give us your opinions and comments.

• JULY/AUGUST MEETINGS

The July meeting of the Omnibus Society of America will be held on July 6, 2018, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm and will be a DVD presentation by Melvin Bernero

The August meeting of the Omnibus Society of America will be held on August 3, 2018, in the Anderson Pavilion of Swedish Covenant Hospital. The meeting will start at 7:00 pm. Our program for the evening has not been finalized at this time.

Mayor Emanuel and CTA Kick Off Next Phase of Blue Line Modernization

May 22, 2018

Belmont Blue Gateway and Modern Jefferson Park Station Latest Projects in \$492 Million Initiative Designed to Save Commuters Time While Increasing Blue Line Capacity

Mayor Rahm Emanuel and CTA President Dorval R. Carter, Jr. today announced the start of the next two major Blue Line station improvement projects, as part of the Mayor's historic, \$492 million Your New Blue program – the Belmont Blue Gateway project and the renovation and modernization of the Jefferson Park Transit Center.

"The Blue Line is in the midst of its largest modernization since it was extended to O'Hare over four decades ago, and today marks a major milestone in that progress," Mayor Emanuel said. "By keeping the CTA moving forward we are keeping Chicago moving forward, creating good-paying jobs and ensuring our future is even brighter than our past."

The Mayor and CTA also previewed station projects set to begin later this year at Division, Chicago and Grand in the Blue Line subway. In all, Your New Blue will rehab 14 stations along the O'Hare branch. When completed passengers will save up to 10 minutes on a round trip between downtown and O'Hare. Your New Blue is bringing

brighter lights, cleaner, drier tunnels and, in some stations, a new elevator, improved entrances and original public artwork.

Mayor Emanuel and CTA are making a \$42 million investment to modernize two of CTA's busiest rail-bus transportation hubs, benefitting thousands of people who use these facilities daily. Your New Blue is part of the \$8 billion in transit investments announced or completed under Mayor Emanuel, whose vision is to create a world-class, 21st century transit system that benefits the Chicago region.

The Jefferson Park and Belmont Transit Centers are valuable transit connections for the Northwest Side of Chicago and are the fourth and seventh-busiest stations along the O'Hare branch, respectively. This will be the first time Belmont Blue has undergone a major renovation since it opened nearly 50 years ago, while Jefferson Park gets its first major upgrade since 2001.

"The modernization of the Belmont and Jefferson Park Transit Centers will not only improve the CTA travel experience for those who live and work on the Northwest Side, but these projects will create architecturally significant and visually appealing stations that enhance the character of their respective neighborhoods," said CTA President Dorval R. Carter, Jr. "This project aligns perfectly with our belief that an investment in transit is an investment in the surrounding community."

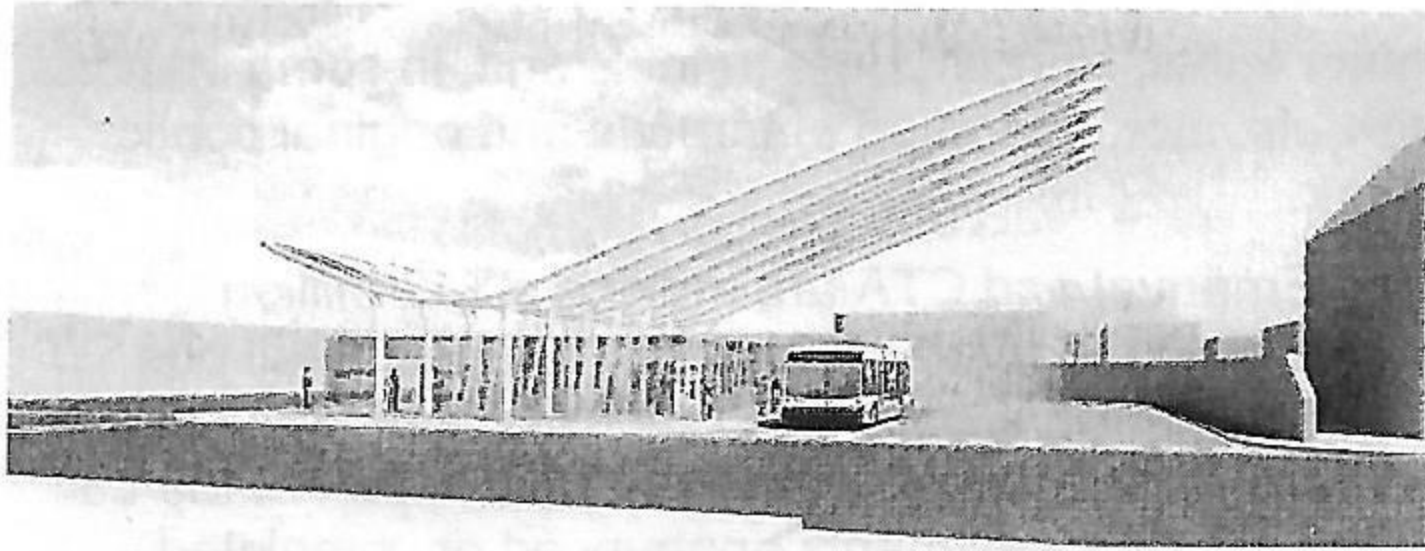
Belmont Blue Gateway

Upgrades to the Belmont Blue Line terminal will include the addition of a new architectural steel canopy for the terminal, designed by the Chicago architecture firm Carol Ross Barney. The canopy will create a community gateway for the station and the neighborhood and will visually enhance the street-level entrance to the subway station.

