

1 CHICAGO TRANSIT BOARD

2
3 IN RE THE MATTER:)
4 REGULAR MEETING)
5 OF OCTOBER 13TH, 2021)
6)

7
8 Report of proceedings at the meeting of
9 the above-entitled cause, before Tabitha Watson, an
10 Illinois Shorthand Reporter, on the 13th day of
11 October, 2021, at the hour of 10:07 a.m., via
12 videoconference.

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19 Reported by: Tabitha Watson, CSR, RPR
20 License No.: 084-004824



1 BOARD MEMBERS PRESENT:

2 LESTER BARCLAY, Chairperson

3 KEVIN IRVINE

4 BERNARD JAKES

5 JOHNNY MILLER

6 ALEJANDRO SILVA

7
8
9 STAFF PRESENT:

10 DORVAL R. CARTER, JR., President

11 GREGORY LONGHINI, Secretary

12 KAREN SEIMETZ, General Counsel

13 CHRIS BUSHELL

14 BILL MOONEY

15 JUAN PABLO PRIETO



1 (whereupon, the following
2 proceedings were had via
3 videoconference.)

4 SECRETARY LONGHINI: Good morning, again. This
5 is Greg Longhini and we are about to start the
6 regular board meeting of the Chicago Transit
7 Authority.

8 Chairman Barclay, we may begin.

9 CHAIRPERSON BARCLAY: I would like to call to
10 order the regularly scheduled meeting of the
11 Chicago Transit Board for October 13th, 2021.

12 will the secretary call the roll, please.

13 SECRETARY LONGHINI: Yes.

14 Director Silva.

15 DIRECTOR SILVA: Yes.

16 SECRETARY LONGHINI: Director Jakes.

17 DIRECTOR JAKES: Here.

18 SECRETARY LONGHINI: Director Miller.

19 DIRECTOR MILLER: Here.

20 SECRETARY LONGHINI: Director Irvine.

21 DIRECTOR IRVINE: Here.

22 SECRETARY LONGHINI: Chairman Barclay.

23 CHAIRPERSON BARCLAY: Here.

24 SECRETARY LONGHINI: Director Alva Rosales will



1 not be here today, so let the record show that we
2 have a quorum with five members of the Board
3 present and President Carter and General Counsel
4 Seimetz are also in attendance of this meeting.

5 CHAIRPERSON BARCLAY: Our first order of
6 business is public comment.

7 SECRETARY LONGHINI: Yes, sir. We have three
8 public comment speakers today. The first one will
9 be Ms. Madonna Parker and please address the Board
10 and if you are reading something, Ms. Parker,
11 please speak slowly so the sign language
12 interpreters can get it all down and please address
13 the Board. Thank you.

14 MADONNA PARKER: Good morning and thank you for
15 allowing me to speak this morning. I was calling
16 in because I had some concerns about normally the
17 transportation -- I take the J14 every morning
18 downtown, but a couple times, like last Thursday I
19 guess when they are preparing or rerouting downtown
20 for the race or whatever, I stood outside in the
21 rain for 30 minutes waiting on a bus. The concern
22 that I have with that is that I know that your
23 buses state that everyone should actually wear a
24 mask when getting on the bus. However, the bus was



1 so late and the was a bus a few minutes behind,
2 both buses were packed. I'm sitting next to a
3 person who gets on the bus who doesn't have a mask
4 on. One standing above us coughing and talking on
5 the phone doesn't have a mask on. Now, I'm not
6 quite sure -- I'm so passionate about this because
7 I've lost people due to this virus. I had a very
8 dear, dear friend who was on a ventilator for two
9 months we thought we were going to lose because of
10 this virus.

11 I know that you can't police everybody,
12 but the one lady that I look for every morning that
13 I intentionally ride with, before they get on the
14 bus she says don't forget your mask on and she's
15 very kind about it and nobody has ever given her a
16 problem about that. They put their mask on and go
17 sit down.

18 But it makes you uncomfortable and it --
19 for people to be on a bus packed like that with
20 nothing on their face, you don't know if they're
21 vaccinated, what the situation is, but it's a very
22 touchy situation for me because I know the severity
23 of it and I have lost and known people I almost
24 lost because of this whole pandemic thing.



1 Now, I don't know what we can try to do to
2 rectify this or fix this or do better in terms of
3 scheduling when you have reroutes so the buses are
4 not like this so we're not packed like sardines on
5 the bus. I don't know what can be done, but
6 something has to change because we shouldn't have
7 to be on the bus all on top of each other when we
8 still are in a state of uncertainty with this virus
9 out here.

10 CHAIRPERSON BARCLAY: Thank you, Ms. Parker. I
11 appreciate your comments and I'll ask President
12 Carter to assign that to appropriate staff to
13 (indiscernible) a little bit better.

14 MADONNA PARKER: So tell me what can we do as a
15 community to try to help the situation; because
16 some people, we rely strictly public transportation
17 and we don't have any means of going downtown to go
18 to work without that. I mean, what else can we do
19 as a community to work with you as a whole?
20 Because it's a shared responsibility as I see it.

21 PRESIDENT CARTER: Mr. Chairman, if I can speak
22 to this.

23 I recognize the challenges that our
24 customers have with compliance with mask wearing



1 and even though our -- our surveys and analysis
2 have shown that a substantial number of our
3 customers do comply, we recognize that just like in
4 society, there are people who basically for
5 whatever reason refuse to or will not wear a mask.

6 We obviously want to continue to work with
7 customers to figure out ways we can improve or
8 increase compliance. I'm happy to have a staff
9 person sit down and speak directly with her about
10 the -- what we can do or what we could ultimately
11 try to determine, even together, to work on this.

12 As you know, we pass out free passes, we
13 give -- masks. We pass out free masks. We have
14 signage, announcements. We do all sorts of things
15 to try to encourage people to do this, but it is a
16 constant struggle and we'll continue to come up and
17 look for any ways we can to improve on our overall
18 compliance.

