

1 CHICAGO TRANSIT BOARD

2
3 IN RE THE MATTER:)
4 REGULAR MEETING)
5 OF AUGUST 11TH, 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 11th day of
11 August, 2021, at the hour of 10:11 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 ARABEL ALVA ROSALES, Vice Chairperson

4 KEVIN IRVINE

5 BERNARD JAKES

6 JOHNNY MILLER

7 ALEJANDRO SILVA

8
9
10 STAFF PRESENT:

11 DORVAL R. CARTER, JR., President

12 GREGORY LONGHINI, Secretary

13 KAREN SEIMETZ, General Counsel

14 CHRIS BUSHELL

15 BILL MOONEY

16 JUAN PABLO PRIETO



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

4 SECRETARY LONGHINI: Good morning again. It's
5 Gregory Longhini again. We're about to start
6 the meeting of the Chicago -- regular meeting of
7 the August 11 Chicago Transit Board.

8 Chairman Barclay, you may begin the
9 meeting.

10 CHAIRPERSON BARCLAY: Good morning.

11 SECRETARY LONGHINI: Good morning.

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

15 Would the secretary call the roll, please?

16 SECRETARY LONGHINI: Yes. Director Alva
17 Rosales?

18 DIRECTOR ALVA ROSALES: Yes.

19 SECRETARY LONGHINI: Director Jakes?

20 DIRECTOR JAKES: Here.

21 SECRETARY LONGHINI: Director Irvine?

22 DIRECTOR IRVINE: Here.

23 SECRETARY LONGHINI: Director Miller?

24 DIRECTOR MILLER: Here.



1 SECRETARY LONGHINI: Director Silva?

2 DIRECTOR SILVA: Here.

3 SECRETARY LONGHINI: Chairman Barclay?

4 CHAIRPERSON BARCLAY: Here.

5 SECRETARY LONGHINI: We have a quorum with all
6 six members of the Board present, sir.

7 CHAIRPERSON BARCLAY: Our first order of
8 business is public comment.

9 SECRETARY LONGHINI: Yes. We do have public
10 comment today. We have one public comment speaker
11 and then I have written comments that I will read
12 into the record, but we'll start with the speaker.

13 So Roger Romanelli, you may begin the
14 public comment section, please.

15 ROGER ROMANELLI: Hi. Can you hear me, Greg?

16 SECRETARY LONGHINI: Yes, I can, Roger.

17 ROGER ROMANELLI: Very good. Good morning and
18 good morning to the CTA Board. My name is Roger
19 Romanelli and I am the executive director of
20 Chicago's Fulton Market Association and also the
21 coordinator of Chicago's West Side Infrastructure
22 Coalition and our website is Fix the West Side dot
23 com.

24 Across our great city of Chicago and



1 across America, no region needs more government
2 assistance, investment, and public transit
3 improvements than Chicago's west side and we're
4 speaking specifically from Western Avenue to Austin
5 Boulevard and from Van Buren street north to
6 Chicago Avenue.

7 Since 1996, our non-profit economic
8 development association has been a full partner
9 with the CTA to improve our rail and bus service
10 across Chicago. We want to continue this effort of
11 supporting and improving the CTA.

12 We offered ideas last month. We did not
13 receive a response and so we would like to offer
14 the ideas again and receive a response when my
15 comments are concluded. So we have four questions
16 for the CTA Board and we would like you to address
17 these questions at the conclusion of my remarks.

18 First, with the \$1 trillion Federal
19 infrastructure bill imminent, the West Side
20 Infrastructure Coalition asks, has CTA applied for
21 Federal funds for specific projects and, if yes, is
22 there a list of CTA projects that would or could be
23 funded by this Federal infrastructure bill?

24 Question two. We read CTA's five-year



1 strategic plan, but it does not appear to include
2 construction of the new Green Line station at
3 Western Avenue and Lake Street. We believe that
4 this station is essential for the CTA system to
5 thrive and we believe it is, in fact, the most
6 acute missing piece in the CTA system. Question,
7 does the CTA's five-year strategic plan include
8 this station? If not, why not?

9 Question three. Is the CTA applying for
10 or recommending any funds to fix the extremely
11 dangerous CTA Green Line structure that runs from
12 Talman Avenue at 2600 to Laramie Avenue at 5200
13 West Lake Street or is this under the jurisdiction
14 of CDOT? As you may or may not know, and I bet you
15 do know, this street configuration is by far the
16 most dangerous street in Chicago, probably the most
17 dangerous street in Illinois, and possibly the most
18 dangerous street in America.

19 At our website, Fix the West Side dot com,
20 we have posted numerous videos of trucks being
21 trapped and torn apart under the structure, of
22 serious vehicle accidents as well, and we implore
23 CTA to prioritize the repairs to the structure,
24 which were built originally in 1896 before vehicles



1 ran in our city. The structure is like no other
2 street in the Chicago, completely deficient.

3 The final question -- the final two
4 questions -- sorry, five questions is, does the CTA
5 Board agree that the CTA Lake Street bus was
6 removed in 1997 without community input? At the
7 time, the Fulton Market Association and other
8 community leaders along Lake Street were not
9 notified about this issue and we believe now, with
10 so much development moving into Fulton Market, that
11 restoring the CTA Lake Street bus number 16 between
12 downtown and Western Avenue is critical and
13 essential to move high density office employees and
14 residents between the downtown, the Metra stations,
15 the CTA stations up and down Lake Street.

16 And questions five are, has the CTA
17 explored installing new express buses on Madison
18 Street and on Cicero Avenue to boost economic
19 development on Chicago's west side, to boost access
20 to Midway Airport via Cicero Avenue?

21 And these are the -- these are the
22 questions that we ask of the CTA Board today. We
23 believe that all of -- all five questions are
24 urgent and we believe that all of these questions



1 should be answered in written form or verbal form
2 this morning and brought forth to the public.

3 Again, we want to be a full partner with
4 the CTA. All of our coalition members want to as
5 well. We want to encourage ridership and growth of
6 the system. And so we thank you for listening and
7 we look forward to public dialog here between the
8 CTA Board and our coalition. Thank you very much.

9 CHAIRPERSON BARCLAY: Thank you, Mr. Romanelli.
10 Thank you for coming back to us this month. I know
11 that the staff has been working on a response to
12 last month's comments or questions and we will --
13 I'll direct President Carter to continue to further
14 elaborate on those things and respond in writing to
15 you shortly. Thank you very much for coming.

16 ROGER ROMANELLI: When do you think that might
17 occur?

18 CHAIRPERSON BARCLAY: Reasonably speaking, I
19 would think within the next 30 days you'll be
20 hearing from us, if not shorter than that.

21 ROGER ROMANELLI: Thank you very much. Have a
22 nice day.

23 CHAIRPERSON BARCLAY: Thank you.

24 SECRETARY LONGHINI: Thank you very much,



1 Roger, for those comments.

2 Chairman Barclay, I would now like to read
3 into the record written comments that were sent to
4 me which -- requesting me to read them into the
5 meeting today.

6 I will start with correspondence I
7 received yesterday from Keano Gottlicher of
8 Chicago. The subject matter is an inquiry
9 regarding L train service reliability requested to
10 be presented at the August 11th board meeting.

11 Ladies and gentlemen of the Board,
12 millions of Chicagoans rely on the CTA for transit
13 needs and many of us love the L system in our city.
14 However, in the past months, riding the train has
15 become unreliable and often frustrating.

16 I live by the California station on the
17 Blue Line and the trains just come way less often
18 than the posted schedule shows. For example, on
19 Saturdays, trains are promised every six minutes.
20 However, headways of 20 or 30 minutes are the norm
21 in recent months.

22 During night service, the Blue Line often
23 seems to have as few as five trains operating on
24 the whole line. Given the minimum roundtrip time



1 of 150 minutes, that gives us at last -- at last --
2 at least 30-minute headways compared to scheduled
3 15 minutes. The situation is equally dire on other
4 train lines as well.

5 During the last weekend of July 2021, the
6 Lollapalooza festival was happening in downtown
7 Chicago. The CTA published an announcement
8 promising, quote, increased service on L system.
9 However, on Sunday afternoon, Blue Line trains were
10 running at 20 to 30-minute headways in contrast to
11 the regularly scheduled six to 10-minute headways.
12 why should the CTA announce increased service when
13 they weren't even able to keep baseline scheduled
14 service?

15 I understand that the CTA has recently
16 faced unprecedented staffing issues, it's difficult
17 to dispatch all of the scheduled trains. However,
18 it's fair to say the CTA has not been honest and
19 transparent with its customers by keeping the
20 outdated train schedules posted. The outdated
21 train schedules are then reflected in train tracker
22 apps, Ventra or others, which end up showing
23 scheduled trains instead of live track trains, but
24 these scheduled trains then do not arrive.



1 In closing, let me ask two questions.
2 First, when can passengers expect to see train
3 tracker and schedule updates that reflect real
4 level service? Second, what is the CTA doing to
5 improve staffing on the L system in order to be
6 able to reliably dispatch trains?

7 We are facing tough and unprecedented
8 times, but please inform your customers better
9 about what level of service they can expect. Thank
10 you for your consideration.