The \$17 million project will also provide customers with:

- A more modern bus arrival and departure areas – featuring new, LED lighting, repaved surfaces and new signage - to speed bus boarding and a more convenient environment for pedestrians.
- A permanent prepaid boarding area to improve bus service and boarding times.
- Enhanced communications systems, including new Bus and Train Tracker signs, and an upgraded public announcement (PA) system to keep customers better informed.

- Additional windbreaks and people heaters to improve customer comfort.
- Surrounding streetscape improvements which, combined with the station improvements, will help create a signature transit gateway to the Avondale community.



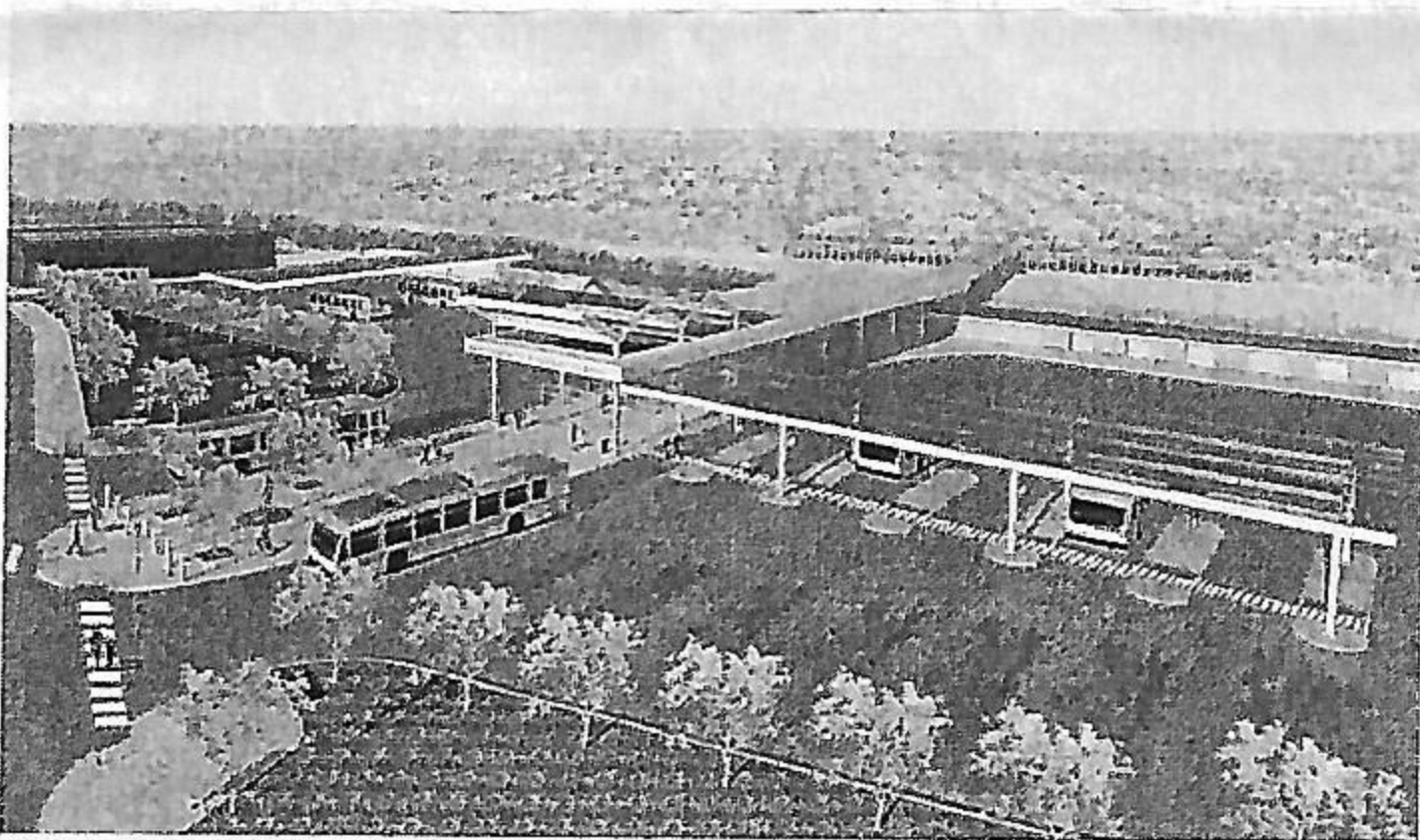
The Belmont Blue subway station and bus terminal is an important transit hub in the Avondale community, providing access to the Blue Line and to the busy #77 Belmont and #82 Kimball/Homan bus routes.

