

1 CHICAGO TRANSIT AUTHORITY  
2 MEETING of the  
3 CHICAGO TRANSIT BOARD  
4 COMMITTEE ON FINANCE, AUDIT AND BUDGET  
5 Held on  
6 May 13, 2020  
7 At  
8 9:39 o'clock a.m.  
9 Via Webex Teleconference

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14 STENOGRAPHIC REPORT OF PROCEEDINGS had  
15 in the above-entitled cause via teleconference,  
16 Director Alejandro Silva presiding.

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23 Reported by: Tracy Jones, CSR, RPR, CLR

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1    **ATTENDEES :**

2            PRESIDENT:        DORVAL CARTER

3            CHAIRMAN:        MR. TERRY PETERSON

4            SECRETARY:       MR. GREG LONGHINI

5            GEN. COUNSEL:    MS. KAREN SEIMETZ

6  
7    **BOARD MEMBERS :**

8            DIRECTOR ALEJANDRO SILVA

9            DIRECTOR KEVIN IRVINE

10           DIRECTOR REV. JOHNNY L. MILLER

11           DIRECTOR ARABEL ALVA ROSALES

12           DIRECTOR REV. DR. L. BERNARD JAKES

13           DIRECTOR JUDGE GLORIA CHEVERE



1 MR. LONGHINI: All right. We are now going to  
2 be in the next, the Finance, Audit and Budget  
3 Committee Meeting.

4 Good morning. My name is Gregory  
5 Longhini, Secretary to the Chicago Transit Board.  
6 I would like to note that in accordance with  
7 Executive Orders 2020-7 -- 2020-7, 2020-10, and  
8 2020-37 issued by Governor J. B. Pritzker and  
9 further guidance issued by the Illinois Attorney  
10 General's office, this meeting will be conducted  
11 via teleconference through Webex. The audio for  
12 this meeting is streamed live at the CTA's website  
13 along with closed captioning. Public comment  
14 speakers have been invited to join the  
15 teleconference and have been provided with a  
16 telephone number by our Board -- by our Board  
17 Secretary to do so.

18 Chairman Silva, we are ready to begin the  
19 meeting.

20 CTTEE. CHAIR SILVA: Good morning. I would  
21 like to call to order the May 13, 2020, meeting of  
22 the Committee on Finance, Audit and Budget.

23 Will the Secretary call the roll.

24 MR. LONGHINI: Yes, sir.



1 Judge Chevere?

2 DIRECTOR J. CHEVERE: Here.

3 MR. LONGHINI: Reverend Jakes?

4 DIRECTOR REV. JAKES: Here.

5 MR. LONGHINI: Reverend Miller?

6 DIRECTOR REV. MILLER: Here.

7 MR. LONGHINI: Director Irvine?

8 DIRECTOR IRVINE: Here.

9 MR. LONGHINI: Chairman Silva?

10 CTTEE. CHAIR SILVA: Yes.

11 MR. LONGHINI: Director Alva Rosales?

12 DIRECTOR ALVA ROSALES: Here.

13 MR. LONGHINI: Director Peterson?

14 CHAIRMAN PETERSON: Here.

15 MR. LONGHINI: We have a quorum of the  
16 Committee with all seven members present, sir.

17 And let the record also show that President Dorval  
18 Carter and General Counsel Karen Seimetz are in  
19 attendance. So, Chairman Silva, we can move on to  
20 Agenda Item No. 2.

21 CTTEE. CHAIR SILVA: Our first order of  
22 business is the approval of the Committee minutes  
23 of April 8, 2020. Will the secretary call the  
24 roll.



1 MR. LONGHINI: Yes.  
2 Judge Chevere?  
3 DIRECTOR J. CHEVERE: Yes.  
4 MR. LONGHINI: Reverend Jakes?  
5 DIRECTOR REV. JAKES: Here.  
6 MR. LONGHINI: Reverend Miller?  
7 DIRECTOR REV. MILLER: Yes.  
8 MR. LONGHINI: Director Irvine?  
9 DIRECTOR IRVINE: Yes.  
10 MR. LONGHINI: Chairman Silva?  
11 CTTEE. CHAIR SILVA: Yes.  
12 MR. LONGHINI: Director Alva Rosales?  
13 DIRECTOR ALVA ROSALES: Here.  
14 MR. LONGHINI: Director Peterson?  
15 CHAIRMAN PETERSON: Here.  
16 MR. LONGHINI: The minutes are approved with  
17 seven yes votes, sir. And we can move on to  
18 Agenda Item No. 3.  
19 (whereupon, a discussion was had  
20 off the record.)  
21 MR. LONGHINI: I'm sorry. Director Silva,  
22 please proceed on to Agenda Item No. 3.  
23 CTTEE. CHAIR SILVA: Our next order of  
24 business is the finance report.



1           Jeremy.

2           MR. FINE: Thank you.

3           Good morning. This is Jeremy Fine, your  
4 CFO, and I wanted to give a rundown of March  
5 results.

6           The stay at home order went into effect  
7 on March 21st. So ridership and related revenues  
8 began to feel the full effect after that date.

9           With regard to March revenues, we see farebox was  
10 down to budget by almost \$13 million. Our passes  
11 were down to budget by almost \$7 million. And  
12 again, you know, that drop was seen, you know, as  
13 we went into the stay at home order.

14           Reduced fare subsidy was at budget. From  
15 a cash flow perspective, we did receive a portion  
16 of the payment, \$12 million, from the state within  
17 the last week or so.

18           Non farebox is down about \$100,000, but  
19 again, just as other ridership related revenues  
20 are being impacted, we'll keep an eye on this as  
21 we move forward as the stay at home order goes --  
22 continues into effect into April and May.

23           So total revenue was down approximately  
24 19.5 million. Free rides were down about



1 1.2 million or about \$25 percent, while ridership  
2 in general was down closer to 40 percent.

3 Turning the page to the year-to-date  
4 revenues, we see the vectors relatively the same  
5 across categories, but we see the year-to-date  
6 total revenues were down about \$20 million or  
7 22 point -- \$20.2 million to budget. Again,  
8 19.5 of that was due to March alone.

9 with regard to expenses for the month of  
10 March, we see labor slightly negative to budget by  
11 about \$480,000 due to COVID related costs. We see  
12 materials negative to budget by about \$830,000  
13 primarily due to COVID related costs but also due  
14 to timing of material purchases.

15 Fuel was positive to budget by about half  
16 a million dollars due to lower spot pricing for  
17 the portion that we do not pre purchase as well as  
18 consumption, because you don't idle as much in  
19 heavy traffic. We also saw a positive benefit on  
20 power by about half a million dollars, and we see  
21 injuries and damages and security services  
22 essentially flat to budget, and other expenses  
23 positive to budget by about \$440,000.

24 So overall total for March for expenses,



1 we were positive to budget by about \$250,000. But  
2 again, due to the drag of the revenues, we see the  
3 net against revenues down a little over  
4 \$19 million.

5 On a year-to-date expense basis, we see  
6 the vectors relatively the same across the  
7 categories, and we see total expenses down  
8 approximately \$740,000. And again, net against  
9 revenues were down approximately \$21 million  
10 year-to-date.

11 Public funding for 2020, we see that down  
12 about 9.5 million. Sales tax, which we received  
13 the first payment for the calendar year 2020, we  
14 received the January payment, which was down  
15 slightly to budget by about 334,000. That's, you  
16 know, again for January time period. Sales tax  
17 for March, which we'll again see the first effects  
18 of the COVID outbreak and the stay at home orders,  
19 will be received in June. So it will be later in  
20 the summer when we start seeing the full effect on  
21 the sales tax receipts from the pandemic.