11 And, Chairman Barclay, I will forward this
12 request to management to respond to.

13 And then the last -- the second written
14 comments are from John Paul Jones of the greater
15 Englewood Sustainable Initiatives.

16 Good morning, Lester Barclay, Vice
17 Chairman Arabel Alva Rosales, and fellow board
18 members, and Director of Operations Dorval R.
19 Carter, and fellow CTA staff.

20 First, Grow Greater Englewood and
21 Sustainable Englewood Initiatives wish to send our
22 collective prayers and condolences to the Chicago
23 Police Department for this loss of fellow
24 officer E. French and hospitalized Officer Carlos.



1 The senseless crime against local patrol officers
2 both hurts and embarrassed our community in its
3 quest for peaceful living. We support the public's
4 call for complete justice.

5 Today we submit our collective support for
6 the organization City Year ordinance to provide
7 volunteer landscaping service along transit stops
8 in adjacent areas.

9 For several years, CTA has welcomed the
10 agency assistance in green transit corridors and
11 improving vacant lots. This activity has
12 contributed greatly to the transit (indiscernible)
13 efforts throughout Chicago. Clean environments
14 bring added public safety to key intersections and
15 demonstrates a sense of care from Chicago transit
16 agencies.

17 Furthermore, we appreciate today's
18 ordinance to provide free student fares for the
19 first day of school. Indeed, it is good for the
20 agency and its corporate sponsor to add value to
21 the public's desire to get children safely to the
22 classroom. We applaud you for this annual
23 commitment.

24 To this end, we thank the CTA Board and



1 staff for its continuous zeal to improve service to
2 the southwest region; Englewood Green Line and far
3 south region, both the Halsted bus (indiscernible)
4 and the Red Line Extension.

5 Our organization thanks you for civil
6 leadership. Signed again by John Paul Jones,
7 president and founder.

8 And that, Chairman Barclay, concludes
9 today's public comment section of today's meeting.

10 CHAIRPERSON BARCLAY: Thank you.

11 Our next order of business is the approval
12 of the minutes. I will now entertain a motion to
13 approve the minutes of the regular board meeting of
14 July 14th, 2021.

15 DIRECTOR IRVINE: So moved.

16 DIRECTOR ALVA ROSALES: Second.

17 SECRETARY LONGHINI: That motion has been moved
18 by Director Irvine, seconded by Director Alva
19 Rosales.

20 Director Alva Rosales?

21 DIRECTOR ALVA ROSALES: Yes.

22 SECRETARY LONGHINI: Director Jakes?

23 DIRECTOR JAKES: Yes.

24 SECRETARY LONGHINI: Director Irvine?



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Director Miller? Director
3 Miller? I think you're muted. Director Miller, do
4 you approve the minutes?

5 DIRECTOR MILLER: Can you hear me? Yes.

6 SECRETARY LONGHINI: Yeah. You approve the
7 minutes. Okay. Great.

8 Director Silva? Director Silva, are you
9 still muted? Director Silva?

10 DIRECTOR SILVA: Yes.

11 SECRETARY LONGHINI: Okay. You approve the --
12 you approve the --

13 DIRECTOR SILVA: Yes.

14 SECRETARY LONGHINI: Got it. Thank you. And
15 Chairman Barclay?

16 CHAIRPERSON BARCLAY: Yes.

17 SECRETARY LONGHINI: All right. That's good.
18 The minutes are approved with six yes votes, sir.

19 CHAIRPERSON BARCLAY: Our next order of
20 business is the President's report. President
21 Carter.

22 PRESIDENT CARTER: Thank you, Chairman.

23 As most of you know, the CTA received some
24 very nice recognition last month. The American



1 Public Transportation Association, which represents
2 transit agencies all across North America, awarded
3 CTA its highest honor, the 2021 Outstanding Public
4 Transportation System among those providing 20
5 million or more trips. APTA is our nation's
6 leading public transit organization. In fact, more
7 than 90 percent of public transit trips in North
8 America are provided by APTA members.

9 A committee of leading transit
10 professionals judge agencies on criteria in a wide
11 range of key areas on which we focus daily. They
12 include operations, maintenance, safety,
13 accessibility, workforce development, diversity,
14 inclusion, and equity, financial management,
15 customer service, marketing, community relations,
16 and sustainability. CTA was also recognized for
17 all efforts -- all of our efforts since March of
18 2020 to address the unprecedented challenges of the
19 pandemic.

20 Among CTA's many accomplishments, APTA
21 specifically praised our extensive sustained
22 efforts to continue to run full scheduled service,
23 noting that CTA was one of the only U.S. transit
24 agencies to achieve that. And I can tell you that



1 it was gratifying to know that among a few of the
2 many excellent large transit agencies, a jury of
3 our peers determined CTA was the best of the best.

4 It was also quite humbling that APTA also
5 recognized me with the Outstanding Public
6 Transportation Manager Award. It was quite an
7 honor to receive the award on behalf of this
8 agency, but my journey at CTA has never been about
9 individual accolades. My focus has always been on
10 building a team to help me implement a strong
11 vision for the future and confront challenges
12 head-on and staying focused on our customers, first
13 and foremost.

14 The APTA awards notable first are
15 contained for both APTA and the CTA. In the nearly
16 40 years APTA has been giving out awards, this is
17 the first time one agency won both of its top
18 awards in the same year and it also marks the first
19 time CTA has ever earned either of these two top
20 awards.

21 By far the most rewarding thing about this
22 award, however, is that it reflects the hard work,
23 dedication, and professionalism of the nearly
24 11,000 people who work for this agency. You see



1 some of them here. The agency's award is an
2 industry shout-out to the men and women of CTA that
3 courageously and painstakingly met an unprecedented
4 challenge over the last 17 months and continue to
5 do so, ensuring a safe, convenient, and dependable
6 commute as possible for essential workers for
7 Chicagoans who are making essential trips to jobs,
8 schools, doctors, offices, or grocery stores.

9 Every single day, these men and women you
10 see here and thousands more come to work at bus
11 terminals, rail yards, maintenance shops, training
12 rooms, and even here at 567 West Lake with the goal
13 of providing the best service possible for our
14 customers.

15 As you may have noticed, sometimes we
16 don't meet that goal and certainly our public
17 commenter today pointed out an example of that.
18 But given the reality of what it takes to operate a
19 bus and train service 24 hours a day, 7 days a
20 week, I don't have any doubt about the commitment
21 of our team to move forward and provide the best
22 service we can possibly every day in spite of the
23 challenges that we may face.

24 The award is also a recognition of the



1 work the Board has done. You have paved the way
2 for our important investments in infrastructure and
3 technology and made possible so many of our
4 modernization efforts. Not even a global health
5 crisis could slow the CTA team as we continued to
6 use our new architecturally striking 95th Street
7 Red Line terminal as a catalyst for economic
8 development for the south side while continuing to
9 modernize the Red and Purple rail lines and
10 stations on the north side or how we unveiled and
11 began testing the next generation series of
12 comfortable, efficient, and environmentally
13 friendly trains and buses or how we've launched an
14 easy contactless Ventra fare payment option, the
15 Ventra card on Google Pay to provide another
16 convenience for our customers. And you've also
17 helped shepherd important policies and programs to
18 benefit our customers and communities. Everything
19 from our workforce development initiatives to our
20 efforts to improve accessibility.

21 The announcements of CTA's awards has
22 generated a good bit of attention from the media of
23 all sizes across our region, as well as on social
24 media including a very nice Tweet from Mayor



1 Lightfoot, which you can see in the lower left of
2 the screen. We're working to make sure that
3 community media outlets and organizations as well
4 as local elected officials are all aware of this
5 achievement by our hardworking employees.

6 Again, the most rewarding aspect of this
7 recognition is that it is our award, our agency,
8 and our city. And that's not because of me or any
9 one individual. It is because of the level of
10 excellence reached by an incredible CTA team of
11 talented professionals.

12 Neither of these awards would be possible
13 without everyone looking to do things better for
14 our customers and our city. We strive to be an
15 industry leader and these awards acknowledge that
16 we are. But that recognition brings
17 responsibility.

18 We have and we will continue to push
19 ourselves to be an example of what teamwork, vision
20 a mission can achieve. We will continue to offer
21 the best possible public transit experience for
22 every rider who uses our system and we will take
23 steps when necessary to correct the mistakes that
24 we make and we will continue to move our city and



1 our region forward today and tomorrow and long
2 after this pandemic is over.

3 Thank you and thank you to the entire CTA
4 family for their hard work and commitment to make
5 this award possible. And I'm happy to take any
6 questions that you may have.

7 CHAIRPERSON BARCLAY: Thank you, President
8 Carter, for a wonderful presentation.
9 Congratulations to you and to the entire CTA staff
10 from the Board.

11 Before we take any questions, I just would
12 like for Greg to read a resolution from the Board
13 of Directors to -- into the record at this time.
14 Thank you.

15 SECRETARY LONGHINI: Yes. Resolution of
16 appreciation for the dedicated employees of the
17 Chicago Transit Authority and President Dorval R.
18 Carter, Junior.

19 Whereas, the American Public
20 Transportation Association, APTA, has awarded the
21 Chicago Transit Authority its highest honors in the
22 North American public transit industry.

23 And whereas, these awards consist of the
24 outstanding public transportation system and the



1 outstanding public transportation manager,
2 President Dorval R. Carter, Junior.