The station provided nearly 1.8 million train rides in 2017.

The project is expected to create more than 200 jobs, and more than 45 direct, on-site construction jobs.

Jefferson Park Transit Center Improvement Project

This \$25M rehabilitation project will create a modern terminal that is safer, brighter, cleaner, more comfortable and easier-to-navigate, while visually enhancing the streetscape for the Jefferson Park community.



The upgrades for bus and rail passengers will include:

- Replacement of the bus terminal and creating bus boarding areas that are ADA compliant by widening the loading islands and adding audio assistance.
- Improved boarding for rail users to increase safety and additional cameras to enhance security for customers.
- Modern, updated bus and train canopies, new signage, new LED lighting, newly refinished platform surfaces and new exterior paint to enhance customers' travel experience.
- Architectural and art enhancements that improve the aesthetics of the Terminal and contribute to the identity of the Jefferson Park downtown

community. This will include the installation of custom windbreaks at the bus terminal, with design provided by renowned conceptual artist, Jamie Pawlus (Indianapolis, IN). Aspects of the Jefferson Park community inspired the theme of the work.

The new bus terminal's accessibility improvements are another step in CTA's push toward 100 percent accessibility across CTA, a goal set by President Carter's All Stations Accessibility Program.

Jefferson Park currently serves 12 CTA and Pace bus routes, as well as the Metra UP-NW line. The station provided more than 2.1 million train rides in 2017.

The project is expected to create more than 325 jobs, including almost 70 direct, on-site construction jobs.

Project work at Belmont Blue is scheduled for completion in late 2018, followed by the completion of work at Jefferson Park in mid-2019. As with all major projects, CTA will work closely with local elected officials and community members to minimize impacts to customers and provide regular project updates and service impacts.

Your New Blue is the most ambitious service improvement project on the Blue Line since it was extended to O'Hare International Airport in 1984. Improvements made under the Your New Blue program will benefit the more than 80,000 daily riders who enter stations along the branch, which had more than 27 million rides last year.

The Belmont and Jefferson Park projects follow a number of completed Your New Blue projects, including the rehabilitation of eight of 14 stations and track improvements that increase service reliability for customers.

Chicago Mayor Emanuel, Lakeview Chamber of Commerce, Friends of Lakeview and the Chicago Transit Authority Announce Construction to Begin on Phase One of New 'Low-Line' Art Walk and Garden Project

May 24, 2018

New Low-Line Plazas Will Feature Enhanced Lighting, Seating, Public Art and Pathway Improvements; CTA to Provide Support as Part of Agency's Commitment to Promoting Neighborhoods

The Lakeview Chamber of Commerce, sole service provider to Special Service Area (SSA) 27, Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) announce today that construction will begin this June on phase one of the Low-Line project – a one-of-a-kind landmark destination that envisions connecting Southport and Lincoln avenues with a continuous, half-mile long art walk and garden beneath the CTA 'L' tracks. The project was first introduced in the 2011 Lakeview Area Master Plan as a means of connecting

the neighborhood's unique sub-districts and beautifying the area for local residents while attracting visitors. Phase one will create new Low-Line plazas at Paulina and Ashland, incorporating enhanced lighting, seating elements, public art and pathway improvements.

SSA 27 and its 501(c)(3) non-profit partner organization, Friends of Lakeview, have partnered with PORT, a leading-edge design consultancy, to envision the future of the Low-Line.



"This is an exciting first step in what promises to be a great addition to a great Chicago community," says Mayor Emanuel. "I am looking forward to seeing the beautiful new works our artists come up with and the new bonds that will be formed between residents, families and businesses."

"Mayor Rahm Emanuel and I believe deeply in the importance of supporting neighborhood initiatives that enhance the relationship between transit and community," says Dorval R. Carter, Jr., CTA president. "This project will serve as a pilot to help establish guidelines for future projects aimed at developing other viable, unused CTA properties and turning them into shared community spaces for Chicagoans to enjoy."

"We are thrilled to be celebrating phase one of the Low-Line project and would like to extend our appreciation to Mayor Emanuel and the Chicago Transit Authority for their support," says Lee Crandell, executive director of the Lakeview Chamber of Commerce and CEO of Friends of Lakeview. "By creating a fun and dynamic public space in a unique Chicago setting, we believe the Low-Line will reinforce Lakeview's status as Chicago's most sought-after neighborhood."

Phase one construction will begin in early June and run approximately six weeks through mid-July. With funding from SSA 27, work on phase one in 2018 will include completion of the Paulina Plaza and preparation of the Ashland Plaza sites. The expectation is that these new plaza spaces at Ashland and Paulina will be connected in the fall as part of phase two, constructed by Friends of Lakeview, which is kicking off a fundraising campaign to pay for the project

(www.lakeviewchamber.com/lowlinevision). Some additional work will be needed to complete phases one and two in 2019. A public meeting will be held early this summer at a to-be-determined date to solicit input on phase two plans and to outline next steps. There is not

yet a timeline or design for phase three of the Low-Line, which would link Ashland to Southport, completing the project.