22 PTF through April, so January through  
23 April, is down about 1.6 million. RET for January  
24 through March is down about 6.6 million. We do



1 continue to see a little bit of benefit of real  
2 estate closings that were in the pipeline prior to  
3 the pandemic. But again, we'll keep an eye on how  
4 that continues to manifest as the -- as the stay  
5 at home order remains in effect.

6 PTF rev was down about 1 million, so  
7 again about 9.5 million down on public funding on  
8 a year-to-date basis.

9 with regard to the cash position, you  
10 know, again, we benefited from the fact that the  
11 reduced fare reimbursement from the State was  
12 received, we usually receive a portion of it  
13 earlier around this time, and then there's a  
14 true-up payment, you know, in the fall. So that  
15 additional cash infusion, along with an advance of  
16 PTF funds from the RTA, allows us to cover our  
17 costs in the near future here as we continue to  
18 wait for the federal funding to come online. We  
19 are in the final stages to receive approval to  
20 start receiving those fundings, and again, we  
21 expect that hopefully within the next week or so  
22 as the federal government continues to work  
23 through that process.

24 So again, that is a substantial amount of



1 funding in the form of the CARES Act. But again,  
2 that is replacing lost revenue, as we highlighted  
3 here, for the month of March. That will obviously  
4 continue into April and May and beyond. And so it  
5 is very critical for us to continue to receive the  
6 public funding subsidies that we receive from the  
7 State and other local governmental institutions as  
8 we move forward because, again, that federal  
9 funding is a nice lifeline and a bridge but,  
10 again, it's just replacing lost revenues whether  
11 they're being, you know, farebox revenues or other  
12 expenses that we're covering with regard to COVID.  
13 But again, it's critical for us to continue to  
14 receive those State funding strips.

15 with regard to the commodities on the  
16 final page of the report, we were able to lock in  
17 50 percent of the fuel needed in 2022 at \$1.88, so  
18 it was actually a little bit better than what we  
19 had discussed at the prior Board meeting. So we  
20 were able to lock in \$1.88, which was very  
21 favorable to the historically low rates that we  
22 had previously locked in at. So that will provide  
23 us almost \$3 million in savings vis-à-vis the 2021  
24 budget, or almost \$10 million of savings versus



1 the 2022 budget. But again, a little bit of  
2 silver lining in the larger scope of the pandemic,  
3 we were able to lock in at very low prices for our  
4 fuel purchases for 2022.

5 This concludes my report, and I'm glad to  
6 answer any questions.

7 MR. LONGHINI: Thank you. Thank you, Jeremy.

8 CTTEE. CHAIR SILVA: I have a question. The  
9 \$12 million that we received from the State, how  
10 much they still owe us?

11 MR. FINE: So usually, we receive about, you  
12 know, half of the 14 and a half million, you know,  
13 in the late spring. And then they true it up in  
14 the fall. This year, they were able to forward us  
15 \$12 million of the 14 and a half that they owe us  
16 over the course of the year. So again, for the  
17 so-called spring installment, we received  
18 12 million of the 14 and a half.

19 CTTEE. CHAIR SILVA: So is that -- But we're  
20 still going to be cruising, okay, to get that  
21 money, right?

22 MR. FINE: Yes. Absolutely. They have  
23 typically trued that up in the fall around  
24 September. There's not been any indication that



1 they wouldn't do so. So again, we'll continue to  
2 make our voices heard with regard to the reduced  
3 fare subsidy as well as, you know, the other  
4 streams of public funding that we receive from the  
5 state and others.

6 MR. LONGHINI: Any further questions, Chairman  
7 Silva?

8 CTTEE. CHAIR SILVA: Yes.

9 MR. LONGHINI: Chairman Silva, do you have any  
10 further questions?

11 CTTEE. CHAIR SILVA: No. I don't have any --  
12 anyone.

13 MR. LONGHINI: Okay. So you conclude your  
14 questioning, sir. Okay. Let me move on to the  
15 other Board members, then, please.

16 Judge Chevere -- I'm sorry?

17 PRESIDENT CARTER: Greg, this is Dorval.  
18 Before you continue the questioning, I want to  
19 make one additional comment on Jeremy's report.

20 MR. LONGHINI: Sure. Okay.

21 PRESIDENT CARTER: Obviously, March -- March  
22 is a very weird month for what we're going through  
23 because it's almost, as I've heard Jeremy state in  
24 the past, it's a tale of two different months.



1 The first half of the month was fairly normal in  
2 terms of our revenue and expenses, and the second  
3 half of the month was a complete, you know,  
4 reversal of all that. Having said that, I can  
5 tell you that April is going to look nothing like  
6 March in terms of both revenue loss and expenses.  
7 And I think that's one of the reasons why Jeremy  
8 is making the point about the importance of our  
9 continuing to receive the subsidies that we need  
10 as well as the importance of the federal funding  
11 that is being provided under the CARES Act to help  
12 to offset these losses.

13           Jeremy mentioned that we saw a 40 percent  
14 loss in ridership in March. But once the pandemic  
15 kicked in, that dropped to about 80 percent. We  
16 are -- You know, we are losing over a million  
17 dollars a day in farebox revenue the way things  
18 currently exist. And we're expending or are on  
19 track to expend upwards of \$25 million more just  
20 in cleaning costs because of the need to increase  
21 the cleaning and sanitation of CTA's system going  
22 forward.

23           Those numbers are going to start to play  
24 out in future reports for us. So I want the Board



1 to at least have the context around the numbers  
2 that we're looking at right now with the  
3 understanding that obviously, this is going to be  
4 a long term impact to CTA. We are not going to  
5 recover quickly from the impact of this pandemic.  
6 And as such, we are going to be very aggressively  
7 pursuing the additional financial support that  
8 we're going to need in order to keep the system  
9 operating and providing the services that are  
10 critical to the city and the communities that we  
11 serve.

12 CTTEE. CHAIR SILVA: Are you going to reduce  
13 the number of passengers per bus and --

14 PRESIDENT CARTER: We have already reduced the  
15 number of passengers that we carry on our buses as  
16 part of a crowd mitigation strategy. And that we  
17 started implementing at the same time that we  
18 implemented our rear door boarding policy. We --  
19 We expect to continue that policy for the  
20 foreseeable future, regardless of what starts to  
21 happen with the reopening of the city. And  
22 obviously, we are very much involved and integral  
23 in the discussions about how the City will open up  
24 and what the impact of that will be on transit.



1 I think one of the -- one of the  
2 important things to keep in mind as we start that  
3 conversation is that we have a limit on capacity  
4 in terms of what we can provide in terms of  
5 transit service and still maintain social  
6 distancing on our system. I currently am  
7 providing about -- I'm using about 20 percent of  
8 the capacity of the system with the riders that  
9 we're carrying right now. I don't anticipate that  
10 that percentage is going to increase dramatically  
11 over the course of the reopening process,  
12 particularly as long as the virus itself continues  
13 to be a problem. And so what that means is that  
14 the way people commute and the way people use  
15 public transit is going to have to dramatically  
16 change. That means that employers are going to  
17 have to really rethink how they want employees to  
18 come to work, when they want employees to come to  
19 work, and how flexible they're going to have to be  
20 about their commute patterns in order to be able  
21 to provide the level of capacity to keep everyone  
22 safe.

23 We at CTA are not going to be able to,  
24 you know, police social distancing. It's just not



1 a practical solution to the problem. And so  
2 there's going to be a high level of personal  
3 accountability that's going to be placed on  
4 individuals to make the right decisions, to not  
5 get on a bus if the bus is crowded, to not get on  
6 a rail car if the rail car is crowded, and to  
7 adjust their travel patterns accordingly. We, of  
8 course, are going to do everything that we can to  
9 educate, inform, and support our customers as we  
10 go through this process. But as you can imagine,  
11 my primary concern is maintaining the safety of  
12 both our employees and our customers. And in  
13 order to do that, I am going to need the  
14 assistance of others.