3 And whereas, APTA represents 1500 public
4 and private sector organizations in the U.S. and
5 Canada.

6 And whereas, the system award recognizes
7 the service provided by the CTA and its employees
8 during the COVID-19 pandemic in providing critical
9 service to essential workers, including healthcare
10 workers.

11 And whereas, the system award recognizes
12 the Authority during the COVID-19 pandemic for
13 providing full-service scheduling, keeping its
14 buses and trains running with adequate social
15 distance to protect the health of its riders.

16 And whereas, the system award also
17 recognizes the Authority's innovative efforts and
18 achievements in the areas of operations,
19 modernization, safety, accessibility, workforce
20 development, diversity, and equity as well as
21 others.

22 And whereas, the APTA Outstanding Public
23 Transportation Manager Award recognizes the
24 leadership and career accomplishments of President



1 Carter, whose 30-year career at the Authority has
2 overseen the transformation of the legacy system
3 into a model 21st-Century system.

4 And whereas, the manager award also
5 recognizes President Carter's leadership in putting
6 customers first while leading the unprecedented
7 modernization of the Authority's rail system,
8 stations, vehicles, and technologies.

9 And whereas, the award recognizes the hard
10 work and accomplishments of the thousands of CTA
11 employees and contractors who manage and operate a
12 24-hour-7-day-a-week operation.

13 And whereas, for the first time in APTA
14 history, one agency has received the top awards for
15 outstanding system and manager in the same year.

16 Therefore, be it resolved the Chicago
17 Transit Board congratulates and thanks the
18 thousands of CTA employees and contractors who
19 manage, oversee, and provide the service to
20 millions of customers and who have made this
21 prestigious award possible.

22 Be it further resolved, Chicago Transit
23 Board congratulates President Dorval R. Carter,
24 Junior for his outstanding leadership managing the



1 agency during these recent unprecedented times.

2 Be it further resolved, Chicago Transit
3 Board thanks President Dorval R. Carter, Junior for
4 his 30-plus years of transit service and to the CTA
5 customers and service to the public transit
6 industry.

7 Thank you very much. That's Resolution
8 R-021, adopted by the Board on this day,
9 Chairman -- to be adopted by the Board on this day,
10 Chairman.

11 CHAIRPERSON BARCLAY: Thank you, Greg. Dorval
12 has that look of surprise on his face. I think we
13 pulled one on him.

14 PRESIDENT CARTER: Yes, you did.

15 CHAIRPERSON BARCLAY: Just to add to that.
16 This is where Zoom doesn't do us justice. We have
17 a plaque. The Chicago Transit Board recognizes the
18 Chicago Transit Authority recipient of the 2021
19 APTA Outstanding Public Transportation System
20 Award. Congratulations and many thanks to the
21 dedicated employees for your exemplary service that
22 has made this award possible, presented August 11,
23 2021. From the Board.

24 In addition to that, we have a second



1 plaque. Chicago Transit Board recognizes President
2 Dorval R. Carter, recipient APTA Outstanding Public
3 Transportation Manager Award for dedicated and
4 outstanding leadership and service to the Chicago
5 Transit Authority and the Chicago public transit
6 region, presented August 11, 2021.

7 So Dorval, we want to present these to you
8 and to the entire staff for your recognition and
9 the hard work that you guys do that sometimes
10 doesn't always get recognized. One person told me
11 it's a mighty poor duck that doesn't praise its own
12 pond. So for you and for those who work every day
13 very hard for the city of Chicago, appreciate you;
14 we appreciate the work that your entire staff, all
15 11,000 employees have done to earn this recognition
16 and we want to thank you for the hard work that you
17 guys do, every single employee throughout the
18 system who has worked so hard, especially during
19 the pandemic period, to showcase that Chicago's
20 transportation system is the best in the nation.
21 Thank you very much.

22 I'm going to invite other board members to
23 make comments. Please do feel free to do so at
24 this time.



1 DIRECTOR MILLER: Thank you, Chairman. I want
2 to say ditto to all that you have said and to say
3 congratulations and to -- I'm just excited to be a
4 part of this historic moment, to have the CTA under
5 President Carter and all the team that worked so
6 hard together to receive both of the top awards and
7 this is history making and so we just say
8 congratulations, keep up the good work because any
9 organization, any business that's operates 24-7 is
10 hard to get to the top with great competitors as we
11 have around the country. Congratulations and thank
12 you all very much.

13 DIRECTOR JAKES: Mr. Chairman and President
14 Carter, when we received the e-mail, I was
15 overjoyed to learn of the awards that CTA had
16 received and especially for you, President Dorval
17 Carter, and my mind immediately went to a quote by
18 Dr. King where he says that everyone can be great
19 because everyone can serve. And when I think of
20 CTA, I think of all of its employees, the
21 11,000-plus employees and their ability to serve.
22 And one of the things that Dr. King says in that,
23 beyond that, is that you don't have to have a
24 college degree to serve. You know, your subject



1 and verb doesn't need to agree. All you need is a
2 heart full of grace and a soul that's generated by
3 love. And for the three years I've served on this
4 board, that's all I've seen, that what makes CTA
5 work is that there is a conglomerate of people who
6 come from all walks of life who really just love
7 what they do. And you, President Carter, at the
8 head of the bus, if I may just offer that, are
9 worthy of that and leading us and so
10 congratulations to you, congratulations to everyone
11 that has a heart to serve. And I'm sure that this
12 is not going to be the only time that both of these
13 awards are earned with APTA. So thank you so much
14 for all you do and to the staff, thank you very
15 much.

16 CHAIRPERSON BARCLAY: Anyone else?

17 DIRECTOR JAKES: Chairman Silva is talk --
18 unmute yourself, Chairman -- I mean Director Silva.

19 SECRETARY LONGHINI: Director Silva, if you
20 want to speak you have to unmute. Good. Go right
21 ahead, Director Silva.

22 DIRECTOR SILVA: Congratulations to President
23 Carter and the entire CTA team for this incredible
24 award. I am proud to be a part of this board for



1 over 14 years and I admire, okay, President Carter
2 and like, okay, good job and keep up the good work.
3 And congratulations again. I'm really very, very,
4 very, very -- thank you.

5 SECRETARY LONGHINI: Thank you, Director.

6 Director Irvine, would you like to say a
7 few words?

8 DIRECTOR IRVINE: Yes, I would. President
9 Carter, Chairman Barclay, one of the reasons I
10 choose to live in Chicago is because it is one of
11 the very few cities where you can live without a
12 car and public transit and CTA make that possible
13 for the people that live here, that work here, that
14 visit here. And when the pandemic hit, I was so
15 moved by the dedication and commitment of everyone
16 on the CTA team, from you President Carter all the
17 way down to all the folks that work to make the
18 buses and trains run to allow us to keep operating
19 full service.

20 You know, some -- thinking about all of
21 the CTA employees that made the last year and a
22 half possible, some of them didn't make it. We
23 lost some to COVID and it was very, very tough.
24 And it was hard I think for some folks out there.



1 They're worried about their own safety, their
2 families, and we continue to provide service and
3 the dedication of everyone made that possible.

4 So to just get the award this year I think
5 shows that when you put all of your focus on
6 providing the best service to the people that we
7 serve and keeping the service strong, you know,
8 you'll get recognized for that and I think that
9 President Carter, that your commitment to not just
10 all of our customers, but also our disabled
11 customers and pushing ASAP and pushing for more
12 accessibility is bearing fruit like with the
13 infrastructure bill and the inclusion of additional
14 funds for accessibility.

15 So I think this award is a long time
16 overdue, a long time coming. But I'm very glad we
17 got it after the tremendous work and commitment of
18 everyone at CTA over the last year and a half. So
19 thank you. I know that you're not going to stop.
20 I know that you've got a lot of plans to make CTA
21 even greater. But I really applaud you and
22 everyone below you for your -- you know, for this
23 recognition. It's well deserved. Thank you.

24 Thank you. Thank you.



1 SECRETARY LONGHINI: Thank you.

2 Director Alva Rosales, would you like to
3 say a few words?

4 DIRECTOR ALVA ROSALES: Yes, of course. Well,
5 congratulations. What -- you know, what exciting
6 news when I saw the two awards really making
7 history.

8 President Carter, you're such a leader.
9 And I've got to tell you, it's such an honor to be
10 part of what I consider a family. Everyone from
11 the executive team to those on the front line, so
12 committed to providing service and during the most
13 difficult period of time in the history that we
14 have had, not only for the city, but really for the
15 world, you know, really stepping up and doing a
16 phenomenal job and not just doing the work that's
17 expected, but going over and above. And it's so
18 good to see that these two awards have recognized
19 that work.

20 So I know that this will continue. I'm
21 glad that it has been recognized. You know, so
22 worthy, the whole team is so worthy of it. And
23 President Carter, you especially are, again, as a
24 leader, you know, as our leader with the work



1 that's being out there for the public. Thanks for
2 your work. And, again, all of the team that's out
3 there, especially, I wish and I hope that each of
4 our frontline workers are notified of this, because
5 we can't thank them enough for all of the work that
6 they do. So congratulations.

7 PRESIDENT CARTER: Thank you. Thank you all
8 for your kind comments and a couple just quick
9 thoughts here that I just wanted to pass along.