To help ensure the project is properly and safely implemented with no major impacts to rail service, the CTA has agreed to assist with the construction of portions of the project, including site prep and installation, further emphasizing the important role the CTA plays as the focal point of communities throughout the city. Upon completion of the project work, SSA 27 will be responsible for maintaining the plazas, while Friends of Lakeview will maintain the pathway in between.

No major impacts to Brown Line service are expected as a result of the project work, but the CTA and Lakeview Chamber of Commerce will work closely to minimize, and communicate, any potential impacts to neighbors.

Low-Line Project Overview

The Low-Line re-envision the half-mile space beneath the CTA 'L' tracks between Southport and Lincoln avenues as an exciting Chicago art destination and as a fun and dynamic path connecting Lakeview. As a unique attraction, the Low-Line will not only beautify and green the neighborhood, but also has the potential to become a landmark attracting attention to Lakeview and Chicago while encouraging both visitors and residents to explore Lakeview's local business districts on Southport and Lincoln avenues.

Mural walls along the walkway will play host to rotating art exhibits, creating a larger-than-life outdoor gallery. An interactive light installation along the length of the path will playfully celebrate the 'L' structure, creating a quintessentially Chicago experience. Plazas located at Southport, Ashland and Paulina along the future Low-Line path will also incorporate seating elements and opportunities for programming, enhancing the experience for CTA riders and reinforcing the identity of the CTA stations as the heart of our neighborhood.

CTA Welcomes New Restaurants, Cafe to the Blue Line and CTA Headquarters

June 13, 2018

Transit customers can now enjoy Thai cuisine, southern Cajun dishes and sweet desserts close to some of their favorite rail stations

The Chicago Transit Authority (CTA) today continued its commitment to supporting local businesses and providing its riders with convenient food and beverage options by welcoming a dessert café and a Thai food restaurant to the Blue Line. The ground floor of CTA headquarters, located at 567 W. Lake St., will also be the new home of one of Chicago's most popular restaurants, Wishbone.

The as-yet-unnamed café owned by L & X Investments, LLC will be leasing the concession space at the Washington Blue Line, located at 127 N. Dearborn St. in

Chicago. The new café will offer donuts, tea, cakes and ice cream, as well as sugar-free, fat-free and gluten-free items.

Another new restaurant, The Sala Pao Shop, is coming to the Blue Line Western station on the O'Hare branch. This new dining spot, located at 1909-1911 N Western Ave., will offer ready-to-eat Thai cuisine, such as steamed buns, Thai coffee, Thai tea and other drinks.

Those who use the Clinton station on the Green/Pink Line or the Metra Ogilvie Transportation Center will be able to enjoy unique southern dishes with a Cajun spin at Wishbone restaurant. A long-time favorite originally located in the West Loop, Wishbone will move into the ground level of CTA Headquarters located at 567 W. Lake this summer with an anticipated fall opening. The new restaurant will occupy more than 5,500 square feet and operate five days a week, offering breakfast, lunch and dinner. Wishbone will also have exclusive use of the outdoor dining area adjoining the space.

The leases awarded to L & X Investments and The Sala Pao Shop have base terms of five years, with an option to renew for another five years. The lease with Wishbone has 10-year base term with two five-year renewal options.

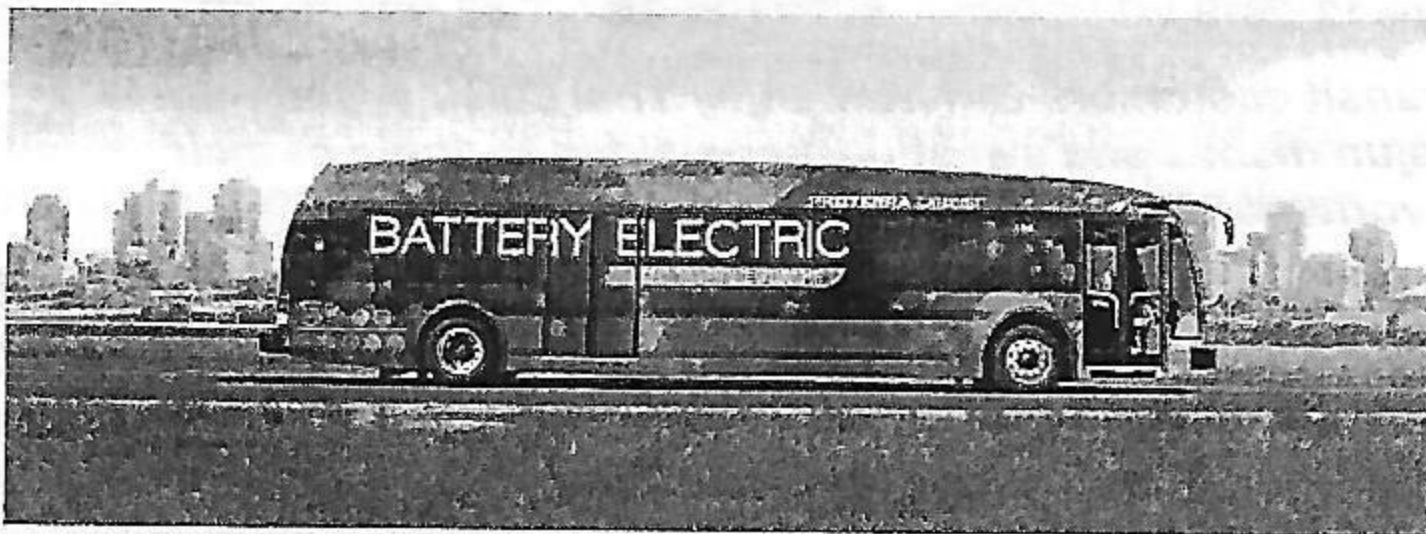
With the value of all three leases totaling more than \$1.9 million, these new retail shops will help boost CTA's non-farebox revenue and provide customers and the surrounding community with additional amenities and services that help stimulate the local economy. Since 2011, the CTA has executed approximately \$21.1 million in new retail leases of concessions at CTA stations.