19 MADONNA PARKER: So let me ask you a question,
20 young man. As an example, one day we were on the
21 bus, you had a CTA driver that got on the bus that
22 took his mask off standing in the front near us
23 because they decided to eat McDonald's and drink
24 their drink and I thought that was inappropriate



1 because you have a thing saying -- you should, as a
2 CTA employee, be setting a better example; but to
3 get on, to eat your breakfast in the morning and
4 expose yourself to us, I don't know what your
5 situation is and everybody is suspect for me
6 because of what I've experience in my life with
7 this whole thing. So I --

8 SECRETARY LONGHINI: Ms. Parker.

9 MADONNA PARKER: -- don't know what's going on
10 with him and I just thought it was wrong for him --

11 PRESIDENT CARTER: So --

12 MADONNA PARKER: -- to do that because they
13 need to set an example for us as well.

14 PRESIDENT CARTER: So all CTA employees are
15 required to wear their masks when they're in
16 public. If an employee is not wearing their mask,
17 if you report that information to us, if possible,
18 give us his badge number, if not, give us the time
19 and location, we do follow up and we will
20 discipline the employee for not wearing their mask.
21 They are required to wear them. They are
22 constantly informed of their requirement to wear
23 them and we do discipline them if they do not.

24 SECRETARY LONGHINI: Thank you, President



1 Carter. Ms. Parker, we need to wrap this up. We
2 have some more speakers.

3 MADONNA PARKER: Okay. That's fine.

4 SECRETARY LONGHINI: (Indiscernible) -- you've
5 raised very, very serious issues and I want to
6 thank you for coming before the Board.

7 Chairman Barclay, our next speaker is
8 David Dalka.

9 David, I did receive your comments last
10 night. They have been distributed to the entire
11 board, so I know you have a lot of issues so try to
12 please get to the point within three or four
13 minutes and the Board is yours, sir. Please
14 address us.

15 DAVID DALKA: Thank you, Greg. Thank you to
16 the members of the Board for their public service
17 and to make Chicago and the CTA a better place. I
18 appreciate your service.

19 I'm calling today to inform about
20 declining safety and service around the Blue Line
21 Jefferson Park station, especially around the
22 Milwaukee Avenue side.

23 When you guys renovated this, there's
24 still a missing stop sign leaving the property and



1 the crosswalks have not been painted on the
2 sidewalks across the entire block when the new
3 cement was poured last year. I've made numerous
4 calls about this. Nothing has been done. The
5 crosswalk across Milwaukee Avenue needs to be
6 repainted and better signage is needed for
7 pedestrian safety. There is a rats' nest on the
8 property. The only rats' nest anywhere in this
9 area. Please do something to stop this before that
10 spreads and ruins an entire clean and wonderful
11 neighborhood. Garbage cans near the rats are often
12 overflowing. This is probably what's causing it.

13 There are now in the past month or two
14 aggressive panhandlers loitering on the benches,
15 urinating on the property, sleeping there all
16 night. Their numbers are getting larger and it's a
17 problem. The Dunkin' Donuts manager right across
18 from the entrance on Milwaukee says she sees
19 troublemakers that likely did not pay leave the 81
20 and 91 buses.

21 I have seen evidence (indiscernible) as
22 I've seen human feces on the 81 bus more than once
23 this year. That is completely unacceptable under
24 any circumstance, but it's also a sign that



1 homeless people getting on the bus for free and
2 riding it all night or whatever they're doing.

3 In terms of service issues, the rush hour
4 Blue Line trains, I've been waiting 12 to
5 15 minutes for trains during rush hour. I'm
6 talking 7:30, 8:00 a.m. on a weekday morning
7 instead of the traditional three to five minutes
8 during rush hour. I've talked with the Blue Line
9 manager about this two months ago. Nothing has
10 changed.

11 And to support Ms. Parker's, you know,
12 thing, there are problems with buses as well. On
13 October 6th at 7:50 a.m., I arrived downtown from
14 Jefferson Park with a need to arrive at a
15 conference I was attending at Navy Pier and at
16 Lake -- at State and Lake at 7:50 a.m. on a
17 Wednesday morning, there was a 27-minute wait for a
18 29 bus, a bus that normally during rush hour
19 operates every five, six minutes tops. There is
20 clearly a problem with bus spacing as Ms. Parker
21 notes. I support her coming here today to talk
22 about that. So a trip that should have taken me
23 about an hour ended up taking an hour and
24 45 minutes. You know, I missed the breakfast



1 morning networking here.

2 In addition, smoking on trains and buses
3 remains a problem. I would love to see the CTA
4 Board encourage the City Council to raise the fine
5 for this atrocity and assault on people to, you
6 know, \$500 or more so that there was some actual
7 teeth in the law that created that there.

8 You know, I'm happy to discuss any of
9 these issues further or in person; but there is a
10 declining safety issue at the Jefferson Park
11 station. There are many bus lines that come there
12 together from many neighbors, some where there's a
13 high homeless rate, some where there's a lot of
14 violence such as the Number 91. Yesterday on the
15 Metra platform --

16 SECRETARY LONGHINI: David, we need to wrap it
17 up.

18 DAVID DALKA: -- there was a fight that the
19 police were called. So I'm just saying, this
20 whole -- I've never seen a security guard at the
21 station and the safety of it is becoming to the
22 point nobody wants to enter it or ride it.

23 SECRETARY LONGHINI: David, thank you. We need
24 to wrap this up.



1 DAVID DALKA: Okay.

2 SECRETARY LONGHINI: Thank you very much.

3 DAVID DALKA: Thank you.

4 SECRETARY LONGHINI: Chairman Barclay, would
5 you like to say anything?

6 CHAIRPERSON BARCLAY: I just would like to say
7 I appreciate your comments and, you know, we always
8 appreciate, you know, our citizens telling us where
9 we can have some improvement and so we certainly
10 appreciate you coming in this morning and sharing
11 your thoughts for us and I'll ask President Carter
12 to assign the appropriate staff person to look into
13 some of these matters so we can improve the quality
14 of service for all citizens of Chicago.