10 One, CTA has a long history of achieving
11 major accomplishments and then just moving on to
12 the next challenge. We have never been really good
13 at celebrating our successes, but I want to assure
14 you that that will not be the case this time. I am
15 working with our team. We are going to celebrate
16 this with the entire CTA family. We're going to
17 make sure that everyone in the field and also the
18 people here at 567 get the opportunity to both
19 appreciate and share in the celebration of all of
20 their hard work which has made this possible.

21 The other thing I wanted to mention to you
22 is that, as an aside, there's a process that you
23 have to go through, as I explained, to be
24 considered for this kind of award and it begins



1 with a submission of a formal nomination to make it
2 happen. Historically, that nomination comes from
3 the head of the agency. In other words, I would be
4 the one who submits CTA's name and opportunity to
5 get this. But you should know that in this
6 particular case, both the personal award that I
7 received and the agency award that was submitted
8 was done by the CTA employees without my knowledge.
9 I wasn't aware that they had done this until I
10 received a phone call from APTA telling me we had
11 won.

12 And I think to the point that all of you
13 are making is there's a tremendous sense of pride
14 that I think all of our employees have around the
15 work this agency does and around the
16 accomplishments we've made, especially over the
17 last year as we've dealt with this pandemic. I
18 think the process we even got considered for this
19 is an example of I think the commitment, the
20 dedication, and the support that my entire team has
21 for all the employees in this agency to make sure
22 that they are recognized and understood for the
23 hard work that they do, which as all of you know,
24 as some of you mentioned, on many occasions goes



1 completely unnoticed and unrecognized by the vast
2 majority of our customers.

3 So I am -- I am obviously very thankful
4 and appreciative about the personal accolade, but I
5 am actually much more happy for the accolade that
6 has been given to the entire CTA team and really
7 want them to celebrate and enjoy this next year as
8 we stand as the best transit system in the country.

9 CHAIRPERSON BARCLAY: Thank you. I would like
10 so thank all to the board members for your warm
11 comments and well wishes and thank you once again,
12 President Carter.

13 I will now entertain a motion to approve
14 the resolution of appreciation for President Dorval
15 R. Carter and the entire dedicated employees of the
16 Chicago Transit employees.

17 DIRECTOR IRVINE: It is my honor and pleasure
18 to so move.

19 DIRECTOR ALVA ROSALES: And it's my honor and
20 pleasure to second it.

21 SECRETARY LONGHINI: Moved by Director Irvine,
22 seconded by Director Alva Rosales. I'll take a
23 vote.

24 Director Miller? Yes?



1 DIRECTOR MILLER: (Inaudible response.)

2 SECRETARY LONGHINI: Yes. Okay.

3 Director Jakes?

4 DIRECTOR JAKES: Yes.

5 SECRETARY LONGHINI: Director Silva?

6 Director Silva, could you unmute your --

7 Direct Silva, could you unmute?

8 DIRECTOR SILVA: Yes.

9 SECRETARY LONGHINI: Yes. Of course.

10 Director Irvine?

11 DIRECTOR IRVINE: Yes.

12 SECRETARY LONGHINI: Director Alva Rosales?

13 DIRECTOR ALVA ROSALES: Yes.

14 SECRETARY LONGHINI: Chairman Barclay?

15 CHAIRPERSON BARCLAY: Yes.

16 SECRETARY LONGHINI: Not surprisingly, that
17 motion passes. With six yes votes to approve, the
18 resolution passes, sir.

19 CHAIRPERSON BARCLAY: Our next order of
20 business is Executive Session. It's my
21 understanding, Karen, there is no Executive Session
22 today.

23 COUNSEL SEIMETZ: That is correct, Chairman.

24 We do not have Executive Session today.



1 CHAIRPERSON BARCLAY: Since there are no board
2 matters, our next order of business is a report of
3 the Committee of Finance, Audit and Budget.
4 Director Silva.

5 DIRECTOR SILVA: Yeah. The Committee of
6 Finance, Audit and Budget met earlier this morning
7 via Zoom video-teleconference. The Committee
8 approved the July 14, 2021 committee minutes. The
9 Committee reviewed the finance report. The
10 Committee reviewed the following four ordinances.

11 An ordinance authorizing free rides on the
12 first day of school for Chicago Public Schools in
13 2021 and 2022.

14 An ordinance authorizing an
15 intergovernmental agreement with Cook County for
16 Sheriff's Work Alternative Program, SWAP, to
17 provide groundskeeping and maintenance work on
18 Authority property.

19 And ordinance authorizing an amendment to
20 an intergovernmental agreement with PACE for the
21 South Halsted bus corridor enhancement project.

22 An ordinance authorizing an agreement with
23 City Year, Inc. for volunteer service activities.

24 The Committee approved all four ordinances



1 and all nine contracts. The Committee placed the
2 four ordinances and eight of the contracts on the
3 omnibus and recommended board approval of the
4 omnibus. Contract Number G-1 although approved by
5 the Committee, was not placed on the omnibus and
6 will require a separate vote.

7 That concludes my report, Chairman
8 Barclay.

9 CHAIRPERSON BARCLAY: Thank you, Director
10 Silva.

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

13 DIRECTOR IRVINE: So moved.

14 DIRECTOR ALVA ROSALES: Second.

15 SECRETARY LONGHINI: Moved by Director Irvine,
16 seconded by Director Alva Rosales. I'll take the
17 vote.

18 Director Jakes?

19 DIRECTOR JAKES: Yes.

20 SECRETARY LONGHINI: Director Irvine?

21 DIRECTOR IRVINE: Yes.

22 SECRETARY LONGHINI: Director Miller?

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Silva?



1 DIRECTOR SILVA: Yes.

2 SECRETARY LONGHINI: Director Alva Rosales?

3 DIRECTOR ALVA ROSALES: Yes.

4 SECRETARY LONGHINI: Director Barclay?

5 CHAIRPERSON BARCLAY: Yes.

6 SECRETARY LONGHINI: That motion to approve the
7 omnibus is approved with six yes votes, sir.

8 CHAIRPERSON BARCLAY: I will now entertain a
9 motion to approve Contract Item G-1, a technology
10 support service contract.

11 DIRECTOR IRVINE: So moved.

12 SECRETARY LONGHINI: And we need a second from
13 somebody else besides Arabel.

14 DIRECTOR JAKES: Second.

15 DIRECTOR MILLER: Second.

16 SECRETARY LONGHINI: Second by Director Jakes.

17 All right. Moved by Director Irvine, seconded by
18 Director Jakes. On G-1, I'll take the vote.

19 Start with you, Director Alva Rosales.

20 DIRECTOR ALVA ROSALES: I'll abstain.

21 SECRETARY LONGHINI: Abstain.

22 Director Jakes?

23 DIRECTOR JAKES: Yes.

24 SECRETARY LONGHINI: Director Irvine?



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Director Miller?

3 DIRECTOR MILLER: Yes.

4 SECRETARY LONGHINI: Director Silva?

5 DIRECTOR SILVA: Yes.

6 SECRETARY LONGHINI: Chairman Barclay?

7 CHAIRPERSON BARCLAY: Yes.

8 SECRETARY LONGHINI: The motion to approve G-1
9 passes with five yes votes and Director Alva
10 Rosales abstained.

11 CHAIRPERSON BARCLAY: Our next order of
12 business is the construction report. Bill Mooney.

13 BILL MOONEY: Good morning. I'm here with your
14 construction report as usual. If we can flip
15 ahead, Herb, our first project where we normally
16 start is our Jefferson Park and O'Hare signals
17 project.

18 Since we last met, we made some -- had a
19 pretty significant milestone, which is all the
20 relay book of plans have been approved. This is
21 actually the design packages at all the signal
22 systems; it's a design-build project, so it has
23 been designed as we've been working through the
24 project. And so this kind of ends that design



1 phase, which is kind of a huge milestone for us.

2 The project remains on budget, but tight to
3 schedule.

4 We also completed preparation for Old
5 Mannheim relay house cutover, which is our next
6 relay house, which we'll be taking under shortly
7 and at this point, all the remaining signal houses
8 are either in fabrication or out of fabrication and
9 on the ground ready to prep. So we're starting to
10 wind into a full construction phase. Next slide,
11 please.

12 Here are some photos from the preparation
13 at Old Mannheim. Here they are pulling in wiring
14 for the localized equipment at the crossover
15 itself. Next slide, please.

16 And here they are actually pulling cable
17 in the duct banks of the O'Hare tunnel. So Old
18 Mannheim is actually controllable from O'Hare
19 interlocking, O'Hare tower back at the terminal.
20 So there's actually wires that connect the two to
21 talk to each other. So here they are replacing
22 those cables in the subway. Next slide, please.

23 My next project is our refreshed and
24 renewed program. Since we last met, work occurred



1 at western on the Congress and Cicero on the Pink
2 Line and we're kicking forward at Kedzie and
3 Kimball and western O'Hare in the upcoming weeks.
4 Move to the pictures, please.

5 Here's before and afters of the entrance
6 at Cicero. They painted the ceiling -- scraped and
7 painted the ceiling, updated the lighting, updated
8 the sign faces. It gives you kind of that first
9 welcome refreshed look as you walk into the
10 station. New LED lighting, again, makes everything
11 so much crisper. Next slide, please.