15 We will be having those conversations  
16 with the City as they start to develop and  
17 implement their plan. We are not facing anything  
18 any differently than any other transit system is  
19 around the country. I am personally in  
20 conversation with transit agencies all over the  
21 country as we all talk about how we're going to do  
22 this. And I think thematically, you're going to  
23 be hearing the same thing everywhere. Public  
24 transit as we are used to seeing it, with packed



1 buses and packed rail cars, is not consistent with  
2 the reality of how we're going to have to operate  
3 during this pandemic. And that reality is going  
4 to be a part of the new normal until we are at a  
5 point where the virus has been addressed and  
6 contained.

7 MR. LONGHINI: Thank you, Dorval.

8 I will now ask the other Board members if  
9 they have any questions for either Dorval or  
10 Jeremy. I'll start with Judge Chevere?

11 DIRECTOR J. CHEVERE: No questions.

12 MR. LONGHINI: Reverend Jakes?

13 DIRECTOR REV. JAKES: No questions.

14 MR. LONGHINI: Reverend Miller?

15 DIRECTOR REV. MILLER: No questions.

16 MR. LONGHINI: Director Irvine?

17 DIRECTOR IRVINE: No questions, but I just  
18 want to commend Dorval and your whole team and  
19 really everyone at CTA for, you know, everything  
20 you've gone through the last couple of months kind  
21 of pivoting and managing how we're responding to  
22 this. And you're doing a great job. So we  
23 really, really appreciate it, and the whole city  
24 appreciates it too, I know.



1 Thank you. No more questions.

2 MR. LONGHINI: Okay. Director Alva Rosales?

3 DIRECTOR ALVA ROSALES: No questions. I'm  
4 just glad to hear also that there's such a large  
5 level of coordination that's going on. I know  
6 it's both with the City and the State. So I'm  
7 glad to hear that. And thanks again for all your  
8 hard work, Dorval.

9 MR. LONGHINI: Thank you.

10 Director Peterson?

11 CHAIRMAN PETERSON: Thanks, Greg.

12 Jeremy, I've got a couple of questions  
13 regarding the budget.

14 Question one, I just don't recall  
15 offhand, and this kind of gets to what is the  
16 ratio that the RTA requires in terms of, I don't  
17 know if it's 60/40 public funding versus farebox.  
18 What is that ratio?

19 MR. FINE: So as a region, we have to hit  
20 50 percent within -- so that's the target number  
21 that we have to reach as a -- as a whole RTA  
22 entity, CTA, Metra, and Pace.

23 CHAIRMAN PETERSON: So the question is, the  
24 question is, then, in light of COVID-19, and it's



1 going to be hard, and you and Dorval have  
2 mentioned it's going to be tough, even when the  
3 ridership starts to come back, it is not going to  
4 be possible to hit those ratios. And so I'm  
5 trying to see if there have been any conversations  
6 with the RTA on how those are going to get  
7 modified with this year being an outlier. But  
8 even as you start to plan for the 2021 budget,  
9 I've got to believe that that ratio is going to be  
10 hard to hit as well.

11 So that's the first question.

12 MR. FINE: So those conversations, you know,  
13 have been taking place. The RTA is, you know,  
14 under the -- under the track of utilizing the  
15 funding that we're receiving from the federal  
16 government, which is essentially a revenue  
17 replacement for fareboxes. And that portion that  
18 would be essentially revenue replacement for  
19 farebox -- lost farebox revenues because of COVID  
20 would be allocated as such. And if that's the  
21 case and they're taking that to their board, I  
22 believe, this month, and they're running the  
23 tracks up the state, that that would suffice for  
24 us to be able to breach that 50 percent threshold



1 as a region.

2 So again, the federal funds would be  
3 allocated, you know, quote, unquote, replacement  
4 revenues for those lost farebox revenues.

5 CHAIRMAN PETERSON: Okay. Second question --

6 PRESIDENT CARTER: Terry, this is Dorval.

7 Just to further complete Jeremy's thought  
8 on this, there's also, as you pointed out, the  
9 longer term impact of the recovery ratio  
10 requirement on what will probably be a slow  
11 recovery in terms of our revenues and ridership.  
12 And we've also been talking to the RTA about  
13 legislative relief that would allow for more  
14 flexibility in the recovery ratio for some  
15 temporary period of time until the region  
16 basically recovers and is in a position  
17 financially to properly calculate that ratio based  
18 on revenue and expenses going forward.

19 CHAIRMAN PETERSON: Okay. Great.

20 Last question, Jeremy, I know when we  
21 last talked, there was some flexibility in terms  
22 of the CARES money, and you just talked about some  
23 of that money, if not a majority of it, can be  
24 used to recover dollars lost in the farebox.



1 Question. I know we've got some debt, and that  
2 normally comes off the top of our revenue, some  
3 debt that we're servicing. So I'm trying to find  
4 out if we're able to also -- some of that  
5 800 million goes towards farebox losses, and  
6 normally we take operations dollars to pay debt  
7 service. Are we able to also pay down our debt  
8 service with some of the federal stimulus money?

9 MR. FINE: So we're still working through the  
10 details of all of that. We do have other revenues  
11 that continue to come in, whether it's --  
12 obviously, less than anticipated farebox funding  
13 dollars that come in as well as other public  
14 funding dollars. So we do have other funding  
15 strips that are available to pay for certain  
16 costs.

17 But again, we're working through -- this  
18 is obviously a dynamic process with the FTA folks  
19 on allowable uses. But again, it's primarily for  
20 the COVID related expenses and other operating  
21 expenses of the transit agencies, whether that's  
22 CTA or other transit agencies across the country.  
23 But, you know, again, still working through those  
24 details. But again, we also have other funding



1 strips that we're able to use.

2 CHAIRMAN PETERSON: So just a question --

3 PRESIDENT CARTER: Terry?

4 CHAIRMAN PETERSON: Yes.

5 PRESIDENT CARTER: Just to put a finer point  
6 on what Jeremy is saying, there's a distinction  
7 between eligible costs for the person receiving  
8 the funds and then what happens with those funds  
9 once you've received them. In other words, what  
10 Jeremy is talking about is whether debt service as  
11 an eligible cost can be directly applied for to  
12 receive federal funds. We do know that lost  
13 revenue can be applied for for use of federal  
14 funds. And once you receive that -- those funds,  
15 you can use that money for whatever you would  
16 normally use revenue for. So there's a direct and  
17 an indirect conversation going on here that  
18 ultimately gets to the concern that you have. You  
19 know, the question that Jeremy is discussing with  
20 the federal government is whether or not I can  
21 directly just take those payments and apply for  
22 federal funds to pay for them. I may not be able  
23 to do that. I think that's still being discussed.  
24 But that doesn't mean that once I receive the



1 money that that money then isn't eligible to be  
2 used for that purpose. Do you understand what I'm  
3 saying?

4 CHAIRMAN PETERSON: Yeah. And the reason I  
5 was thinking, and, you know, I'm always thinking  
6 about what's going on here at Rush and thinking  
7 about CTA, one of the reasons I raised the  
8 question, because I know Jeremy is still trying to  
9 work through this with the federal government, is  
10 I know there are other revenues coming in. I  
11 don't know what our monthly debt service payments  
12 are, 3 million, 4 million, 2 million. But let's  
13 say for example, worst case scenario, we have to  
14 use other sources other than federal money, trying  
15 to see at what point we -- and I don't know Jeremy  
16 if you've thought this far down the road -- but at  
17 what point do you -- do we run the risk of  
18 defaulting on debt if we can't, you know, use the  
19 federal money? So how much of a runway do you  
20 have with other revenue sources coming in?