15 DAVID DALKA: I appreciate that, sir. Thank
16 you for your time.

17 SECRETARY LONGHINI: Thank you, David. I'm
18 sure we'll be in touch.

19 Do we have the third speaker, Mr. Lafarge?
20 Is he connected with us yet?

21 MICHAEL LAFARGE: Yes, sir, I am.

22 SECRETARY LONGHINI: Oh, you are here, sir.
23 Well, thank you very much.

24 MICHAEL LAFARGE: Yes.



1 SECRETARY LONGHINI: I just got your notes you
2 sent me a few minutes ago, sir, and I will forward
3 it to all of our board members. So feel free to
4 address the Board right now, sir.

5 MICHAEL LAFARGE: Good morning, Mr. Chairman
6 Barclay and President Carter and Board of
7 Directors. Thank you for allowing me to speak
8 today about the litter, trash, and filth on the
9 east side parkway of CTA's new \$280 million Red
10 Line terminal.

11 I am Michael Lafarge. I'm an active
12 member of this area that we fondly call the
13 University Village 95. I am very active in the
14 community. I am the past president of the West
15 Chesterfield Community Association just east of the
16 terminal, past president of the Chicago Parks
17 Consortium, past president of the Red Line
18 Extension Coalition, founding member of University
19 Village 95 in support of Chicago State University,
20 and I am a commercial real estate broker, facility
21 manager, and appraiser.

22 Chicago has a huge litter problem and
23 that's not your fault and that's not my fault, but
24 it occurs in many of our communities and CTA's 95th



1 Street terminal is a victim of that, especially on
2 the east side parkway area, or pantry (phonetic)
3 area as some call it.

4 Since 2019, the east parkway
5 planner (phonetic) has become a filthy, trashy,
6 really disease-ridden unclean mess. If you look at
7 the area now, there are chicken bones, rib bones,
8 and just -- it's horrible. The community's thought
9 is that if you build it, you should clean it.

10 However, CTA will -- cannot clean the parkway. CTA
11 has shared with me that it is IDOT's responsibility
12 and CTA's union rules do not permit cleaning the
13 area.

14 In contacting IDOT, I've asked them to
15 plant (phonetic) the area in 2019, a year after the
16 station was built, and they did; but they will not
17 clean the station. IDOT says call 311, call the
18 City. So, recent, I have placed service requests
19 and so have members of the community.

20 Gentlemen and ladies of the Board, I have
21 cleaned the area myself. The west Chesterfield
22 Community Association and the Chicago Association
23 of Realtors Diversity 77 Committee has come out and
24 cleaned the area.



1 As I conclude, I would like to change the
2 topic a little bit, but I would like to thank you
3 for removing the underground storage tanks and for
4 installing the white gravel and the fencing at
5 CTA's former 95th Street staging area. That's the
6 area that you will be selling and developing. But,
7 however, the staging area is also becoming a
8 trash-ridden mess as well. This is a poor way to
9 market real estate and, in fact, I would love to be
10 a broker on this property.

11 The community asks for regular cleaning
12 and maintenance of these areas, the staging area
13 and especially the parkway area, and there are many
14 local vendors that will be happy to be hired to
15 clean the area.

16 Community letters to support have been
17 attached with my document for this meeting today
18 and also a 118-page document that was prepared by
19 the community, Roseland Heights, Burnham Park,
20 Washington Heights, and West Chesterfield with many
21 support organizations to give you ideas on what the
22 community is thinking.

23 The community needs --

24 SECRETARY LONGHINI: Mr. Lafarge, we need to



1 wrap up pretty soon.

2 MICHAEL LAFARGE: Yes, sir.

3 SECRETARY LONGHINI: Thank you.

4 MICHAEL LAFARGE: A few more lines.

5 what the community is looking for is a
6 good business neighbor, public and private sector
7 that will participate with the community itself.
8 So my question is will you be a good business
9 neighbor, will you assist us in cutting through the
10 multi-agency red tape to have this parkway cleaned
11 regularly? And my final question is who will be
12 contacting me regarding this matter? Thank you so
13 much for your patience.

14 CHAIRPERSON BARCLAY: Mr. Lafarge, thank you
15 very much for coming in this morning.

16 President Carter, I'll ask you to assign
17 the appropriate staff person to address some of
18 those concerns.

19 PRESIDENT CARTER: I will have Bill Mooney, my
20 Chief of Infrastructure, follow up on this.

21 SECRETARY LONGHINI: Thank you, President,
22 Chairman.

23 Thank you, Mr. Lafarge, for addressing the
24 Board and have a wonderful day.



1 Chairman Barclay, that concludes the
2 public comment section of today's meeting.

3 CHAIRPERSON BARCLAY: Our next order of
4 business is the approval of the minutes. I will
5 now entertain a motion to approve the minutes of
6 the regular board meeting of September 15, 2021.

7 DIRECTOR IRVINE: So moved.

8 DIRECTOR MILLER: Second.

9 SECRETARY LONGHINI: Moved by Director Irvine,
10 seconded by Director Miller for the minutes.

11 Director Silva.

12 DIRECTOR SILVA: Yes.

13 SECRETARY LONGHINI: Thanks.

14 Director Jakes.

15 DIRECTOR JAKES: Oh, yes. Thank you.

16 SECRETARY LONGHINI: Yes on the minutes. No
17 problem.

18 Director Miller.

19 DIRECTOR MILLER: Yes.

20 SECRETARY LONGHINI: Director Irvine.

21 DIRECTOR IRVINE: Yes.

22 SECRETARY LONGHINI: Chairman Barclay.

23 CHAIRPERSON BARCLAY: Yes.

24 SECRETARY LONGHINI: Minutes are approved with



1 five yes votes, sir.

2 CHAIRPERSON BARCLAY: Our next order of
3 business is Executive Session. It's my
4 understanding, Karen, there's Executive Session
5 today.

6 COUNSEL SEIMETZ: Yes, Chairman. We will have
7 a short Executive Session pursuant to Section 2,
8 paragraph c, subparagraph 2 of the Open Meetings
9 Act.

10 CHAIRPERSON BARCLAY: I will now entertain a
11 motion to recess into Executive Session based upon
12 counsel's recommendation.