12 Here's the platform. I think this is one
13 of those wow-factor pictures that you see when we
14 get into this work. Oftentimes we only do kind of
15 ladder-height on the column, those touch surfaces
16 as regularly seen here. They went all the way up.
17 They scraped down the ceiling of the platform.
18 Significant amount of effort there. Re-coated it.
19 I mean, really it's amazing, that difference, and
20 that really just gives the station a whole new look
21 again. Next slide.

22 Here's western on the Congress. So these
23 stations on the Congress date back to the 1950s.
24 They are very challenging pieces to maintain.



1 These are the ramps that lead down from the station
2 houses to the platform. And you can see kind of
3 here the preexisting condition has been patched a
4 bunch of times and the patches were failing.

5 Here, they broke out some of the larger
6 areas, re-coated those patches. All of this work
7 is occurring as we have customers coming in and out
8 of the stations as we're not closing the entrances
9 of this, so the trades that work on this work
10 really hard to kind of be able to work around folks
11 and facilitate that station while this work is
12 occurring. Next slide.

13 Again, here is kind of a wow factor on the
14 canopy on this. So this is station platform. You
15 can see they've scraped it down. They've put a
16 fresh coat of paint on it and what kind of -- what
17 a reflective look that really makes for people,
18 especially with the lighting. You know, the paint
19 and lighting together really changes that whole
20 sense of safety in that station and the
21 surroundings you're in. It's bright, it's
22 inviting. Next slide, please.

23 Then here's my proverbial kind of new LED
24 lighting. I mean, it's amazing how much brighter



1 this is from across the highway and how the station
2 just glows now.

3 So this is our Jackson Park track and
4 structure improvement project. So the work
5 continues on northbound track between 59th and 61st
6 Street -- I'm sorry, in the southbound track
7 between 59th and 61st Street with the tie renewal,
8 as well as the structural associated work. We can
9 move on to the slides, please.

10 Here is almost all the ties are in at that
11 point as well as the supporting wood guard. The
12 wood guard is the piece -- the large piece of wood
13 that kind of runs parallel to the direction of
14 travel there. That's part of how we keep the
15 trains secured on the track. It's a safety
16 feature. So that's all getting updated as part of
17 this and they're getting ready to do the rail
18 renewal there as well. That work in progress as it
19 comes to the end of that section, they should be
20 done shortly there. Next slide.

21 Here is some of the structure work. So
22 here they are doing kind of what we call busting.
23 so all -- we stopped riveting in the late 1960s and
24 so as you can see, the rivets here, what happens is



1 they actually break the rivets out, sheer the heads
2 off and push them out of the holes and they
3 actually -- they rod out the holes to make sure
4 they're clean and then they'll put in fresh bolts
5 in preparation for the change out. So that's
6 what's going on here.

7 Our next project is our South Shops waste
8 materials, storage, and sewer upgrade, which I
9 introduced last month. We've kind of moved on into
10 wall -- from kind of that initial wall
11 stabilization into some structural work within the
12 ceiling of that antespace (phonetic) in
13 relationship to the walls. We can move towards the
14 photos.

15 The project progresses on budget, on
16 schedule. Here you can see they're putting in
17 additional supports to pick up the roof joist. So
18 as the wall has shifted, the joists have kind of
19 become destabilized for the roof, so we've
20 actually -- we put in a series of actually beams to
21 pick up and tie that -- those roof joists back into
22 the wall. You can move to the next photo, please.

23 And here, they're doing what they call
24 sistering, where they're actually sandwiching the



1 boards around those joists to reinforce them and
2 provide a longer extension life for that roof.

3 Next slide.

4 And my last project today is a new
5 project. So this is the Dan Ryan inverters and
6 batteries. So in -- so on our signal systems, we
7 actually do kind of the opposite of what we do in a
8 substation. We take 600-volt DC power from our
9 substation feeds and convert it back to AC power to
10 power our signal system.

11 So our substation power is so incredibly
12 redundant and rich, it's a really great source to
13 give us reliable power for our signal system and
14 the way we do that is through a series of equipment
15 called inverters.

16 Over time, the inverters have aged on the
17 Dan Ryan. It was our first generation of
18 technology and started to become less reliable,
19 which (indiscernible) and so this project helps us
20 upgrade to this new equipment, give us that
21 continued power and reliability, which is really
22 important for our signal systems.

23 So the first round of work has been
24 occurring at 59th interlocking, which is just north



1 of 63rd Street station on the Dan Ryan. Let's move
2 on to the pictures.

3 So this -- you've seen some of this --
4 photos like this on the signal job as I've shown
5 you work in preparation for those crossovers. So
6 here they are actually removing the inverters and
7 associated (indiscernible) for switches and
8 disconnects and other things that help manage the
9 power system on the left.

10 On the slide on the -- then the slide on
11 the right, they're putting in the new equipment and
12 craning it in place from the highway. This work is
13 actually going on under traffic. It's around kind
14 of train movements during the weeknights. Next
15 slide.

16 Here's this new equipment kind of set up.
17 From there, they wire it all up to each other,
18 connect it to the relay house, and then we go into
19 a commissioning phase similar to what we would do
20 in a substation, test it, validate it, and cut it
21 over for live. It's a pretty quick moving project.
22 We -- it has been going on for over a year. The
23 contractor is -- spent the last year waiting for
24 the equipment to show up. It's a long leave time



1 manufactured part. So the installation is actually
2 pretty -- pretty quick. Next slide, please.

3 Here you can see some wiring I was
4 discussing as they kind of wire the equipment up
5 around actual train traffic.

6 That ends my portion of the presentation.
7 I'm glad to take any questions.

8 SECRETARY LONGHINI: Thank you very much, Bill.

9 Chairman Barclay, do you have any
10 questions for Bill?

11 CHAIRPERSON BARCLAY: I do not have any
12 questions, but I do have a comment that that
13 refresh and renew, it almost looks like a miracle
14 difference between night and day. So you're doing
15 a good job and I appreciate that.

16 BILL MOONEY: Thank you. The crews are really,
17 really -- really, really into it now. They really
18 take a lot of pride in walking away from that work
19 product. I mean, it really credits to that.
20 They're doing a great job. So ...

21 SECRETARY LONGHINI: Thanks.

22 Director Alva Rosales, any questions?

23 DIRECTOR ALVA ROSALES: No. Just compliments I
24 guess. I know we do that every month, but, you



1 know, make sure to share that I think with the team
2 because it does make such a huge difference. I
3 think it's such a motivator for people to utilize
4 our system even more and it's -- it is a major
5 difference. The before and after is pretty
6 incredible. So thanks for the hard work.

7 SECRETARY LONGHINI: Director Jakes?

8 DIRECTOR JAKES: Ditto to everything that has
9 been said.

10 SECRETARY LONGHINI: Thank you.

11 Director Irvine?

12 DIRECTOR IRVINE: No questions. Just, again,
13 yeah, great job to you and the team. Thank you.

14 SECRETARY LONGHINI: Director Miller?

15 DIRECTOR MILLER: Ditto to everything that has
16 been said. No questions. Compliments. Keep up
17 the good work.

18 SECRETARY LONGHINI: Thank you.

19 Director Silva?

20 DIRECTOR SILVA: No questions. Okay.
21 Congratulations. Okay. Good job.

22 SECRETARY LONGHINI: Thank you all. Thanks,
23 Bill.

24 There's no further questions, Chairman,



1 for Bill.

2 CHAIRPERSON BARCLAY: We will now call on Chris
3 Bushell and Juan Pablo Prieto to make their RPM and
4 diversity presentations.

5 CHRIS BUSHELL: Thank you, Chairman. Chris
6 Bushell, your Chief RPM Officer.

7 The RPM project continues on budget and
8 tight to schedule. If we can go to the next slide,
9 please. One more.

10 So the -- while design is ongoing and some
11 aspects are wrapping up, some are continuing, the
12 main thrust of the work at this point is really on
13 the bypass as well as on the Lawrence to Bryn Mawr
14 segments.

15 In regard to the bypass, we are continuing
16 to do miscellaneous pieces of systems work on top
17 of the bypass, predominantly track, but to follow
18 with traction, power, and signal as well. But our
19 focus at the moment is really on connecting the two
20 ends of the bypass as the structural components of
21 it really are coming together and you'll see more
22 details on that in the photographs.

23 Those two areas are the Belmont slide-in,
24 which you'll see some details on. That's a big



1 piece of structure that we ultimately are building
2 off to the side, then doing some demolition in the
3 area of Belmont and literally sliding it over with
4 the hydraulic system. You'll actually see some
5 photographs of that hydraulic system and another
6 piece of construction at the very end of the
7 report. Similar kind of system in any case.

8 We are also preparing in some ways for the
9 work after the bypass by moving a building -- a
10 historic building. You will see some photographs
11 and a video of that towards the end.

12 And then in the Lawrence to Bryn Mawr
13 segment, as we've talked about, we're really
14 continuing -- really in the depth of the heavy
15 civil structural demolition start of that segment.
16 So we're removing existing structure in various
17 locations, we're installing sort of a protective
18 structural -- deep structural protection between
19 the area where we're constructing earth retention
20 systems between the area where we're constructing
21 and running service. You'll see some more details
22 on that.