CTA Expands Electric Bus Fleet

June 13, 2018

20 new buses will improve air quality, save on fuel and maintenance; part of Mayor's efforts to promote green initiatives

The Chicago Transit Board today awarded a \$32 million contract for the purchase of 20 new, all-electric buses – the latest investment by Mayor Rahm Emanuel and the CTA to completely modernize the agency's bus fleet and make Chicago one of the greenest cities in the world.



The new electric buses will give the CTA one of the largest electric bus fleets in the country—another step toward Mayor Emanuel's efforts to promote "green" initiatives and address climate change.

"The purchase of these 20 new electric buses represents a new path for Chicago's public transit, one that is greener, healthier and more efficient for all who live and

visit our great city," said Mayor Emanuel. "This is just the latest example of the types of investments we will continue to make in the years to come, further solidifying Chicago as a world-class city that is at the forefront of modern and green technologies."

CTA has been testing two electric buses since 2014, when the agency became the first in the country to use all-electric-powered buses for regular scheduled service. Both electric buses have performed well and adeptly handled Chicago's weather and temperatures. (Actually, bus 700 has been OOS at South Shops since at least October 23, 2017, due to a battery/electrical fire)

"CTA is at the forefront of pursuing new technologies, including electric buses, which have performed very well—exceeding expectations and providing reliable, comfortable transportation to our customers," said CTA President Dorval R. Carter, Jr. "We are pleased to expand the number of electric buses in our fleet and demonstrate that all-electric vehicles are a viable method to build a more environmentally friendly fleet."

In addition to lower emissions that benefit air quality, electric buses offer savings in fuel costs and maintenance costs. The two electric buses currently in operation have saved CTA more than \$24,000 annually in fuel costs, and \$30,000 annually in maintenance costs, when compared to diesel buses purchased in 2014. They also provide a quieter ride, producing noise the equivalent to a human conversation. Additionally, the buses will include new passenger information screens to show real-time travel information and other service information.

Proterra, an industry leader in electric-bus manufacturing with facilities in California and South Carolina, was awarded the contract following a competitive bid process. Proterra has manufactured electric buses for more than 60 transit agencies, universities and commercial clients across the United States. CTA expects to begin receiving the first buses by the end of 2018, which will begin service along one of CTA's busiest bus routes – the #66 Chicago route. The remaining buses are expected to arrive through 2020 and will be assigned to operate along the #66 and #124 Navy Pier routes.

CTA will monitor the performance of the new buses, using the information to guide future modernization of its bus fleet. Since 2011, the CTA has purchased 450 new buses to replace its oldest models and overhauled more than 1,000 buses to extend their useful life and improve performance. CTA's bus fleet includes more than 1,800 buses.

The new bus contract also includes the installation of five electric quick-charging stations at Navy Pier, Chicago/Austin and the CTA's Chicago Avenue garage. The units will allow charging within 5-10 minutes, allowing buses to return to service quickly. Buses can run between 75-120 miles on a single charge.

This contract for new electric buses complements other CTA "green" initiatives, including the use of hybrid

(electric-clean diesel) buses; ongoing conversion to more energy-efficient lighting, such as LED or solar powered, in vehicles and facilities whenever possible; and ongoing recycling of customer and employee refuse and vehicle materials (i.e. plastics, metals, oil, lubricants, anti-freeze and batteries).

Mayor Emanuel Breaks Ground on South Side Garfield Gateway Project

June 15, 2018

Major Project will Build on \$174 Million State Investment into Obama Presidential Center

Mayor Rahm Emanuel and Chicago Transit Authority President Dorval R. Carter, Jr. today broke ground on the \$50 million Garfield Gateway project—a project that will make major improvements to the Garfield Green Line station, improving the transit experience for Chicagoans and creating a strong community focal point for the historic Washington Park community.