13 DIRECTOR IRVINE: So moved.

14 DIRECTOR MILLER: Second.

15 SECRETARY LONGHINI: Moved by Director Miller,
16 seconded -- no. Moved by Director Irvine, seconded
17 by Director Miller. The vote on Executive Session.

18 Director Silva.

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Jakes.

21 DIRECTOR JAKES: Yes.

22 SECRETARY LONGHINI: Director Miller.

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Irvine.



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Chairman Barclay.

3 CHAIRPERSON BARCLAY: Yes.

4 SECRETARY LONGHINI: That motion is approved
5 with five yes votes to recess into Executive
6 Session and I don't expect it to take that long.
7 We'll be back in a little while. Thank you.

8 (A break was had for
9 Executive Session.)

10 SECRETARY LONGHINI: Hello again. It's Greg
11 Longhini. Chairman Barclay, we are ready to
12 reconvene the board meeting, sir.

13 CHAIRPERSON BARCLAY: I will now entertain a
14 motion to return to the open meeting of the October
15 Transit Board meeting.

16 DIRECTOR IRVINE: So moved.

17 DIRECTOR MILLER: Second.

18 SECRETARY LONGHINI: Moved by Director Irvine,
19 seconded by Director Miller. I'll take a vote.

20 Director Silva.

21 DIRECTOR SILVA: Yes.

22 SECRETARY LONGHINI: Director Jakes.

23 DIRECTOR JAKES: Yes.

24 SECRETARY LONGHINI: Director Miller.



1 DIRECTOR MILLER: Yes.

2 SECRETARY LONGHINI: Director Irvine.

3 DIRECTOR IRVINE: Yes.

4 SECRETARY LONGHINI: Chairman Barclay.

5 CHAIRPERSON BARCLAY: Yes.

6 SECRETARY LONGHINI: Motion to reconvene the
7 meeting is approved with five yes votes, sir.

8 CHAIRPERSON BARCLAY: Our next order of
9 business is Executive Session matters. Karen.

10 COUNSEL SEIMETZ: Thank you, Chairman.

11 In Executive Session, we discussed the
12 recommendation of the Law Department and
13 Infrastructure for the execution of a collective
14 bargaining agreement containing terms of a
15 tentative agreement with the International
16 Brotherhood of the Teamsters Local 700, which
17 basically is the unit for our construction project
18 managers, of which there are about seven.

19 This is the first collective bargaining
20 agreement and we have agreed to wage adjustments
21 that reflect the market, the agreement also allows
22 for gradual tiers for the managers based on
23 seniority, qualifications, and testing. And,
24 finally, the health care plan design remains the



1 same as it is in our ATU contract for 2016 to 2019.

2 So, again, law and construction recommend
3 that the Board approve this -- these tentative
4 agreement terms.

5 CHAIRPERSON BARCLAY: Thank you, Karen.

6 I will now entertain a motion to approve
7 an ordinance authorizing execution of a collective
8 bargaining agreement containing the terms of a
9 tentative agreement with the International
10 Brotherhood of Teamsters Local 700 Construction
11 Managers.

12 DIRECTOR IRVINE: So moved.

13 DIRECTOR MILLER: Second.

14 SECRETARY LONGHINI: Moved by Director
15 Miller -- I'm sorry. Moved by Director Irvine,
16 seconded by Director Miller. I'll take the
17 rollcall vote.

18 Director Silva.

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Jakes.

21 DIRECTOR JAKES: Yes.

22 SECRETARY LONGHINI: Director Miller.

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Irvine.



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Chairman Barclay.

3 CHAIRPERSON BARCLAY: Yes.

4 SECRETARY LONGHINI: That contract is approved
5 with five yes votes, sir.

6 CHAIRPERSON BARCLAY: Since there are no
7 more -- no board matters, our next order of
8 business is a report from the Committee of Finance,
9 Audit & Budget. Director Silva.

10 DIRECTOR SILVA: The Committee on Finance,
11 Audit & Budget met earlier this morning via Zoom
12 video-teleconference. The Committee approved the
13 September 15, 2021 committee minutes. The
14 Committee reviewed the finance report. The
15 Committee reviewed the following two ordinances.

16 An ordinance authorizing the purchase of
17 cyber security insurance coverage for policy year
18 November 1st, 2021 through October 31st, 2022.

19 An ordinance authorizing the purchase of
20 blanket railroad protective liability insurance for
21 policy year November 1st, 2021 through
22 October 31st, 2022.

23 The Committee also reviewed three
24 contracts.



1 The Committee approved the two ordinances
2 and all contracts -- all three contracts. The
3 Committee placed the ordinances and the three
4 contracts on the omnibus and recommend the board
5 approval of the omnibus.

6 And that concludes my report, Chairman
7 Barclay.

8 CHAIRPERSON BARCLAY: Thank you, Director
9 Silva.

10 May I now have a motion to approve the
11 omnibus as stated by Director Silva?

12 DIRECTOR IRVINE: So moved.

13 DIRECTOR MILLER: Second.

14 SECRETARY LONGHINI: Moved by Director Irvine,
15 seconded by Director Miller. I'll take the
16 rollcall vote.

17 Director Silva.

18 DIRECTOR SILVA: Yes.

19 SECRETARY LONGHINI: Director Jakes.

20 DIRECTOR JAKES: Yes.

21 SECRETARY LONGHINI: Director Miller.

22 DIRECTOR MILLER: Yes.

23 SECRETARY LONGHINI: Director Irvine.

24 DIRECTOR IRVINE: Yes.



1 SECRETARY LONGHINI: Chairman Barclay.

2 CHAIRPERSON BARCLAY: Yes.

3 SECRETARY LONGHINI: Motion to approve the
4 omnibus is approved with five yes votes, sir.

5 CHAIRPERSON BARCLAY: Our next order of
6 business is the construction report. Bill Mooney.

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

9 We will begin where we normally do, our
10 Your New Blue Signals Project. We continue to
11 progress closing out the cutover at Old Mannheim
12 since last month. We are moving towards Cumberland
13 interlocking, which is just south of Cumberland
14 station and we have continued to kind of finalize
15 the last pieces of signal equipment that we need on
16 the wayside and in the manufacturing plant for kind
17 of the long-term look ahead, which will ultimately
18 be Rosemont and O'Hare. Next slide, please.