23 So the project is really in full swing.
24 Lawrence to Bryn Mawr has a significant



1 construction area and we're very pleased to see
2 that in progress. So if we can go to the next
3 slide and I can show some photographs.

4 So this is a section of the bypass bridge
5 that we're building off to the side. It's a pretty
6 big piece. It ultimately gets actually completed
7 off to the side. We have a lay-down yard here that
8 we can work in, so we are not impacting rail
9 traffic directly by doing this. We're just
10 building it off to the side.

11 We will as a final piece of work on the
12 bypass be demolishing some of the existing CTA on
13 the -- you can see on the side of the photograph
14 there, that sound wall is part of the right of way
15 right near the Belmont station. And then sliding
16 that -- that structure right over using a hydraulic
17 bridge system. So pretty interesting there. Next
18 picture.

19 You get a feel I think for how the bypass
20 is coming together and what it's really going to
21 look like. You know, we took a lot of care to make
22 sure that this was an attractive piece of work for
23 the community. We tried to design some columns
24 that softened a little bit the size of the columns



1 and broke down the visual aspect of that and then
2 tying that into some of the sound walls. So it
3 becomes an asset to the community, both from the
4 perspective of, you know, it provides better
5 service because of its very nature, but also is
6 something that, you know, you wouldn't mind living
7 next to and so we took care with those aesthetics.
8 You can kind of I think see -- you're starting to
9 see that for the first time in some of these
10 photographs as all the components come together.
11 Next, please.

12 This is a temporary structural piece that
13 we'll be using during the next phase work after the
14 bypass work is complete. We call it the temporary
15 tie in. So it's just a temporary piece of work
16 we're constructing in the alley and we'll later
17 remove when the project is done. Next.

18 And this is the Vautravers building, a
19 historic building that is part of this project and
20 I'll get into more detail later actually in the
21 video, but you can see that this building was
22 ultimately supported and then moved to the side so
23 that we could straighten the tracks in this area
24 and provide for better speed and comfort for our



1 customers. Next.

2 So the heavy civil portion, Lawrence to
3 Bryn Mawr. This is really what it looks like.
4 There is a lot of heavy demolition equipment up
5 there. We are removing existing bridge viaducts
6 where the new bridges will go. We are doing that
7 directly next to live service and maintaining the
8 highest levels of safety in that effort. Next.

9 So I talked a little bit about earth
10 retainage and how when we're building on one side,
11 we really need to keep the other side in place so
12 we can run our trains on it. So these are the
13 zerus (phonetic) retention system being installed
14 between the two -- the middle two of four tracks up
15 there. Obviously we're building on the side where
16 the equipment is and we're still providing service
17 on the other side. These sheeting elements help us
18 to keep the ground stable while we're doing this --
19 all this work and keep our passengers and employees
20 safe. Next.

21 So on the outreach side, you know, we
22 continue to do all the normal outreach that's
23 associate with this to make sure the communities
24 that are impacted by construction are informed. We



1 work, you know, with businesses throughout the
2 area, but probably particularly Lawrence to Bryn
3 Mawr segment where there are many retail businesses
4 that struggled mightily under COVID to make sure
5 that any impacts that we have are mitigated either
6 through our own means or coordinating services for
7 them through the City and the Aldermen.

8 Examples include the weekly Red Purple
9 bypass project updates down south at RPB in the
10 44th ward. State of Edgewater event, really where
11 the community was talking about impacts due to
12 COVID, how they were going to come out of that and
13 impact it and we wanted to be at the table. We
14 want to contribute both positively through our
15 construction as well as our efforts to mitigate
16 impacts of construction. Uptown United Chamber of
17 Commerce walkthrough, just giving the chambers a
18 sense of where the construction is and where it's
19 going as well as various other monthly outreach
20 meetings we have through our virtual and existing
21 neighborhood office.

22 So with that summary, I will turn it over
23 to Juan Pablo to get into some of the workforce
24 SBE/DBE efforts that we're doing on the efforts.



1 J.P. PRIETO: Thanks, Chris. Good morning,
2 Directors. Juan Pablo Prieto, Director of
3 Diversity Programs.

4 Diversity continues to meet with the
5 contractor monthly to discuss DBE and workforce
6 outreach and compliance. We also continue to send
7 out opportunities from Walsh-Fluor to the DBE
8 community so they're aware of the trade packages
9 and how to submit their bids.

10 On July 28th, the Chicago Cook Workforce
11 Partnership, one of CTA's workforce partners on
12 RPM, hosted a union trades informational event to
13 walk non-card holders through the process of
14 starting a career in the building trades.

15 The virtual event was designed to provide
16 individuals information about how to join the
17 trades and network directly with representatives
18 from the trade unions across the Chicagoland
19 region. Representatives from IBEW Local 134,
20 Pipefitter's Local 597, Plumbers Local 130, and the
21 Chicagoland Regional Council of Carpenters among
22 others participated in the event. Over 100
23 individuals registered for the event with close to
24 70 attending.



1 As I presented last month, we will begin
2 transitioning our RPM presentation from outreach to
3 compliance as walsh-Fluor completes their
4 subcontracting awards.

5 As of July 31st, DBEs have been awarded
6 over \$169 million between the design and
7 construction packages. Additionally, those
8 \$169 million have been awarded to 68 unique DBE
9 firms. This is a result of the outreach that has
10 been conducted by CTA and the prime to ensure the
11 entire DBE community is aware of the opportunities
12 on the project.

13 That concludes my portion of the report.
14 Happy to answer any questions.

15 SECRETARY LONGHINI: Thank you, Chris and Juan
16 Pablo.

17 Chairman Barclay, do you have any
18 questions for either or both?

19 CHAIRPERSON BARCLAY: I do not have any
20 questions.

21 SECRETARY LONGHINI: All right. Direct Alva
22 Rosales?

23 DIRECTOR ALVA ROSALES: No questions. Just
24 keep up the great work. That's all.



1 SECRETARY LONGHINI: Thank you.

2 Director Jakes?

3 DIRECTOR JAKES: No questions, but it was uber
4 cool how you moved that building.

5 CHRIS BUSHELL: You'll see more of that in a
6 second.

7 SECRETARY LONGHINI: Director Irvine?

8 DIRECTOR IRVINE: No questions. And yeah, I
9 agree it's all very cool and it's great to see the
10 bypass coming along and getting closer.

11 SECRETARY LONGHINI: Director Miller?

12 DIRECTOR MILLER: No questions.

13 SECRETARY LONGHINI: Director Silva?

14 DIRECTOR SILVA: No questions.

15 SECRETARY LONGHINI: All right. Then that
16 concludes the questions for Juan Pablo and Chris,
17 Chairman Barclay.

18 CHAIRPERSON BARCLAY: Our next order of
19 business is new business. Greg, is there any new
20 business?

21 SECRETARY LONGHINI: Not that I'm aware of,
22 sir.

23 CHAIRPERSON BARCLAY: Okay.

24 CHRIS BUSHELL: Actually, Chairman, we have a



1 short video that we would like to show the Board.

2 CHAIRPERSON BARCLAY: Okay. All right. Yeah.
3 I'm sorry.

4 CHRIS BUSHELL: No problem.

5 So before we start -- well, actually, Herb
6 started it, so that's good. We can play it, loop
7 it a couple of times.

8 But this building was completed in 1894.
9 It was originally owned by the Vautravers family
10 and it is part of the historic -- the historic
11 Newport Avenue district, which was a series of
12 homes built between 1891 and 1928.

13 The building originally sat in the pathway
14 of the CTA, or before the parent company for the
15 CTA, and the owner wasn't interested in moving. So
16 the CTA tracks in this area were constructed around
17 the building.

18 The existing tracks bend -- the existing
19 bend in the tracks limit train speeds through this
20 corridor and, in fact, it was -- as we looked at
21 that, that significance of that bend and how much
22 time it took, we realized that actually moving this
23 building was a significant effort that needed to
24 happen.



1 So it definitely at the end of the day
2 will increase train speeds through this area and
3 improve the customer experience and comfort. So it
4 is one of the many details that we handle in a
5 large project like this which is both to improve
6 service, but also to respect the history of the
7 city and work with that history to make sure we
8 honor it and keep it alive.

9 So with that, thank you all very much.

10 CHAIRPERSON BARCLAY: Thank you. I got all
11 kind of calls from people asking me did I go to the
12 field trip to see the building move. So but you
13 guys did a wonderful job in doing that work. Thank
14 you very much.

15 CHRIS BUSHELL: Thank you. And I would like to
16 thank the walsh-Fluor team. They did a fine job
17 with this piece of work. The team that was
18 managing this as well as some other aspects of the
19 project are really doing good work and we
20 appreciate their hard efforts, especially during
21 the pandemic.

22 DIRECTOR JAKES: Chris, was the building
23 occupied?

24 CHRIS BUSHELL: No. No. It moved very



1 smoothly, so conceivably it could have been
2 occupied, but no, we bought the building, emptied
3 it out, structurally stabilized it prior to
4 actually putting the hydraulics in there and moving
5 it.