The Mayor also announced the State budget included \$174 million in funding to meet the transportation infrastructure needs related to the Obama Center, from road construction to traffic mitigation to pedestrian safety to parkland enhancement.

"The Obama Presidential Center will be a transformational project for Chicago's south side, and this state funding demonstrates Illinois' commitment to honoring the legacy of Chicago's favorite son and daughter," Mayor Emanuel said. "Today we are doubling down on that investment and turning an iconic station from an eyesore into a community asset that reflects Washington Park's future."

The Garfield Gateway project will improve the environment for commuters in a number of ways, including extending the platform canopies to provide more shelter; upgrading platform accessibility, including elevator and escalator improvements; and installing public art and landscaping to improve the daily customer experience. The project is expected to be completed by the end of the year.

In 2016, CTA received \$25 million in federal funding for the project through the U.S. Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) grant program.

The project will also rehabilitate the original Garfield station house built in 1892 on the south side of Garfield Boulevard that is no longer in use by customers, but still owned by the CTA. The historic stationhouse, which earned City of Chicago landmark status in 2001, will be restored to its original turn-of-the-century look, and will receive improvements to allow it to serve a public purpose, such as a community space. The steel structure will receive new paint and LED lighting to illuminate the structure's design.

The Garfield Gateway project complements a larger neighborhood revitalization effort that is now under way

by community groups, property owners and the University of Chicago along Garfield Boulevard.

"Thanks to this project the Garfield Green Line station will be transformed into something the neighborhood can be proud of," Ald. Pat Dowell said. "I look forward to getting the work done and cutting the ribbon."

"CTA always seeks to create and enhance a sense of community when we build or renovate our rail stations," President Carter said. "These facilities are far more than just places to catch a train or bus; they are travel hubs that frequently become part of the fabric of the communities we serve."

In coordination with the Chicago Department of Transportation, the Garfield Gateway project will also include streetscape enhancements next to the station to better integrate existing transportation uses and create a stronger community centerpiece — including improved pedestrian street crossings, eco-friendly paving materials, median landscaping including sustainable native grasses and plants, bike lanes, benches and bike racks at the station.

The Garfield Gateway station is also a key component of the University of Chicago's Arts Public Life Initiative's Arts Block project, led by renowned Chicago artist Theaster Gates. The project aims to boost Garfield Boulevard through cultural, civic and commercial spaces and programs. A \$1.8 million Arts Incubator was constructed in 2013 adjacent to the historic station house in an abandoned, historic two-story terra-cotta building.

The Garfield 'L' station serves nearly 425,000 riders each year and provides connections with the #55 Garfield bus, serving more than 3 million riders annually with direct connections to the University of Chicago and Midway International Airport.

Mayor Emanuel Announces New CTA Wilson Station will be Home to the Chicago Market, a Unique Grocery Co-Op in Uptown

May 9, 2018

Market will be First Tenant at Historic Gerber Building Since CTA's \$203 Million Wilson Station Reconstruction; Will Bring Local, Sustainable Food to Uptown Neighborhood

Mayor Rahm Emanuel today announced the Chicago Transit Authority has approved an agreement to bring Chicago Market, a grocery co-op and community space, to the historic Gerber Building at the Wilson Red Line Station. The new market will provide CTA customers and local residents access to local, fresh food and was made possible by the \$203 million reconstruction of the Wilson Station.

"The CTA Wilson station helps thousands of Chicagoans get to work and school each day and driving new development, jobs and opportunity in our communities," Mayor Emanuel said. "By rebuilding Wilson and

partnering with local businesses like the Chicago Market, CTA has brought a new anchor for economic development in the neighborhood that will benefit the community for years to come."

Earlier today the Chicago Transit Board approved the lease with Chicago Cooperative, which will operate the Chicago Market in newly-restored Gerber building. The historic building was constructed in 1923 was a major part of the part of the Wilson station reconstruction completed earlier this year. The Chicago Market is expected to employ approximately 80 people and include inviting interior and exterior public meeting spaces to serve as a community center.

"We've been working with the Uptown community on the Wilson project for years, and they have been clear that they wanted a locally owned, unique business to be a part of the Wilson station," CTA President Dorval R. Carter, Jr. said. "With any of our leasable CTA concession spaces, we aim to bring convenience to our customers and we believe that the Chicago Market will provide an attractive local shopping alternative for CTA customers, and for people who live and work in the community."

"We are excited to partner with CTA and be a destination for the incredible Uptown neighborhood," said Grant Kessler, President of the Board of Directors of Chicago Market. "On behalf of our more than 1000 owners, we thank the Mayor, CTA, Alderman Capplemen and the community for their support and enthusiasm for Chicago Market, and will get to work right away to bring this to the community as quickly as possible."

"We have seen significant new development in our community, including several new businesses and new jobs being created, as a result of the investment by Mayor Emanuel and the CTA in the Wilson Station," said Alderman James Capplemen. "We are thrilled to welcome the Chicago Market to our vibrant neighborhood and look forward to working with their team to fulfill this vision for our community."