19 Here is they're installing what we call
20 the AC power racks for the Cumberland interlocking,
21 two brand new ComEd feeds that come into a transfer
22 switch, provide us a redundant power supply for the
23 signal house there. Next slide, please.

24 Those are those racks actually installed



1 and wired up in the field now.

2 Here is more of the wayside kind of
3 infrastructure stuff. This is in Rosemont yard
4 where they're starting to prep to be able to pull
5 cable from the local junction boxes and cabinets
6 back to the relay rooms and houses.

7 Our next project is our Refreshed and
8 Renewed. We've had a really significant kind of
9 amount of gain over the last couple months and most
10 notably, really, in the last 30 days. 25 of the 35
11 full renewed stations are complete at this point.

12 Since we last met, we've knocked out
13 Western on the O'Hare, Jarvis on the Red Line, 87th
14 on the Red Line, Francisco on the Brown Line,
15 Thorndale on the Red Line, Garfield on the Red
16 Line, 35th and Archer on the Orange Line, Damen on
17 the Pink Line, Fullerton on the Red Line, and
18 Cumberland on the O'Hare branch and we're working
19 at 47th Street, Southport and LaSalle and Van Buren
20 and we had the first of the SBE painting
21 contractors come on board. You'll all remember a
22 few months ago we brought forward contracts for a
23 series of SBE painting contractors to do kind of an
24 augmented program here at 92 stations and they've



1 started working at 79th, 69th, 43rd, and Sheridan.

2 And the directional signage, as I
3 mentioned kind of last month, this is the ADA
4 directional signage program that we've incorporated
5 in Refreshed and Renewed. We've knocked out 18 of
6 those -- of the 29 committed stations within that
7 program within the last month. So we'll move
8 towards the pictures.

9 So here we are at Western on the O'Hare
10 branch. You can see kind of the upgraded painting
11 and signage on the stairwells. This is kind of,
12 again, one of those focal welcoming points as you
13 enter the station. It really is kind of a fresh
14 look. Next slide, please.

15 Here is the interior of the mezzanine.
16 We've upgraded all the lighting, cleaned the
17 ceilings. Again, kind of just that first
18 impression of the station when you walk in.

19 Next slide. So this is Jarvis in the main
20 mezzanine. At Jarvis, there was -- the ceiling had
21 been damaged a few years ago and it had just been
22 kind of plywooded over, so we actually took that
23 down, completely repaired the ceiling. We painted
24 the columns, ceiling. Kind of a real fresh look



1 with the new upgraded lighting in there.

2 Next slide. And here's the stairs. So
3 these stairs kind of are historical stairs and they
4 have tile nose edgings, so we actually went
5 through, kind of repaired all the tiles -- broken
6 tiles, replaced the missing ones, re-grouted them,
7 and then painted the stairs kind of in the offset.
8 Next slide, please.

9 Here's an example of one of the ADA
10 signage upgrades at Jarvis here. Next slide.

11 This is 87th on the Red Line. So this,
12 again, you can see kind of the upgraded -- the
13 impact of the upgraded lighting. Not only in its
14 coloring. One of the things we do when we upgrade
15 the lighting too is we replace the lenses or the
16 plastic covers that go over the lights themselves
17 because over time they can discolor and tint the
18 light really funny. So that's an important aspect
19 of it.

20 Here's Damen on the Pink Line. As I
21 mentioned kind of a couple times, we try and get
22 outside the station entrance itself, look at the
23 footprint we create in the neighborhood and that
24 approach. Here it's all the bollards and columns



1 that kind of are all the way around the station.
2 You know, it talks a little bit more about that
3 neighborly feel and our relationship with that
4 neighborhood.

5 Here's Logan Square interior. Again, just
6 kind of what an amazing difference a little coat of
7 paint does against the refreshed lighting already.

8 Here's Thorndale. So again, you know,
9 lots of painting here. You know, you can see the
10 difference kind of on the head houses, you can see
11 the difference on the columns, what an impact that
12 kind of does in just the waiting experience.

13 Next slide. Here's a couple more examples
14 of directional signage upgrades. This is at Davis
15 and Howard.

16 Our next project is our Jackson Park Track
17 and Structure Improvements Project. Since we've
18 last talked, we've completed work between 59th and
19 61st and we've moved to the area between 61st and
20 what we call 61st interlocking, which is 61st kind
21 of south towards 63rd Street; as well as we
22 continue to do structural renewals. Next slide,
23 please.

24 So here's some final replacement of what



1 we call the wood guard. This is the long wood
2 pieces that run on the exterior of the track edge
3 here. And this was actually an area that was
4 really problematic with the age of the wood guard.
5 It was prone to fires.

6 Here is actually a rail replacement. So
7 we replaced all this rail on track. We were using
8 a crane from the adjacent alley to be able to load
9 it in and load it out. And here you actually can
10 see some fall protection in place. It's one of our
11 requirements of our safer program for that leading
12 edge work with that rail. So ...

13 Next slide. Our South Shops Waste
14 Material Storage and Sewer Upgrade Project is --
15 has been moving forward pretty strongly since we
16 last met as well.

17 We've completed all the wall stabilization
18 work, which I've shown you lots of photos of over
19 the last couple of months. The focus kind of in
20 the last period was on the sewer that was tied into
21 kind of the drainage system there and now they've
22 started moving towards the waste materials storage
23 building, which is the last lay of the project.

24 Next slide, please.



1 So here's that new sewer I was just
2 mentioning. This is right along 79th Street --
3 77th Street right there and part of the settlement
4 of the wall issue that I talked about kind of in
5 the prior months was the store had collapsed. So
6 we were having some undermining of that wall, so we
7 dug up the whole sidewalk area, replaced the new
8 sewer with catch basins. Next slide.

9 Here's the new sidewalk we poured on top
10 of it and ultimately the downspouts that come from
11 the gutter system into that sewer to kind of manage
12 the water off the roof line and minimize any
13 further impact on that wall.