21 MR. FINE: There is no risk of defaulting on  
22 debt. No risk of defaulting on debt.

23 You know, we have enough runway to deal  
24 with the debt service payments, so there's



1 absolutely no risk of defaulting on debt.

2 CHAIRMAN PETERSON: And so how much of a  
3 runway in terms of months do you have without  
4 using some of the CARES money to continue to pay  
5 debt service? What is that -- what is that  
6 monthly? And I don't know how --

7 MR. FINE: The only -- The only dollars that  
8 we have on the operating budget is with regard to  
9 the pension obligation bonds, and that's about  
10 \$13 million a month.

11 CHAIRMAN PETERSON: Okay. All right. Okay.  
12 No further questions.

13 CTTEE. CHAIR SILVA: I have a question. Are  
14 we checking what is the capacity of the buses and  
15 if we're going to need further -- more investment  
16 in buses in order to meet the demand that we're  
17 going to have in one or two years?

18 PRESIDENT CARTER: No. We're not looking to  
19 increase our fleet size for a couple of reasons.  
20 One, the practical timing of how long it would  
21 take for me to do that wouldn't help in the short  
22 term or even in the medium term to address our  
23 capacity needs. This is not -- This is not an  
24 issue that I can address from adding more buses or



1 rail cars. It's an issue that I have to address  
2 by controlling the demand for the use of vehicles.  
3 And that's why I was making the comments I was  
4 making earlier about -- about the need for  
5 employers and others to look at ways to help  
6 create flexibility about how our system is used.  
7 The adding additional equipment isn't going to  
8 solve that problem. And again, there's a  
9 limitation in terms of the capacity of our entire  
10 system to even accommodate additional equipment.  
11 I only have rail yards that are so big; I only  
12 have garages to hold so many buses. So we really  
13 don't have the physical ability to expand our  
14 fleet dramatically beyond what it's currently at.

15 CTTEE. CHAIR SILVA: So we are at full  
16 capacity right now?

17 PRESIDENT CARTER: Pretty much. Many of our  
18 yards are at capacity. As you know, you know, one  
19 of the reasons why the Red Line Extension is such  
20 an important project for us is not just because of  
21 the service that we can provide to the far south  
22 side of the city, but it also allows me to create  
23 a new rail yard to actually manage the additional  
24 rail cars I need. So, yeah, to a great degree, we



1 are -- we are close to capacity in terms of the  
2 amount of equipment that CTA can operate and  
3 maintain within our existing infrastructure.

4 CTTEE. CHAIR SILVA: Okay. Thank you.

5 PRESIDENT CARTER: You're welcome.

6 MR. LONGHINI: Chairman Silva, do you have any  
7 further questions, or --

8 CTTEE. CHAIR SILVA: No, I don't.

9 MR. LONGHINI: Okay. Well, then there are no  
10 further questions, Chairman Silva, on this item,  
11 so we can proceed to agenda -- Committee Agenda  
12 No. 4.

13 CTTEE. CHAIR SILVA: Our next order of  
14 business is the review of an ordinance amending  
15 ordinance No. 019-103 approving the fiscal year  
16 2020-2024 Capital Improvement Program.

17 Jeremy.

18 MR. FINE: Thank you.

19 This is Jeremy Fine, your CFO, and I'm  
20 joined by Michele Curran, who is Vice President of  
21 Budget and Capital Finance, and she'll walk  
22 through the details.

23 MS. CURRAN: Thank you.

24 Good morning. Michele Curran, Vice



1 President of Budget and Capital Finance. I'm here  
2 today to present an amendment to the 2020-2024  
3 Capital Improvement Program, or CIP. In November  
4 2019, the Board approved the \$5.1 billion CIP. We  
5 are now amending the CIP, as we do each year after  
6 final appropriations are finalized and to  
7 incorporate any additional known changes.

8 The amendment is being done to facilitate  
9 several changes. First, it is being done to  
10 decrease the amount of federal formula funds by  
11 14.5 million based on the final federal  
12 appropriations. This amount, however, is still  
13 higher than what was initially approved under the  
14 FAST Act.

15 Second, to increase the amount of federal  
16 discretionary funds awarded through CMAP for  
17 76.5 million to fund several projects, including  
18 20.3 million for ADA improvements at the Austin  
19 Green Line station, 39.1 million to purchase  
20 additional new E-buses as well as charging  
21 infrastructure, 16.9 million to mitigate bus slow  
22 zones, and 375,000, including the local match, to  
23 develop a plan to identify potential bus  
24 enhancements.



1 Third, we will reprogram 1.5 million of  
2 bond funds allocated in a prior CIP to support the  
3 modification of the equipment room at the Skokie  
4 shop allowing for testing equipment to service the  
5 new rail cars.

6 Fourth, we will align the timing of  
7 existing State bond funding with the State grant.  
8 And finally, to align existing formula funds with  
9 project need.

10 The next funding increase for the  
11 2020-2024 CIP is 63.6 million.

12 I'd be happy answer any questions.

13 MR. LONGHINI: Thank you, Michele.

14 I'm now going to poll the Board on  
15 questions for this item.

16 Judge Chevere?

17 DIRECTOR J. CHEVERE: No questions.

18 MR. LONGHINI: Reverend Jakes?

19 DIRECTOR REV. JAKES: No questions.

20 MR. LONGHINI: Reverend Miller?

21 DIRECTOR REV. MILLER: No questions.

22 MR. LONGHINI: Director Irvine?

23 DIRECTOR IRVINE: No questions.

24 MR. LONGHINI: Chairman Silva?



1 CTTEE. CHAIR SILVA: No questions.

2 MR. LONGHINI: Director Alva Rosales?

3 DIRECTOR ALVA ROSALES: No questions.

4 MR. LONGHINI: Director Peterson?

5 CHAIRMAN PETERSON: No questions.

6 MS. CURRAN: Thank you.

7 MR. LONGHINI: Thank you very much.

8 There are no further questions on this  
9 item, Chairman Silva.

10 CTTEE. CHAIR SILVA: Since there are no  
11 further questions, may I have leave to place this  
12 item on the omnibus for Board approval?

13 DIRECTOR REV. JAKES: So moved.

14 DIRECTOR REV. MILLER: Second.

15 MR. LONGHINI: The motion was moved by  
16 Director Jakes and seconded by Director Miller, so  
17 it is now on the omnibus. But, Chairman Silva,  
18 before we proceed, I was just informed that we  
19 want to present a ridership report. So we're  
20 going to just suspend going on to the next item  
21 and ask Mike Connelly to please join the  
22 proceedings and present that ridership report.

23 CTTEE. CHAIR SILVA: Okay.

24 MR. LONGHINI: Mike.



1 MR. CONNELLY: Thank you. Thank you, Greg.

2 Thank you, Chairman.

3 This is Mike Connelly, your Chief  
4 Planning Officer.

5 We're preparing to give you a little  
6 deeper briefing about ridership changes. As has  
7 been already discussed, March was an unusual  
8 month, and this monthly data for ridership in your  
9 report distributed with your -- with your packets  
10 this month is for the month of March. It's  
11 validated March ridership results. Validated  
12 April ridership results will be available late  
13 this month and will be available in your June  
14 Board materials.

15 The ridership losses referred to due to  
16 the corona 19 virus began on the week of March 12  
17 as some offices closed and many businesses sent  
18 workers home to telecommute. The losses picked up  
19 on March 13th when the Governor closed the public  
20 schools across the state effective Monday, March  
21 the 16th. That weekend, the Chicago St. Patrick's  
22 Day Parade and the dyeing of the river were  
23 cancelled, which probably saved thousands of  
24 people. The following week, the stay at home



1 order by the Governor was issued effective  
2 Saturday, March the 21st. By Monday, March 23rd,  
3 CTA rail ridership was down by 84 percent, and CTA  
4 bus ridership was down by 71 percent. This level  
5 of ridership loss has continued through the  
6 remainder of March and substantially the same  
7 through the month of April, with some fluctuations  
8 due to weather.