Chicago Market will be a full-service grocery store offering a wide variety of fresh foods, packaged and dry goods and prepared foods, offering as many local and sustainably grown items as possible. Owned by the community and democratically run, Chicago Market offers a unique alternative shopping experience where the customer can be a part of the store that feeds them.

The Chicago Market was selected following a comprehensive request for proposal process. The new lease will be 10 years in length with two five-year renewable options. Chicago Market expects to begin work immediately on transforming the empty space and expects the build-out to take about 18 months.

CTA Moves Forward on Transformational Red and Purple Modernization Program (RPM)

May 1, 2018

CTA takes next step toward hiring contractor to design and build project's first phase; agency expects to award contract by end of 2018

Phase One includes four CTA Red Line station reconstructions and new rail bypass, which will improve transit service for the next 60 to 80 years; Major construction to begin in 2019

The Chicago Transit Authority today is taking the next major step in Mayor Rahm Emanuel's transformational Red and Purple Modernization Program (RPM), the largest CTA project in the agency's history that will significantly modernize, improve and increase rail service in Chicago for decades to come.

The CTA is moving to the next stage in its selection of a contractor to design and build the \$2.1 billion first phase of RPM. Today, the agency issued its Final Request for Proposals to three contracting teams pre-selected by CTA in 2017 that demonstrated the ability to design and build RPM Phase One in an earlier Request for Qualifications (RFQ) process begun last year.

Phase One of RPM includes:

- Reconstructing four of the oldest Red Line stations (Lawrence, Argyle, Berwyn and Bryn Mawr), making them fully accessible to people with disabilities, and completely reconstructing 1.3 miles of adjacent track structure.
- Constructing a rail bypass north of the CTA Belmont station to unclog a 100-year-old junction where Red, Purple and Brown Line trains currently intersect—allowing CTA to significantly increase the number of trains it can run along the Red Line to reduce overcrowding and meet growing demand for transit service.

"We are pleased to be moving closer to building this important project on the Red Line, which is the backbone of Chicago and the CTA's busiest rail line," said CTA President Dorval R. Carter, Jr. "We are well into a comprehensive process to find the most qualified builder to construct this project, which is one of the biggest modernization projects in CTA history."

The entire RPM plan, to be completed in multiple phases, will rebuild part of CTA's Red and Purple lines, sections of which are more than a century old. The tracks, structures and stations are well past their useful lifespan, and can no longer handle additional trains to meet the increasing demands of growing ridership — which is up 40 percent during the rush hours since 2008.

The RPM project is among more than \$8 billion of transit investment announced, under way or completed by Mayor Emanuel since 2011, including the mayor's "Red Ahead" program, a series of projects to improve the Red Line.

CTA's release of the Final RFP to three pre-selected contracting teams -- Walsh Fluor Design-Build Team, Chicago Rail Constructors and Kiewit Infrastructure Company -- follows the agency's issuance of a Draft

RFP to the same group in late 2017. Feedback from the teams during the Draft RFP process guided the creation of the Final RFP, which will improve the contractors' ability to bid on the project and for CTA to ultimately hire the best contracting team for RPM's first phase.

The contracting teams' proposals will be considered on a variety of criteria, including experience, price and other factors. CTA expects major construction of this project to begin in the second half of 2019. Earlier this spring CTA began pre-construction work that will continue through the rest of this year and into 2019. Pre-construction work includes property demolition and utility relocation work.

The first phase of RPM is expected to create 5,700 construction jobs. The Final RFP requires significant participation by Disadvantaged Business Enterprise (DBE)-certified firms. CTA and the contractors are hosting numerous outreach events to encourage participation by DBE-certified firms and other minority owned firms. Additionally, the project RFP includes a community-based workforce participation component.

Mayor Emanuel Announces Company Selected to Build and Operate Chicago Express Service Between Downtown and O'Hare Airport

The Boring Company Plans to Deliver 12 Minute Service from Downtown to O'Hare Airport Utilizing Electric Vehicles in Underground Tunnels and No Taxpayer Funding

June 14, 2018 Office Of The Mayor

Mayor Rahm Emanuel today announced selection of The Boring Company to build and operate an express service to O'Hare International Airport. The company plans to transport passengers between O'Hare and Block 37 in the Loop in approximately 12 minutes each way by utilizing electric vehicles that run through new twin underground tunnels. The project will be funded entirely by the company with no taxpayer subsidy.

"Bringing Chicago's economic engines closer together will keep the city on the cutting edge of progress, create thousands of good-paying jobs and strengthen our great city for future generations," Mayor Emanuel said. "This transformative project will help Chicago write the next chapter in our legacy of innovation and invention."

The Boring Company was one of two final teams selected to respond to a Request for Proposals issued in March by the Chicago Infrastructure Trust (CIT), on behalf of the City of Chicago. The RFP was seeking a respondent to design, build, finance, operate and maintain an O'Hare Express service. The City will now begin one-on-one contract negotiations with The Boring Company. Following this negotiation process the agreement will be presented to the City Council.

"We're really excited to work with the Mayor and the City to bring this new high-speed public transportation system to Chicago," Boring Company Founder Elon Musk said.