14 Dan Ryan Inverters and Batteries.
15 Again, another really productive month here as
16 we've completed work at 59th, 63rd, 45th, and 79th
17 and we've moved onto 87th interlocking. This
18 project is expected to clear up towards the end of
19 this year.

20 Some photos. Unlike kind of some of the
21 prior ones I've showed you at 59th and 63rd, we
22 moved into the elevated houses in the last month at
23 45th and 79th, which kind of unique about here is
24 we've actually had to modify the structure of the



1 houses to isolate the inverters from the house
2 themselves. So you're seeing actually some
3 structural work here where they were creating a new
4 landing platform and ultimately installing
5 equipment on it. Next slide.

6 And then that platform actually comes down
7 and makes connections at ground level to the third
8 rail for those inverter connection feeds and here
9 they are doing the wiring up at that landing again.
10 Next slide, please.

11 Our Northbound State and Dearborn Project.
12 So we've completed the work in the Red Line
13 subway --

14 (Audio interruption.)

15 BILL MOONEY: We've moved on to the Blue Line
16 subway and completed our first weekend of work
17 there and have moved on to our second weekend.
18 This work is mostly focused on the Blue Line subway
19 up near Division station and really the curve just
20 north of there. Move to the pictures, please.

21 Here they are removing kind of the old
22 plates and fasteners. So this area is prone to
23 water incursion predominantly due to the way it was
24 originally constructed as a flat-top cut and cover



1 subway there. So we've had to replace kind of all
2 the plates and the clips that hold the rail in
3 place, a significant amount of the rail as part of
4 this project.

5 Next slide. Here you can see that rail
6 being staged to be changed out. This is actually
7 in the station at Division. Similar to what we saw
8 in the Red Line, we're also doing some concrete
9 (indiscernible) and a lot of water crack injection.
10 Next slide, please.

11 And here they are installing the new
12 plates and fasteners and you can actually see the
13 amount of water just in the bed of the track there.

14 Here is a new project we're introducing
15 this month. This is our Irving Park Station
16 Escalator Canopy Replacement project. We will be
17 installing two new escalators; one at the Irving
18 Park entrance for Irving Park on the O'Hare branch
19 and one at the Pulaski entrance.

20 The escalator on the Pulaski entrance was
21 severely damaged with water many years -- a couple
22 years ago and we had to actually take it out of
23 service and put a stairwell in its place and so
24 this is ultimately an upgrade of those two



1 escalators to modern units as well as a new canopy,
2 very similar to what we've done at Jefferson Park
3 or Garfield with the translucent blue tops to
4 protect those.

5 Here they are doing exploratory survey
6 work. You can see the stairwell I mentioned is in
7 place of where the former escalator was at the
8 Pulaski entrance for Irving Park.

9 Next slide. And here they are starting to
10 replace the canopy. So as part of this, they will
11 take off the entire existing kind of clear,
12 bald (phonetic) canopy and replace it with the
13 translucent blue. They also will scrape down the
14 entire structure there and give it a fresh coat of
15 paint as part of the project. This is being
16 performed by John Burns Construction and as part of
17 our State rebuild program.

18 Here's some more examples of the removal
19 of the canopy panels. And they'll begin painting
20 in the upcoming months.

21 Any questions for me?

22 SECRETARY LONGHINI: Chairman Barclay.

23 CHAIRPERSON BARCLAY: No questions.

24 SECRETARY LONGHINI: Director Irvine, any



1 questions for Bill?

2 DIRECTOR IRVINE: No questions, Bill. Just
3 thanks for the update and thanks for all the work
4 by you and your team.

5 SECRETARY LONGHINI: Thank you.

6 Director Miller.

7 DIRECTOR MILLER: No questions.

8 SECRETARY LONGHINI: Director Jakes.

9 DIRECTOR JAKES: No questions.

10 SECRETARY LONGHINI: Director Silva.

11 DIRECTOR SILVA: No questions.

12 SECRETARY LONGHINI: We have no further
13 questions for Bill then, Chairman Barclay.

14 CHAIRPERSON BARCLAY: We will now call on Chris
15 Bushell and Juan Pablo Prieto to make their RPM and
16 Diversity presentations.

17 CHRIS BUSHELL: Thank you, Chairman. I'm Chris
18 Bushell, your Chief RPM Officer.

19 The RPM project continues on budget and
20 tight to schedule.

21 You can go to the next slide. Keep going.

22 So we've got a lot of work going on on the
23 Red Purple Bypass. We continue to install various
24 systems on the bypass itself. This includes track,



1 traction, power, and signal. We are preparing that
2 bypass for use in the late fall.

3 In addition, we are going to be doing work
4 on either end of the bypass. So as you have seen
5 in earlier months, we basically built the bypass
6 off to the side. That is nearing completion and
7 now we are in the process of planning to connect it
8 in both the north and the south end. That
9 connection work will involve a series of line cuts
10 on the north side or on the Brown Line side to
11 install some track work.

12 And then on the south side, we've actually
13 built the piece that's going to fit in off to the
14 side. We will (indiscernible) extended reroute,
15 actually do some demolition on the existing tracks,
16 and then literally move that -- that new piece on
17 the south end right into place. It will be a
18 similar operation, or at least you'll see similar
19 kind of movement as you saw on the Vautravers
20 building as we moved that. So it is, you know, a
21 similar sort of construction technique except in
22 this case applied to bridges.

23 On the Lawrence to Bryn Mawr side, we've
24 had a lot of work that has been continuing up



1 there; most of it preparation for the large
2 segmented box girder that's going to be installed.

3 The gantry system, we'll see some
4 photographs of that starting the assembly this
5 month -- this past month, as well as various
6 demolition and foundation activities. So if we
7 could go to the next -- next slide.

8 So I talked a little bit about that
9 southern end that's built off to the side and slid
10 in. Well, this is the slide in, so you can see
11 them pouring the concrete for it. We're actually
12 going to wait to do the track assembly until the
13 piece is in place, just so we can get that perfect
14 alignment with the existing tracks. But here you
15 can see them putting the base slab on top of the
16 new structure for the slide. And next.