9 CTA is still carrying a substantial  
10 number of riders. It's often been said that we  
11 carry a million and a half riders per weekday.  
12 That was before the COVID pandemic. And that  
13 level of a million and a half is equal to the  
14 population of the entire city of Philadelphia.  
15 We're now carrying 300,000 riders a day, equal to  
16 the population of the city of Pittsburgh or, in  
17 another comparison, equal to the average weekday  
18 pre-COVID ridership of the entire Houston Metro  
19 system.

20 Ridership losses are not even across  
21 either the bus or the rail system. On the rail  
22 system, the Loop stations and the Brown Line are  
23 down by about 90 percent of their ridership.  
24 Losses on the Dan Ryan branch and on the south



1 Green Line are only in the 60 percent range.

2 On the bus system as well, commuter type  
3 express bus routes have lost higher percentages of  
4 riders, and high volume arterial crosstown routes  
5 serving the south and west sides of the city have  
6 seen lower ridership losses.

7 We maintain overall more of the bus  
8 ridership than rail ridership given the geographic  
9 coverage of our bus network. For both bus and  
10 rail, the former rush periods have been increased  
11 with a gradual increase late morning and a peak  
12 ridership in the mid afternoon. This is, as has  
13 been mentioned, an unprecedented fundamental  
14 change. We do not expect that ridership recovery  
15 will occur as quickly as the losses occurred.

16 CTA is committed to serving those riders  
17 who need to use our transportation system for  
18 essential trips. The front line drivers, train  
19 operators, and customer assistants perform  
20 heroically each day to keep service out on the  
21 street and on the tracks and visiting our  
22 stations. We are using rear door boarding to help  
23 protect our bus operators, and parts of the rail  
24 cars near the operator cab have been sectioned off



1 to help protect these essential transit workers.

2 CTA Operations staff have been both  
3 flexible and agile in responding to the ridership  
4 changes. CTA has introduced maximum passenger  
5 load standards for our buses to encourage adequate  
6 space for social distancing. Service has been  
7 altered by reallocation of our larger 60-foot  
8 buses to routes which have seen less ridership  
9 loss, and our Bus Operations team is implementing  
10 both short turns to focus more service where it's  
11 needed and using gap buses or extra buses to  
12 provide quick service into locations that are  
13 experiencing crowding.

14 CTA is preparing a survey of riders to go  
15 a little deeper into ascertaining who exactly is  
16 riding and the purposes of their travel. And CTA  
17 staff have convened a COVID-19 Strategic Planning  
18 Task Force to prepare the organization for  
19 reopening of the City. As has been mentioned,  
20 coordination continues with all levels of  
21 government and within the city and the region  
22 here.

23 Your transit system is dedicated to  
24 continuing to serve our riders now and to ensuring



1 that in the post pandemic future, public transit  
2 will be a vital part of our region's  
3 transportation infrastructure.

4 Thank you. I'll be glad to try to take  
5 any questions.

6 MR. LONGHINI: Thank you, Mike.

7 Any questions for Mike on our ridership?  
8 We'll start with Judge Chevere.

9 DIRECTOR J. CHEVERE: No questions.

10 MR. LONGHINI: Reverend Jakes?

11 DIRECTOR REV. JAKES: No questions.

12 MR. LONGHINI: Reverend Miller?

13 DIRECTOR REV. MILLER: Just one question, as  
14 Mike shared that the south and west sides did not  
15 see the same decrease. Would it be safe to say  
16 that these are the areas of where they're having  
17 the complaint of overcrowding?

18 MR. CONNELLY: Yes. Specifically, those areas  
19 that have seen less ridership loss.

20 DIRECTOR REV. MILLER: Okay. Because I know  
21 already I heard President Carter say we can't  
22 police, but you're just saying we do have a gap,  
23 buses and other buses. So what are we doing to  
24 try and curtail that? Have we put out any



1 information? Or I know we can't police it, but  
2 what is CTA doing to try to help that?

3 MR. CONNELLY: We do have posters on all of  
4 our vehicles, both buses and trains, to encourage  
5 people to maintain social distancing. And as I've  
6 mentioned, we've moved the larger buses into those  
7 areas specifically to handle places where we've  
8 seen crowding. Bus Operations and the planning  
9 and ridership staff continue to monitor that on a  
10 daily basis, including over the weekend, to see  
11 where we've seen occurrences of crowding, and then  
12 put those extra gap buses and the extra large  
13 60-foot buses into those areas in order to provide  
14 better spacing and less crowding.

15 PRESIDENT CARTER: Dr. Miller, this is Dorval  
16 Carter. I want to be clear about one aspect that  
17 Mike is talking about, which is there's no one  
18 perfect solution to this issue. Mike will be the  
19 first to tell you that where we see the crowding  
20 occur and where and what period of time tends to  
21 move and vary from day-to-day, sometimes by hour  
22 to hour. So while we're being flexible, while  
23 we're adjusting service, and while we're, you  
24 know, moving capacity around, I cannot guarantee



1 that someone won't get on a bus and find it  
2 crowded, in spite of everything that we're doing.  
3 And that's one of the reasons why I was making the  
4 point earlier about there's a level of personal  
5 accountability that's key to this whole  
6 conversation.

7 CTA, as you mentioned can't police common  
8 sense. And, you know, to some degree, we do need  
9 for customers to recognize that if a bus is  
10 crowded, or it has become crowded, that they need  
11 to wait for the next bus, wait for the next  
12 training.

13 One of the reasons we continue to provide  
14 full-level service is to minimize the impact of  
15 those waits and to maximize the ability to meet  
16 the capacity needs while maintaining social --  
17 social distancing. But we're going to get  
18 complaints. And if I could, you know, magically  
19 transform a bus to a particular location  
20 instantaneously to address that, I would.  
21 Unfortunately, that technology doesn't exist  
22 today, in spite of all my pressuring my Innovation  
23 team. But in the meantime, we are going to  
24 continue to do everything we can with the



1 resources that we have to respond as effectively  
2 as we can to instances we have of crowding and  
3 concerns we have about managing that issue,  
4 particularly on the south and west sides of the  
5 city where we have seen those issues occur.

6 DIRECTOR REV. MILLER: Yes, because we  
7 understand that that population, south and west  
8 sides, don't have the privilege, many of them, of  
9 working from home and have to survive. So thank  
10 you so much for that and whatever we can do to try  
11 to help out.

12 PRESIDENT CARTER: Absolutely. we'll continue  
13 to do everything we can to address that concern  
14 going forward.

15 MR. LONGHINI: Thank you, Dorval.

16 Director Irvine, questions for Mike?

17 DIRECTOR IRVINE: No questions.

18 MR. LONGHINI: Chairman Silva, do you have any  
19 questions for Mike Connelly on ridership?

20 CTTEE. CHAIR SILVA: No questions.

21 MR. LONGHINI: Director Alva Rosales?

22 DIRECTOR ALVA ROSALES: I have a few  
23 questions.

24 So are we getting support from the media



1 with regards -- I think we have, from what I've  
2 seen -- but in regards to getting the message out  
3 with regards to crowding and then with regards to  
4 also PPP -- PPE and everybody wearing their PPE  
5 masks or whatever else they can on the buses? Has  
6 the media been supportive of that?

7       PRESIDENT CARTER: Yes. I'll answer that.  
8 This is Dorval Carter. Yes, the media has been  
9 supportive of that issue. Obviously, the media  
10 also likes, you know -- you know, doing stories of  
11 instances where that's not happening. But I think  
12 that we've gotten that support. We certainly have  
13 been promoting it on social media. There's a lot  
14 of print media that we've put up in our stations  
15 and our buses. We also do audio announcements  
16 reinforcing those issues.