6 PRESIDENT CARTER: I will say this. I don't
7 know of any other media story that got more
8 attention involving CTA than the movement of that
9 building. It was literally on every news broadcast
10 for like three days straight. So I'm glad -- I'm
11 glad it was a success because I can't imagine what
12 the coverage would have been if it had fallen.

13 CHRIS BUSHELL: well, you know, Dorval, it's
14 funny you say that because we actually were able to
15 use all the social media attention we received from
16 this building to increase our database of people in
17 the community that are interested in the project
18 and will now receive regular updates. So it was a
19 real opportunity and we kind of knew it was and now
20 we have a lot more people, particularly in the
21 project area, who are going to be aware of all of
22 the specifics throughout that area and impacts. So
23 it was a good move in that regard.

24 CHAIRPERSON BARCLAY: Congratulations. Great



1 job.

2 So our next order of business is new
3 business, Greg. Is there any?

4 SECRETARY LONGHINI: No, I guess there's -- I
5 guess there's not, so I think we're finished for
6 the day. That was a good day.

7 CHAIRPERSON BARCLAY: Since there's no further
8 business to come before the Board, may I have a
9 motion to adjourn the Chicago Transit Board meeting
10 for August 11, 2021?

11 DIRECTOR IRVINE: So moved.

12 DIRECTOR ALVA ROSALES: Second.

13 SECRETARY LONGHINI: Moved by Director Irvine,
14 seconded by Director Alva Rosales. Motion to
15 adjourn.

16 Director Silva?

17 DIRECTOR SILVA: Yes.

18 SECRETARY LONGHINI: Director Miller?

19 DIRECTOR MILLER: Yes.

20 SECRETARY LONGHINI: Yes from Director Miller?
21 Yes?

22 Director Irvine?

23 DIRECTOR IRVINE: Yes.

24 SECRETARY LONGHINI: Okay. Director Jakes?



1 DIRECTOR JAKES: Yes.

2 SECRETARY LONGHINI: Director Alva Rosales?

3 DIRECTOR ALVA ROSALES: Yes.

4 SECRETARY LONGHINI: Chairman Barclay?

5 CHAIRPERSON BARCLAY: Yes.

6 SECRETARY LONGHINI: That's six votes in favor
7 of adjourning, so, sir, we are adjourned. Thank
8 you all very much.

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

12 (Meeting adjourned at
13 11:15 a.m.)

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|--|---|--|---|--|--|
| \$ | 3 | accomplishments 15:20 21:24 22:10 30:11 31:16 | amazing 39:19 40:24 | attention 18:22 | bill 5:19,23 28:13 37:12, 13 45:8,10,16 46:23 47:1 |
| \$1 5:18 | 30 8:19 9:20 | achieve 15:24 19:20 | amendment 34:19 | attractive 49:22 | bit 18:22 49:24 51:9 |
| \$169 54:6,8 | 30-minute 10:2,10 | achievement 19:5 | America 5:1 6:18 15:2,8 | Audit 34:3,6 | Blue 9:17,22 10:9 |
| 1 | 30-plus 23:4 | achievements 21:18 | American 14:24 20:19,22 | August 3:7,14 9:10 23:22 24:6 | board 3:7,14 4:6,18 5:16 7:5,22 8:8 9:10,11 11:17 12:24 13:13 18:1 20:10,12 22:17, 23 23:3,8,9,17,23 24:1,22 26:4,24 32:10 34:1 35:3 |
| 10-minute 10:11 | 30-year 22:1 | achieving 30:10 | amount 39:18 | Austin 5:4 | boards 43:1 |
| 100 53:22 | 31st 54:5 | acknowledge 19:15 | announce 10:12 | Authority 20:17,21 21:12 22:1 23:18 24:5 34:18 | bolts 42:4 |
| 11 3:7 23:22 24:6 | 4 | activities 34:23 | announcement 10:7 | Authority's 21:17 22:7 | book 37:20 |
| 11,000 16:24 24:15 | 40 16:16 | activity 12:11 | announcements 18:21 | authorizing 34:11,14,19,22 | boost 7:18,19 |
| 11,000-plus 25:21 | 44th 52:10 | actual 45:5 | annual 12:22 | Avenue 5:4,6 6:3,12 7:12,18, 20 | Boulevard 5:5 |
| 11th 3:14 9:10 | 5 | acute 6:6 | antespace 42:12 | award 16:6,7,22 17:1,24 19:7 20:5 21:6,11, 16,23 22:4,9,21 23:20,22 24:3 26:24 28:4,15 30:24 31:6,7 | break 42:1 |
| 130 53:20 | 5200 6:12 | add 12:20 23:15 | applaud 12:22 28:21 | awarded 15:2 20:20 54:5,8 | bridge 49:4,17 51:5 |
| 134 53:19 | 567 17:12 30:18 | added 12:14 | applied 5:20 | awards 16:14,16,18,20 18:21 19:12,15 20:23 22:14 25:6,15 26:13 29:6,18 54:4 | bridges 51:6 |
| 14 27:1 34:8 | 597 53:20 | addition 23:24 | applying 6:9 | aware 19:4 31:9 53:8 54:11 | bright 40:21 |
| 14th 13:14 | 59th 41:5,7 43:24 | additional 28:13 42:17 | appreciation 20:16 32:14 | B | brighter 40:24 |
| 15 10:3 | 6 | Additionally 54:7 | appreciative 32:4 | back 8:10 38:19 39:23 42:21 43:9 | bring 12:14 |
| 150 10:1 | 600-volt 43:8 | address 5:16 15:18 | approval 13:11 35:3 | banks 38:17 | brings 19:16 |
| 1500 21:3 | 61st 41:5,7 | adequate 21:14 | approve 13:13 14:4,6,11,12 32:13 33:17 35:11 36:6,9 37:8 | Barclay 3:8,10,12 4:3,4,7 8:9,18,23 9:2 11:11, 16 13:8,10 14:15,16, 19 20:7 23:11,15 26:16 27:9 32:9 33:14,15,19 34:1 35:8,9 36:4,5,8 37:6, 7,11 45:9,11 47:2 54:17,19 | broke 40:5 50:1 |
| 16 7:11 | 63rd 44:1 | adjacent 12:8 | approved 14:18 34:8,24 35:4 36:7 37:20 | brought 8:2 | Bryn 47:13 48:12,24 51:3 52:2 |
| 17 17:4 | 68 54:8 | admirer 27:1 | apps 10:22 | budget 34:3,6 38:2 42:15 47:7 | building 16:10 48:1,9,10 49:5,10 50:18,19,21 51:10,15 53:14 |
| 1896 6:24 | 7 | adopted 23:8,9 | APTA 15:5,8,20 16:4,14, 15,16 20:20 21:3,22 22:13 23:19 24:2 26:13 31:10 | built 6:24 | bunch 40:4 |
| 1950s 39:23 | 7 17:19 | aesthetics 50:7 | Arabel 11:17 36:13 | Buren 5:5 | bus 5:9 7:5,11 13:3 17:10,19 26:8 34:21 |
| 1960s 41:23 | 70 53:24 | afternoon 10:9 | architecturally 18:6 | buses 7:17 18:13 21:14 27:18 | Bushell 47:3,5,6 |
| 1996 5:7 | 9 | afters 39:5 | area 48:3,19,20 49:1 50:23 52:2 | business 4:8 13:11 14:20 25:9 33:20 34:2 37:12 | businesses 52:1,3 |
| 1997 7:6 | 90 15:7 | aged 43:16 | areas 12:8 15:11 21:18 40:6 47:23 | busting 41:22 | bustling 47:13,15,17,20 48:9 49:4,12,19 50:14 52:9 |
| 2 | 95th 18:6 | agencies 12:16 15:2,10,24 16:2 | arrive 10:24 | | |
| 20 9:20 10:10 15:4 | A | agency 12:10,20 16:8,17,24 19:7 22:14 23:1 31:3,7,15,21 | ASAP 28:11 | | |
| 2020 15:18 | ability 25:21 | agency's 17:1 | asks 5:20 | | |
| 2021 3:14 10:5 13:14 15:3 23:18,23 24:6 34:8, 13 | abstain 36:20,21 | agree 7:5 26:1 | aspect 19:6 50:1 | | |
| 2022 34:13 | abstained 37:10 | agreement 34:15,20,22 | aspects 47:11 | | |
| 21st-century 22:3 | AC 43:9 | ahead 26:21 37:15 | asset 50:3 | | |
| 24 17:19 | access 7:19 | Airport 7:20 | assistance 5:2 12:10 | | |
| 24-7 25:9 | accessibility 15:13 18:20 21:19 28:12,14 | Aldermen 52:7 | associate 51:23 | | |
| 24-hour-7-day-a-week 22:12 | accidents 6:22 | alley 50:16 | association 4:20 5:8 7:7 15:1 20:20 | | |
| 2600 6:12 | accolade 32:4,5 | Alternative 34:16 | assure 30:13 | | |
| 28th 53:10 | accolades 16:9 | Alva 3:16,18 11:17 13:16, 18,20,21 29:2,4 32:19,22 33:12,13 35:14,16 36:2,3,19, 20 37:9 45:22,23 54:21,23 | attending 53:24 | | |