17 And I talked about the work at the north
18 end that is near Kenmore. So you can see them
19 preparing the work on the new bypass. In this
20 section, it's an open deck structure, not closed
21 deck as it is from most of the pictures you've
22 seen. So as it kind of comes back in and attaches
23 to the existing Ravenswood tracks, it is a similar
24 type of structure as the Ravenswood tracks. So we



1 have -- we're in the process of building the tracks
2 in that area and then we will -- during a series of
3 line cuts connect it physically to the Brown Line
4 as well.

5 Next. Lawrence to Bryn Mawr segment. You
6 know, a lot of heavy civil work here, demolition.

7 I've talked about the earth retainage
8 system. We're now complete with that. That is a
9 system that was installed between the center of the
10 two tracks out on the -- on this corridor and that
11 just enables us to do the kind of heavy civil
12 construction you hear -- you see on the east side
13 while we continue to run service on the west.

14 Next.

15 Caisson installation. This is a steel
16 cage that gets lowered down into the caisson hole
17 that gets dug. These holes go down between 60 and
18 80 feet; in some cases, to bedrock where they get
19 socketed into that bedrock. You can kind of see
20 the size and complexity of this particular
21 operation; once that steel is lowered down in
22 there, we pour concrete and then that forms the
23 basis of the foundation for the segmented box
24 girder bridge to come.



1 Next. This is a cap on top of one of the
2 short columns that sit on top of that caisson.
3 This is in the area where the gantry is to be
4 installed. Next slide.

5 And here you can see a picture of the
6 gantry taking -- being assembled. So the gantry is
7 assembled incrementally and then moved into place
8 on top of the first two piers (phonetic), one of
9 which you saw in the slide before, that will
10 facilitate the installation of the various
11 segments.

12 So this operation, that is the
13 construction of the segmented box girder is set to
14 begin a little later this fall. But this is a
15 very, very large piece of metal that forms the
16 backbone of the gantry crane that will assemble the
17 segmented box girder. Next.

18 And, of course, we've been busy in the
19 community. We've been busy with various project
20 updates for the wards that this project covers. We
21 have been participating in various community events
22 trying to get people to sign up for alerts and
23 otherwise be aware of the construction that's going
24 on in the project and the impact that that has



1 either to their adjacent community or to their ride
2 in in the morning. That's including various
3 farmers' markets. That's the season. That has
4 been a great opportunity to get out there and
5 spread the word. We also have been working with
6 local businesses, in this cases, one of the local
7 saloons in the area of the Red Purple Bypass.

8 Additionally, meeting with chambers and
9 doing other sorts of various outreach. We did a
10 public meeting the other day on the gantry for the
11 Lawrence to Bryn Mawr segment just kind of showing
12 everyone what it's going to look like, what the
13 impacts are. I think we had over 170 people
14 participate in that virtual meeting, which was I
15 believe a record for us. You know, it overall went
16 very well and I think the community walked away
17 with a lot of really good information.

18 So with that, I'm going to come back to
19 you at the end with a little video on our Open For
20 Business campaign, but in the interim here, I want
21 to turn it over to Juan Pablo to discuss the
22 projects' workforce SBE/DBE efforts. Thank you.

23 J.P. PRIETO: Thanks, Chris.

24 Juan Pablo Prieto, Director of Diversity



1 Programs. Diversity continues to meet with the
2 contractor monthly to discuss DBE and workforce
3 outreach and compliance. We also continue to send
4 out opportunities from the prime to the DBE
5 communities so they're aware of the trade packages
6 and how to submit their bids. These packages also
7 go out to our technical assistance agencies and our
8 DBE advisor committee to make sure they make their
9 way to the DBE community.

10 On September 24th, we attended a
11 pre-apprenticeship event hosted by one of our
12 workforce partners, the Chicago Cook Workforce
13 Partnership. The event was hosted at the JLM
14 Center and highlighted the avenues for individuals
15 interested in a career in construction.

16 The pre-apprenticeship program
17 representatives discussed enrollment dates and
18 barrier reduction services that would be beneficial
19 for advancement into the union trades.

20 There were eight pre-apprenticeship
21 program representatives and about 50 attendees.

22 Diversity Programs Workforce -- Workforce
23 Initiative's Senior Manager Brandy Phillips
24 delivered remarks on CTA's commitment to diversity,



1 equity, and inclusion on the workforce on our
2 projects.

3 On September 28th, CTA and Walsh-Fluor
4 hosted our first in-person event in over a year and
5 a half to discuss opportunities on RPM. The event
6 took place at the Broadway Armory, which is in the
7 Lawrence to Bryn Mawr modernization footprint.

8 Over 40 attendees heard from Walsh-Fluor;
9 two of their sub-primes, Meade and Hitachi; and our
10 workforce partners the Chicago Cook Workforce
11 Partnership and HIRE360 about upcoming contracting
12 and workforce opportunities on the project.

13 We also had multiple building trade unions
14 that hosted tables to talk to DBE firms and
15 individuals interested in a career in construction
16 about their programs.

17 Partnering with some of the SBE RPM
18 communications contractors, we followed CDC
19 guidelines to ensure we hosted a safe event and we
20 were excited to bring these opportunities to the
21 community.

22 As I presented in the last several months,
23 we will begin transitioning our RPM diversity
24 presentation from outreach to compliance as the



1 prime completes their subcontracting awards.

2 As of September 30th, DBEs have been
3 awarded over \$169.5 million between the design and
4 construction packages. Additionally, those dollars
5 have been awarded to 71 unique DBE firms. This is
6 as a result of the outreach that has been conducted
7 by CTA and the prime to be sure the DBE community
8 is aware of opportunities on the project.

9 One of the goals of RPM was to engage with
10 DBE firms that have not participated on CTA
11 projects in the past. Some of those firms are well
12 established and some new to the industry. Of the
13 71 unique DBE firms on the project, 25 are new to
14 CTA. Additionally, as of September 30th, RPM has
15 produced over 486,000 labor hours. These represent
16 family sustaining middle class jobs, which is why
17 we continue to outreach to the community to ensure
18 residents of economically disadvantaged areas have
19 the resources to access these careers.