17       But, you know, as I indicated to you and  
18 I keep saying this, I know I'm starting to sound  
19 like a broken record here, there's a real -- there  
20 is a level of personal accountability that needs  
21 to be a part of this conversation, because CTA is  
22 not in a position to -- you know, to force social  
23 distancing and wearing a mask. And to the degree  
24 that the public does not cooperate with those



1 mandates, then it does become a problem.

2 DIRECTOR ALVA ROSALES: Right now, with  
3 regards to the survey, and I know, Dorval, you had  
4 mentioned this earlier, that we're also, you know,  
5 talking -- I believe this is what you meant --  
6 looking at businesses and seeing what they're  
7 going to do as far as maybe more people staying  
8 home, et cetera, et cetera, will this survey also  
9 look at that?

10 PRESIDENT CARTER: No. This survey is focused  
11 on our customers. We're doing separate outreach  
12 along with the City to get a sense of what  
13 employers are going to be doing.

14 DIRECTOR ALVA ROSALES: Okay.

15 PRESIDENT CARTER: We've also reached out to  
16 JLL, who actually has been doing their own  
17 analysis of downtown office buildings and getting  
18 information from them as well to help sort of  
19 guide us as we put together our transition plan  
20 for reopening. So there are other sources that  
21 we're going to get that information. But what  
22 Mike is talking about is really focusing on our  
23 customers and getting an understanding of what  
24 their travel patterns are and why, but also



1 getting a sense of what they are going to need to  
2 see to feel comfortable continuing to ride as the  
3 city starts to reopen. So we're looking to really  
4 take a look at both the current state of ridership  
5 but also a discussion around the future state of  
6 what that's going to look like.

7 DIRECTOR ALVA ROSALES: So I think both what  
8 Mike is doing and the others that you're talking  
9 about are important, because one will impact the  
10 other.

11 PRESIDENT CARTER: Absolutely.

12 DIRECTOR ALVA ROSALES: So I'm glad we're  
13 doing that. Okay.

14 PRESIDENT CARTER: I agree.

15 MR. LONGHINI: Thank you, Arabel.

16 Director Peterson, do you have any  
17 questions on ridership?

18 CHAIRMAN PETERSON: No questions.

19 MR. LONGHINI: All right. So thank you very  
20 much, Mike Connelly, for that presentation.

21 Chairman Silva, we can get back to the  
22 regular agenda, which takes us to Committee Agenda  
23 Item No. 5, the contracts, and we can start with  
24 contract No. A-1.



1 CTTEE. CHAIR SILVA: Our next order of  
2 business is the review of Contract No. A-1, a  
3 change order for transmission rebuilding.

4 Are there any questions?

5 MR. LONGHINI: Thank you. Judge Chevere, any  
6 questions on Contract No. A-1?

7 DIRECTOR J. CHEVERE: Just a quick question  
8 here. What page are we on? Because it's tough  
9 for me to keep track of this on the virtual board  
10 book. I've lost track of what pages we're on  
11 here.

12 MR. LONGHINI: I'm not sure in the virtual  
13 board book --

14 DIRECTOR IRVINE: This is Kevin. It's 53.

15 DIRECTOR J. CHEVERE: Okay. I found it.  
16 Thank you very much.

17 I have no questions.

18 MR. LONGHINI: Okay. Thank you, Kevin.

19 Reverend Jakes, any questions on A-1?

20 DIRECTOR REV. JAKES: No questions.

21 MR. LONGHINI: Reverend Miller?

22 DIRECTOR REV. MILLER: No questions.

23 MR. LONGHINI: Director Irvine?

24 DIRECTOR IRVINE: No questions.



1 MR. LONGHINI: Chairman Silva, any questions  
2 on this item?

3 CTTEE. CHAIR SILVA: No, no questions.

4 MR. LONGHINI: Director Alva Rosales?

5 DIRECTOR ALVA ROSALES: No questions.

6 MR. LONGHINI: Director Peterson?

7 CHAIRMAN PETERSON: Yeah. The only question  
8 that I had on this one, are there any other  
9 expiring, you know, warranties that we should be  
10 aware of so that we can avoid this kind of a  
11 change order in the future?

12 MS. MCCORMACK: This -- The issue here was  
13 there was an increase in problems with the  
14 transmission unit, so they spent the money more  
15 quickly than they expected to. This contract  
16 originally was not to expire until December of  
17 2021. So we are -- we did ask for this change  
18 order, and we are currently in the process of  
19 going out for a new procurement. So it's not so  
20 much this was going to expire as that we used the  
21 funds more quickly.

22 But we are -- you will see some change  
23 orders coming, assuming we were going to come back  
24 earlier than we did, we were asking for change



1 orders. But now we are starting to do more of our  
2 procurements online. We had been heading that  
3 way. So it wasn't -- you know, the leap wasn't as  
4 broad as it would have been before. We did do our  
5 first RFP online, and we are working on a process  
6 to do ISBs online.

7 CHAIRMAN PETERSON: Okay.

8 MR. LONGHINI: Thank you, Director Peterson.  
9 Of course, that was Ellen McCormack, who I forgot  
10 to introduce, speaking.

11 MS. MCCORMACK: Sorry.

12 MR. LONGHINI: Ellen McCormack and Juan Pablo  
13 Prieto will be making the presentations on these  
14 contracts.

15 Chairman Silva, since there are no  
16 further questions on this item, we may proceed to  
17 Contract Item A-2.

18 CTTEE. CHAIR SILVA: Our next order of  
19 business is a review of Contract No. A-2, the  
20 servicing of water tanks.

21 Any questions?

22 MR. LONGHINI: Judge Chevere, any questions  
23 for staff on this A-2?

24 DIRECTOR J. CHEVERE: No questions.



1 MR. LONGHINI: Reverend Jakes?

2 DIRECTOR REV. JAKES: No questions.

3 MR. LONGHINI: Reverend Miller?

4 DIRECTOR REV. MILLER: No questions.

5 MR. LONGHINI: Director Irvine?

6 DIRECTOR IRVINE: No questions.

7 MR. LONGHINI: Chairman Silva, do you have any  
8 questions?

9 CTTEE. CHAIR SILVA: No questions.

10 MR. LONGHINI: Director Alva Rosales?

11 DIRECTOR ALVA ROSALES: No questions.

12 MR. LONGHINI: Director Peterson?

13 CHAIRMAN PETERSON: No questions.

14 MR. LONGHINI: Chairman Silva, there are no  
15 further questions on this item, so we may proceed  
16 to Contract No. A-3.

17 CTTEE. CHAIR SILVA: Our next order of  
18 business today is the review of Contract No. A-3,  
19 disadvantageous for labor and parts as required.

20 Any questions?

21 MR. LONGHINI: Judge Chevere?

22 DIRECTOR J. CHEVERE: No questions.

23 MR. LONGHINI: Reverend Jakes?

24 DIRECTOR REV. JAKES: No questions.



1 MR. LONGHINI: Reverend Miller?  
2 DIRECTOR REV. MILLER: No questions.  
3 MR. LONGHINI: Director Irvine?  
4 DIRECTOR IRVINE: No questions.  
5 MR. LONGHINI: Chairman Silva?  
6 CTTEE. CHAIR SILVA: No questions.  
7 MR. LONGHINI: Director Alva Rosales?  
8 DIRECTOR ALVA ROSALES: No questions.  
9 MR. LONGHINI: Director Peterson?  
10 CHAIRMAN PETERSON: Yeah, just one question.  
11 I think, did we purchase these buses back in 2012?  
12 MS. MCCORMACK: I'm going to ask Don Bonds or  
13 his staff to jump in on that.  
14 MR. BONDS: This is Donald Bonds.  
15 Yes, Chairman.  
16 CHAIRMAN PETERSON: Yeah, a question. What's  
17 the life expectancy of buses? Because I'm just  
18 looking at the contract and, you know, trying to  
19 think through how long -- I know, like I said, I  
20 thought it was 2012 these were purchased. Just --  
21 what's the life expectancy of these buses or  
22 normally a bus in service?  
23 MR. BONDS: Usually it's 12 years as long as  
24 we do all of the -- the overhauls, that includes



1 the midlife and other overhauls throughout the  
2 time frame. And they can last a little longer.  
3 As you know, our 6400 series nova buses we've had  
4 since, I believe, 2004, I believe. But they've  
5 had a number of overhauls done on them.