The RFP required bidders to deliver express service from downtown Chicago to O'Hare International Airport (ORD) in 20 minutes or less, cutting more than 50 percent off current travel times. The Boring Company plans to reduce the trip even further to 12 minutes by utilizing automated vehicles that travel over 100 miles-per-hour.

Each vehicle will carry up to 16 passengers, plus their luggage, and will depart from O'Hare and from Block 37 as frequently as every 30 seconds. The Boring Company plans to charge fares below the RFP requirement that this premium service should cost less than current taxi and ride-share services.

The company plans to utilize the unfinished underground transit station at Block 37 and create a new station at O'Hare. The planned route travels straight northwest from downtown following public way alignments. The specific alignment will be finalized during contract negotiation.

The City requires the O'Hare Express service be funded solely by project-specific revenues and financed entirely by the developer. No taxpayer funding will go towards the project.

During the negotiation phase, the company will be required to further develop its plans and ensure they meet all necessary safety, construction, financing and operating requirements. The contract will also include protections to ensure taxpayers would be protected against any costs incurred by an incomplete project. The overall project costs and construction timeline will be finalized during this process.

The express service will offer a myriad of benefits to the City, travelers and residents: providing a faster commute between the airport and downtown; helping to mitigate congestion on the region's roadways; fostering economic growth and creating jobs throughout the lifetime of the project. The current total daily number of air passengers traveling between O'Hare and the Chicago Central Business District is approximately 20,000 and is forecast to grow to at least 35,000 daily air passengers in 2045. The express service will also be a zero-emission system, replacing automobile traffic on a congested highway and generating a significant positive environmental impact.

When combined with the upcoming expansion that will increase O'Hare's gate capacity by 25 percent and the CTA's \$492 million investment in modernizing the Blue Line, the express service project will generate an unprecedented strengthening of Chicago's position as a global city.

NORTH AMERICA'S #1 MOTOR COACH ON THE ROAD WITH BATTERY-ELECTRIC

MCI J4500e reaches highway speed and reliability targets in test runs
signals MCI's leadership move into all-electric drawing on New Flyer expertise

Omnibus Society of America
PO Box A3051
Chicago IL 60690

CAROL STREAM IL 601

30 JUN 2018 PM 2:1

CKS



DES PLAINES, ILLINOIS, MAY 10, 2018: (TSX:NFI) Motor Coach Industries (MCI), the U.S. subsidiary of New Flyer Industries Inc. ("NFI Group"), the largest transit bus and motor coach manufacturer and parts distributor in North America MCI announced today that its all-electric J4500e prototype successfully completed its phase one testing. The coach ran flawlessly at both low and high speeds up to a sustained 70 mph on the highway.

It means that MCI, which pioneered green fuel solutions with early entries in CNG and diesel-electric more than a decade ago, will add North America's best-selling motor coach to its list of environmental breakthroughs. The all-electric J4500e coach is on schedule for January 2020 production and orders are being taken now.

The electric architecture incorporated in the MCI J4500e features a high-torque Siemens 2130 LB FT electric drive system with a planned range to meet long-distance applications, Nickel Manganese Cobalt (NMC) battery at 450 kWh with high power plug-in battery charging to 100% in under three hours. MCI will also apply its battery-electric platform to the D45 CRT LE Commuter Coach followed by the electric 35-foot MCI J giving operators the most comprehensive choices in purpose-built, all-electric coaches.

"We're enormously pleased by these early test results — our all-electric J4500e delivered smooth power across varied roadways and impressive results in acceleration, handling and ride quality," said JP Pelletier, Vice President of MCI Engineering. He observed how the electric motor lessens interior cabin noise, increasing passenger comfort. The J4500e regenerative braking, specifically designed to feel like the brakes on a clean-diesel coach, also performed as intended. "MCI has

J4500e as the next frontier for MCI, with our MCI D45 CRT LE offering the same electric propulsion platform. Our customers will also have attractive electric charging options with MCI — they can work with us on standard depot charging, on-route systems or a multi-charge design."

Mr. Smart explained that optional choices are productive because charging access still varies by community and route requirements. "Thanks to New Flyer's and MCI's complementary experience in electric, MCI is set to offer the most reliable, comfortable, efficient and passenger-friendly electric coaches to private and public operators anywhere in North America. Our customers expect workhorse performance, and we will deliver it," said Mr. Smart.

The next stage

MCI will now move its all-electric J4500 test to Northern California, where public and private operators are eyeing all-electric expansion for their key customers. Major Silicon Valley technology employers are expanding their own private coach shuttle systems attractive to millennial workforces. Success in this market requires a deep understanding of how employer operators will be using these coaches.

Said Patrick Scully, MCI Executive Vice President of Sales and Marketing: "The time-tested reliability of the J4500 coach matched to an all-electric powertrain and charging methods adopted from New Flyer battery electric Xcelsior Charge is a powerful benefit — we're able to closely collaborate with customers to provide the optimal electric propulsion and charging solution based on their exact usage and scheduling needs."