20 That concludes my portion of the report.
21 I will now pass it back to Chris for the RPM Open
22 For Business video. Thank you.

23 CHRIS BUSHELL: All right. So as one of the
24 many things we're doing in our Open For Business



1 campaign, we're creating a series of videos. We've
2 done about ten of them to date with an intent to do
3 more and we're using these videos on social media,
4 we're using them at events with local chambers, and
5 otherwise in various effort to make sure our local
6 businesses are promoted and the people are aware --
7 aware of them, that they're open, they're open for
8 business, and some of the services they provide.
9 So with that, I'll show you an example of one of
10 those videos. They are pretty quick. We -- the
11 production value is modest, but the impact we hope
12 is significant, particularly to these individual
13 businesses.

14 So go ahead and roll it, Herb, if you
15 would.

16 (A video was played.)

17 CHRIS BUSHELL: All right. Well, that
18 concludes our RPM report and thank you all very
19 much.

20 SECRETARY LONGHINI: Thank you both, Chris and
21 Juan Pablo.

22 Chairman Barclay, do you have any
23 questions for either of our two presenters?

24 CHAIRPERSON BARCLAY: I do not.



1 SECRETARY LONGHINI: All right. Director
2 Irvine.

3 DIRECTOR IRVINE: No questions. Just great
4 work and thanks for sharing the video with us.

5 SECRETARY LONGHINI: All right. Director
6 Miller.

7 DIRECTOR MILLER: No questions. Just say thank
8 you, good job. And thank you, Chris and Juan
9 Pablo, we were glad to host at JLM the group, the
10 opportunity and we're getting still some activity
11 and many, many compliments of the program that was
12 hosted here at JLM.

13 Thank you and good morning all. I've been
14 informed I got to go.

15 SECRETARY LONGHINI: Okay. Thank you very
16 much, Director Miller, for those kind words.

17 Director Jakes, do you have any comments?

18 DIRECTOR JAKES: Comment, yes. Chris and Juan
19 Pablo, absolutely fabulous. Congratulations. Very
20 impressive as I stated yesterday to Juan Pablo.

21 DIRECTOR MILLER: Yeah.

22 DIRECTOR JAKES: I want to make sure that I
23 brag on you for the work you're doing because it
24 really does mean a lot and I think more Chicagoans



1 need to know what's happening with CTA and DBE
2 because, you know, a piece of trash can get a
3 conversation for an hour, but for the work that
4 you're doing, doesn't get any conversation. So I
5 am just overwhelmed at the great work.

6 Chris, I think that was unfair you showed
7 the restaurant with the food as hungry as I am, but
8 I've just go to let that slide.

9 My question to you, Chris, is the slide-in
10 and the lane of the tracks, is that going to be
11 done before winter really sets in or does it not
12 matter whether it's cold outside or snowy?

13 CHRIS BUSHELL: well, you're absolutely right,
14 it does impact concrete work in particular. But
15 honestly, we really don't have a season anymore in
16 construction. All four seasons are construction
17 seasons. We have techniques to keep the concrete
18 at the right temperature, to keep it isolated. So
19 we really can work through almost any season.

20 That said, we anticipate the concrete for
21 the slide-in being poured before the real cold
22 winter -- before the winter weather sets in. So
23 that still will be fall -- late fall work. So it's
24 a good question, though. You know, I'll say, in



1 general, we work through every season. You know,
2 the tools we are working with are big enough to
3 punch through the frozen ground and get to the
4 neural temperatures underneath. So, generally
5 speaking, you know, we increase accountability for
6 weather in the schedule because there are some
7 times actually when the CTA is busy clearing snow
8 and other things, so we can't work; but generally
9 speaking, we keep on going. It's a big ship and
10 we're endeavoring to do it, you know, on schedule
11 and on budget and as safely as we possibly can.

12 DIRECTOR JAKES: Thank you. No more questions,
13 Greg.

14 SECRETARY LONGHINI: Go ahead.

15 DIRECTOR JAKES: No, I said that was it. Thank
16 you.

17 SECRETARY LONGHINI: Oh, no more questions.
18 Thank you.

19 Director Silva.

20 DIRECTOR SILVA: Yes. I see the plan, okay,
21 with a lot of potential and I think, okay, that is
22 going to go very well, okay, so I want to
23 congratulate Chris and Juan Pablo, okay, for the
24 good job, okay, they're doing.



1 CHRIS BUSHHELL: Thank you.

2 J.P. PRIETO: Thank you.

3 SECRETARY LONGHINI: Thank you, Chairman Silva
4 and all.

5 Chairman Barclay, that concludes the
6 questions for Chris and Juan Pablo.

7 CHAIRPERSON BARCLAY: Our next order of
8 business is new business. Greg, is there any new
9 business?

10 SECRETARY LONGHINI: Not that I'm aware of,
11 sir, no.

12 CHAIRPERSON BARCLAY: Since there's no further
13 business to come before the Board, may I have a
14 motion to adjourn the Chicago Transit Board meeting
15 of October 13, 2021?

16 DIRECTOR IRVINE: So moved.

17 DIRECTOR JAKES: Second.

18 SECRETARY LONGHINI: Moved by Director Irvine
19 and I think seconded by Director Jakes I heard
20 because Director Miller has walked away, correct?

21 DIRECTOR JAKES: Correct.

22 SECRETARY LONGHINI: Jakes seconded that
23 motion, so I will now take the rollcall vote on the
24 adjournment.



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Director Silva.

DIRECTOR SILVA: (Indiscernible.)

SECRETARY LONGHINI: Director Silva, that's a
yes on adjournment?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Director Jakes.

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Miller stepped
aside, so Director Irvine.

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Chairman Barclay.

CHAIRPERSON BARCLAY: Yes.

SECRETARY LONGHINI: That motion to adjourn is
approved with four yes votes, sir. So we are
adjourned. Thank you.

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

(Meeting adjourned at
11:10 a.m.)



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