6 CHAIRMAN PETERSON: Okay. All right.

7 MR. LONGHINI: No further questions?

8 Go ahead, Terry.

9 CHAIRMAN PETERSON: I was just thinking about  
10 what happens when the warranty expires. I'm told  
11 we've had trouble with -- you know, with some of  
12 these buses in terms of maintenance costs.

13 MR. LONGHINI: Ellen or Don, is there an  
14 answer to that question?

15 MS. MCCORMACK: Ellen McCormack, Vice  
16 President of Purchasing.

17 We would enter into new contracts to do  
18 the work, or we would try to handle it in-house.

19 MR. BONDS: That's correct. Yeah. I mean,  
20 that depends on how much it costs. Sometimes, we  
21 can get an assistance from the vendor if it's  
22 something that's been an ongoing problem, they  
23 will step in and give us a per diem fee, a  
24 percentage of whatever that cost is to repair the



1 bus. And in this case, this is some of the things  
2 that did happen where it was something, an issue  
3 with the buses, so they did share the costs at a  
4 period of time.

5 CHAIRMAN PETERSON: Okay.

6 MR. LONGHINI: Thank you, Ellen and Don.

7 Chairman Silva, that are all the  
8 questions for that contract. So we may now  
9 proceed to Contract No. A-4.

10 CTTEE. CHAIR SILVA: Our next order of  
11 business is the review of Contract No. A-4, a  
12 request for proposal for vehicles.

13 Any questions?

14 MR. LONGHINI: Judge Chevere?

15 DIRECTOR J. CHEVERE: No questions.

16 MR. LONGHINI: Reverend Jakes?

17 DIRECTOR REV. JAKES: No questions.

18 MR. LONGHINI: Reverend Miller?

19 DIRECTOR REV. MILLER: No questions.

20 MR. LONGHINI: Detector Irvine?

21 DIRECTOR IRVINE: No questions.

22 MR. LONGHINI: Chairman Silva, do you have any  
23 questions?

24 CTTEE. CHAIR SILVA: No questions.



1 MR. LONGHINI: Director Alva Rosales?

2 DIRECTOR ALVA ROSALES: No questions.

3 MR. LONGHINI: Director Peterson?

4 CHAIRMAN PETERSON: No questions.

5 MR. LONGHINI: Chairman Silva, there are no  
6 further questions on that item, so we may proceed  
7 to Contract --

8 PRESIDENT CARTER: Greg?

9 MR. LONGHINI: Yes.

10 PRESIDENT CARTER: President Carter.

11 I just want to make one sort of  
12 mechanical observations about this particular  
13 contract. The Snow Fighter contracts are  
14 basically replacements of Snow Fighters that we've  
15 had for, dare I say, decades. And the reason I  
16 mention that is that Judge Chevere, you may  
17 actually have been an employee of CTA when we  
18 purchased the original Snow Fighters that are now  
19 being replaced.

20 DIRECTOR J. CHEVERE: Wow.

21 PRESIDENT CARTER: That's a sense of how long  
22 we've been using them. I personally was a staff  
23 attorney who worked on this negotiation for this  
24 contract, so we are well overdue in terms of



1 replacing these Snow Fighters. So this  
2 procurement is going to definitely put us in a  
3 much better position to deal with any winter  
4 weather that we may experience in the future.

5 CHAIRMAN PETERSON: Dorval, I'm willing to bet  
6 that -- it would be interesting to see the new  
7 machines that we purchase, how long those last.  
8 I'm just saying, they don't make them like they  
9 used to. I mean, that's a lot of use. And, I  
10 mean, we actually got a huge return on the  
11 investment with it, because they've lasted that  
12 long. That's huge. That's huge.

13 PRESIDENT CARTER: I would agree, and I think  
14 we need to give Don and his team a tremendous debt  
15 of gratitude because they have kept these machines  
16 running way beyond any reasonable, useful life  
17 that one would expect from them.

18 CHAIRMAN PETERSON: what's the life  
19 expectancy, or the warranty, I should say, on the  
20 new machines that we're purchasing? Is it the  
21 typical five year, parts and labor?

22 MR. BONDS: This is Donald Bonds again.

23 Yeah. That's usually what it is. And  
24 also just a note for the engines themselves on



1 these vehicles, it's more of some of the same  
2 things that you see on the new vehicles that are  
3 coming out now with the DPF filters and all this  
4 kind of stuff. So it will be interesting to see  
5 how long they last.

6 CHAIRMAN PETERSON: Okay.

7 MR. LONGHINI: Okay. Finished with the  
8 questions.

9 Chairman Silva, we are done with that  
10 item, so we may now proceed to Contract No. B as  
11 in boy 1.

12 CTTEE. CHAIR SILVA: Our next order of  
13 business is the review of Contract No. B-1, change  
14 order pertaining to the design-build contract for  
15 certain Blue Line station improvements.

16 Any questions?

17 MR. LONGHINI: Judge Chevere?

18 DIRECTOR J. CHEVERE: No questions.

19 MR. LONGHINI: Reverend Jakes?

20 DIRECTOR REV. JAKES: No questions.

21 MR. LONGHINI: Reverend Miller?

22 DIRECTOR REV. MILLER: No questions.

23 MR. LONGHINI: Detector Irvine?

24 DIRECTOR IRVINE: No questions.



1 MR. LONGHINI: Chairman Silva, do you have any  
2 questions?

3 CTTEE. CHAIR SILVA: No questions.

4 MR. LONGHINI: Director Alva Rosales?

5 DIRECTOR ALVA ROSALES: No questions.

6 MR. LONGHINI: Director Peterson?

7 CHAIRMAN PETERSON: No questions.

8 MR. LONGHINI: All right. Chairman Silva,  
9 there are no further questions on that item, so we  
10 may move to Contract No. B as in boy 2.

11 CTTEE. CHAIR SILVA: Our next order of  
12 business is the review of Contract No. B-2, a  
13 change order pertaining to construction services  
14 for the Quincy station.

15 Any questions?

16 MR. LONGHINI: Judge Chevere?

17 DIRECTOR J. CHEVERE: No questions.

18 MR. LONGHINI: Reverend Jakes?

19 DIRECTOR REV. JAKES: No questions.

20 MR. LONGHINI: Reverend Miller?

21 DIRECTOR REV. MILLER: No questions.

22 MR. LONGHINI: Director Irvine?

23 DIRECTOR IRVINE: No questions.

24 MR. LONGHINI: Chairman Silva?



1 CTTEE. CHAIR SILVA: No questions.

2 MR. LONGHINI: Director Alva Rosales?

3 DIRECTOR ALVA ROSALES: No questions.

4 MR. LONGHINI: Director Peterson?

5 CHAIRMAN PETERSON: No questions.

6 MR. LONGHINI: Chairman Silva, there are no  
7 further questions, so we may proceed to contract  
8 No. B as in boy 3.

9 CTTEE. CHAIR SILVA: Our next order of  
10 business is the review of Contract No. B-3, a  
11 change order pertaining to construction services  
12 for the Illinois Medical District station.

13 Any questions?

14 MR. LONGHINI: Judge Chevere?

15 DIRECTOR J. CHEVERE: No questions.

16 MR. LONGHINI: Reverend Jakes?

17 DIRECTOR REV. JAKES: No questions.

18 MR. LONGHINI: Reverend Miller?

19 DIRECTOR REV. MILLER: No questions.

20 MR. LONGHINI: Director Irvine?

21 DIRECTOR IRVINE: No questions.

22 MR. LONGHINI: Judge Silva [sic]?

23 CTTEE. CHAIR SILVA: No questions.

24 MR. LONGHINI: Director Alva Rosales?



1 DIRECTOR ALVA ROSALES: No questions.

2 MR. LONGHINI: Director Peterson, since you  
3 can see the station outside your window probably?

4 CHAIRMAN PETERSON: I don't know. At least I  
5 can walk to it.

6 No questions.

7 MR. LONGHINI: No questions.

8 Chairman Silva, there are no further  
9 questions on this item, so we may now proceed to  
10 contract No. B as in boy 4.

11 CTTEE. CHAIR SILVA: Our next order of  
12 business is the review of contract No. B-4,  
13 authorization of funding for MID-CON.

14 Any questions?

15 MR. LONGHINI: Judge Chevere?

16 DIRECTOR J. CHEVERE: No questions.

17 MR. LONGHINI: Reverend Jakes?

18 DIRECTOR REV. JAKES: No questions.

19 MR. LONGHINI: Reverend Miller?

20 DIRECTOR REV. MILLER: No questions.

21 MR. LONGHINI: Director Irvine?

22 DIRECTOR IRVINE: No questions.

23 MR. LONGHINI: Chairman Silva, any questions?

24 CTTEE. CHAIR SILVA: No questions.



1 MR. LONGHINI: Director Alva Rosales?

2 Director Alva Rosales, are you there?

3 DIRECTOR ALVA ROSALES: No questions. Sorry  
4 about that.

5 MR. LONGHINI: No problem.

6 Director Peterson?

7 CHAIRMAN PETERSON: No questions.

8 MR. LONGHINI: All right. Chairman Silva,  
9 since there are no further questions, we can now  
10 proceed to Contract No. C as in cat 1.

11 CTTEE. CHAIR SILVA: Our final order of  
12 business is a review of Contract No. C-1, a task  
13 order amendment pertaining to CTA financial  
14 systems.

15 Any questions?

16 MR. LONGHINI: Judge Chevere?

17 DIRECTOR J. CHEVERE: No questions.

18 MR. LONGHINI: Reverend Jakes?

19 DIRECTOR REV. JAKES: No questions.

20 MR. LONGHINI: Reverend Miller?

21 DIRECTOR REV. MILLER: No questions.

22 MR. LONGHINI: Director Irvine?

23 DIRECTOR IRVINE: No questions.

24 MR. LONGHINI: Chairman Silva?



1 CTTEE. CHAIR SILVA: No questions.

2 MR. LONGHINI: Director Alva Rosales?

3 DIRECTOR ALVA ROSALES: No questions.

4 MR. LONGHINI: Director Peterson?

5 CHAIRMAN PETERSON: No questions.

6 MR. LONGHINI: There are no further questions  
7 on this item, Chairman Silva, so there are no  
8 further questions on the contracts.

9 CTTEE. CHAIR SILVA: If there are no further  
10 questions, may I have leave to place these nine  
11 contracts on the omnibus for Board approval?

12 DIRECTOR REV. JAKES: This is Director Jakes.  
13 So moved.

14 DIRECTOR REV. MILLER: Director Miller,  
15 second.

16 MR. LONGHINI: The motion has been moved by  
17 Director Jakes, Seconded by Director Miller.

18 Chairman Silva, there is no further  
19 business to come before this Committee.

20 CTTEE. CHAIR SILVA: If there is no further  
21 business to come before the Committee, may I have  
22 a motion to approve the omnibus?

23 DIRECTOR REV. JAKES: Director Jakes, so  
24 moved.



1 DIRECTOR REV. MILLER: Director Miller,  
2 second.

3 MR. LONGHINI: Moved and seconded.

4 I will now take a roll call vote on the  
5 motion to approve the omnibus.

6 Judge Chevere?

7 DIRECTOR J. CHEVERE: Yes.

8 MR. LONGHINI: Reverend Jakes?

9 DIRECTOR REV. JAKES: Yes.

10 MR. LONGHINI: Reverend Miller?

11 DIRECTOR REV. MILLER: Yes.

12 MR. LONGHINI: Director Irvine?

13 DIRECTOR IRVINE: Yes.

14 MR. LONGHINI: Chairman Silva?

15 CTTEE. CHAIR SILVA: Yes.

16 MR. LONGHINI: Director Alva Rosales?

17 DIRECTOR ALVA ROSALES: Yes.

18 MR. LONGHINI: Director Peterson?

19 CHAIRMAN PETERSON: Yes.

20 MR. LONGHINI: Chairman, the motion to approve  
21 the omnibus passes with seven yes votes. We may  
22 now proceed to Committee Agenda Item No. 6.

23 CTTEE. CHAIR SILVA: And finally may I have a  
24 motion to adjourn?



1 DIRECTOR REV. JAKES: Director Jakes, so  
2 moved.

3 DIRECTOR REV. MILLER: Director Miller,  
4 second.

5 MR. LONGHINI: It's been moved and seconded,  
6 the motion to adjourn.

7 Judge Chevere?

8 DIRECTOR J. CHEVERE: Yes.

9 MR. LONGHINI: Reverend Jakes?

10 DIRECTOR REV. JAKES: Yes.

11 MR. LONGHINI: Reverend Miller?

12 DIRECTOR REV. MILLER: Yes.

13 MR. LONGHINI: Director Irvine?

14 DIRECTOR IRVINE: Yes.

15 MR. LONGHINI: Chairman Silva?

16 CTTEE. CHAIR SILVA: Yes.

17 MR. LONGHINI: Director Alva Rosales?

18 DIRECTOR ALVA ROSALES: Yes.

19 MR. LONGHINI: Director Peterson?

20 CHAIRMAN PETERSON: Yes.

21 MR. LONGHINI: That motion is approved with  
22 seven yes votes.

23 In about a minute, we will begin the  
24 Board meeting.

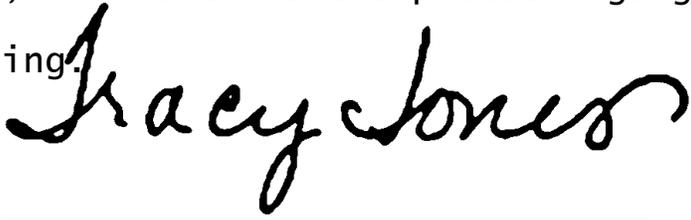


1 (Whereupon, the meeting of the  
2 Committee on Audit, Finance and  
3 Budget was adjourned at  
4 10:38 o'clock a.m.)  
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1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF C O O K )  
4

5 I, TRACY JONES, being first duly sworn, on  
6 oath says that she is a court reporter doing  
7 business in the state of Illinois; and that she  
8 reported in shorthand the proceedings of said  
9 Meeting, and that the foregoing is a true and  
10 correct transcript of her shorthand notes so taken  
11 as aforesaid, and contains the proceedings given  
12 at said Meeting.

13   
14

15 TRACY JONES, CSR, RPR, CLR  
16 LIC. NO. 084-004553  
17  
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19  
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21  
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24



<b>\$</b>	<b>2</b>	<b>6400</b>	<b>agencies</b>	<b>assistance</b>	<b>boy</b>
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