| | | | | | |
|--|---|---|---|--|--|
| <p style="text-align: center;">C</p> <p>cable 38:16</p> <p>cables 38:22</p> <p>California 9:16</p> <p>call 3:12,15 12:4 31:10 41:22 42:23 47:2 50:14</p> <p>called 43:15</p> <p>Canada 21:5</p> <p>canopy 40:14</p> <p>car 27:12</p> <p>card 18:15</p> <p>care 12:15 49:21 50:7</p> <p>career 21:24 22:1 53:14</p> <p>Carlos 11:24</p> <p>Carpenters 53:21</p> <p>Carter 8:13 11:19 14:21,22 20:8,18 21:2 22:1,23 23:3,14 24:2 25:5, 14,17 26:7,23 27:1, 9,16 28:9 29:8,23 30:7 32:12,15</p> <p>Carter's 22:5</p> <p>case 30:14 31:6 48:7</p> <p>catalyst 18:7</p> <p>CDOT 6:14</p> <p>ceiling 39:6,7,17 42:12</p> <p>celebrate 30:15 32:7</p> <p>celebrating 30:13</p> <p>celebration 30:19</p> <p>Chairman 3:8 4:3 9:2 11:11,17 13:8 14:15,22 23:9, 10 25:1,13 26:17,18 27:9 33:14,23 35:7 37:6 45:9 46:24 47:5 54:17</p> <p>CHAIRPERSON 3:10,12 4:4,7 8:9,18, 23 13:10 14:16,19 20:7 23:11,15 26:16 32:9 33:15,19 34:1 35:9 36:5,8 37:7,11 45:11 47:2 54:19</p> <p>challenge 17:4 30:12</p> <p>challenges 15:18 16:11 17:23</p> <p>challenging 39:24</p> <p>Chamber 52:16</p> <p>chambers 52:17</p> <p>change 42:5</p> | <p>Chicago 3:6,7,14 4:24 5:6,10 6:16 7:2 9:8 10:7 11:22 12:13,15 20:17,21 22:16,22 23:2,17,18 24:1,4,5, 13 27:10 32:16 34:12 53:10</p> <p>Chicago's 4:20,21 5:3 7:19 24:19</p> <p>Chicagoans 9:12 17:7</p> <p>Chicagoland 53:18,21</p> <p>Chief 47:6</p> <p>children 12:21</p> <p>choose 27:10</p> <p>Chris 47:2,5 53:1 54:15</p> <p>Cicero 7:18,20 39:1,6</p> <p>cities 27:11</p> <p>city 4:24 7:1 9:13 12:6 19:8,14,24 24:13 29:14 34:23 52:7</p> <p>civil 13:5 48:15 51:2</p> <p>classroom 12:22</p> <p>clean 12:13 42:4</p> <p>close 53:23</p> <p>closing 11:1 40:8</p> <p>coalition 4:22 5:20 8:4,8</p> <p>coat 40:16</p> <p>collective 11:22 12:5</p> <p>college 25:24</p> <p>column 39:15</p> <p>columns 49:23,24</p> <p>comfort 50:24</p> <p>comfortable 18:12</p> <p>comment 4:8,10,14 13:9 45:12</p> <p>commenter 17:17</p> <p>comments 4:11 5:15 8:12 9:1,3 11:14 24:23 30:8 32:11</p> <p>Commerce 52:17</p> <p>commissioning 44:19</p> <p>commitment 12:23 17:20 20:4 27:15 28:9,17 31:19</p> <p>committed 29:12</p> <p>committee 15:9 34:3,5,7,8,9,10, 24 35:1,5</p> <p>communities 18:18 51:23</p> | <p>community 7:6,8 12:2 15:15 19:3 49:23 50:3 52:11 53:8 54:11</p> <p>commute 17:6</p> <p>compared 10:2</p> <p>competitors 25:10</p> <p>complete 12:4 50:14</p> <p>completed 38:4 49:6</p> <p>completely 7:2 32:1</p> <p>completes 54:3</p> <p>compliance 53:6 54:3</p> <p>compliments 45:23 46:16</p> <p>components 47:20 50:10</p> <p>concluded 5:15</p> <p>concludes 13:8 35:7 54:13</p> <p>conclusion 5:17</p> <p>condition 40:3</p> <p>condolences 11:22</p> <p>conducted 54:10</p> <p>configuration 6:15</p> <p>confront 16:11</p> <p>conglomerate 26:5</p> <p>congratulates 22:17,23</p> <p>congratulations 20:9 23:20 25:3,8,11 26:10,22 27:3 29:5 30:6 46:21</p> <p>Congress 39:1,22,23</p> <p>connect 38:20 44:18</p> <p>connecting 47:19</p> <p>consideration 11:10</p> <p>considered 30:24 31:18</p> <p>consist 20:23</p> <p>constructing 48:19,20 50:16</p> <p>construction 6:2 37:12,14 38:10 48:6 49:1 51:24 52:15,16,18 54:7</p> <p>contactless 18:14</p> <p>contained 16:15</p> <p>continue 5:10 8:13 15:22 17:4 19:18,20,24 28:2 29:20 51:22 53:6</p> <p>continued 18:5 43:21</p> <p>continues 41:5 47:7 53:4</p> <p>continuing 18:8 47:11,15 48:14</p> | <p>continuous 13:1</p> <p>contract 35:4 36:9,10</p> <p>contractor 44:23 53:5</p> <p>contractors 22:11,18</p> <p>contracts 35:1,2</p> <p>contrast 10:10</p> <p>contribute 52:14</p> <p>contributed 12:12</p> <p>controllable 38:18</p> <p>convenience 18:16</p> <p>convenient 17:5</p> <p>convert 43:9</p> <p>Cook 34:15 53:10</p> <p>coordinating 52:6</p> <p>coordinator 4:21</p> <p>corporate 12:20</p> <p>correct 19:23 33:23</p> <p>correspondence 9:6</p> <p>corridor 34:21</p> <p>corridors 12:10</p> <p>Council 53:21</p> <p>COUNSEL 33:23</p> <p>country 25:11 32:8</p> <p>County 34:15</p> <p>couple 30:8</p> <p>courageously 17:3</p> <p>COVID 27:23 52:4,12</p> <p>COVID-19 21:8,12</p> <p>craning 44:12</p> <p>credits 45:19</p> <p>crews 45:16</p> <p>crime 12:1</p> <p>crisis 18:5</p> <p>crisper 39:11</p> <p>criteria 15:10</p> <p>critical 7:12 21:8</p> <p>crossover 38:14</p> <p>crossovers 44:5</p> <p>CTA 4:18 5:9,11,16,20,22 6:4,6,9,11,23 7:4,5, 11,15,16,22 8:4,8</p> | <p>9:12 10:7,12,15,18 11:4,19 12:9,24 14:23 15:3,16,23 16:3,8,15,19 17:2 18:5 19:10 20:3,9 21:7 22:10,18 23:4 25:4,15,20 26:4,23 27:12,16,21 28:18, 20 30:10,16 31:8 32:6 49:12 54:10</p> <p>CTA's 5:24 6:7 15:20 18:21 31:4 53:11</p> <p>customer 15:15</p> <p>customers 10:19 11:8 16:12 17:14 18:16,18 19:14 22:6,20 23:5 28:10,11 32:2 40:7 51:1</p> <p>cut 44:20</p> <p>cutover 38:5</p> | <p>49:23 54:6</p> <p>design-build 37:22</p> <p>designed 37:23 53:15</p> <p>desire 12:21</p> <p>destabilized 42:19</p> <p>detail 50:20</p> <p>details 47:22,24 48:21</p> <p>determined 16:3</p> <p>development 5:8 7:10,19 15:13 18:8,19 21:20</p> <p>dialog 8:7</p> <p>difference 39:19 45:14 46:2,5</p> <p>difficult 10:16 29:13</p> <p>dire 10:3</p> <p>direct 8:13 33:7 54:21</p> <p>direction 41:13</p> <p>directly 49:9 51:7 53:17</p> <p>director 3:16,18,19,20,21,22, 23,24 4:1,2,19 11:18 13:15,16,18,20,21, 22,23,24 14:1,2,3,5, 8,9,10,13 25:1,13 26:17,18,19,21,22 27:5,6,8 29:2,4 32:17,19,21,22,24 33:1,3,4,5,6,8,10,11, 12,13 34:4,5 35:9, 12,13,14,15,16,18, 19,20,21,22,23,24 36:1,2,3,4,11,14,15, 16,17,18,19,20,22, 23,24 37:1,2,3,4,5,9 45:22,23 46:7,8,11, 12,14,15,19,20 53:2 54:23</p> <p>Directors 20:13 53:2</p> <p>disabled 28:10</p> <p>disconnects 44:8</p> <p>discuss 53:5</p> <p>discussing 45:4</p> <p>dispatch 10:17 11:6</p> <p>distance 21:15</p> <p>ditto 25:2 46:8,15</p> <p>diversity 15:13 21:20 47:4 53:3,4</p> <p>doctors 17:8</p> <p>Dorval 11:18 20:17 21:2 22:23 23:3,11 24:2,7 25:16 32:14</p> <p>dot 4:22 6:19</p> <p>doubt 17:20</p> |
| D | | | | | |
| <p>daily 15:11</p> <p>Dan 43:5,17 44:1</p> <p>dangerous 6:11,16,17,18</p> <p>date 39:23</p> <p>day 8:22 12:19 17:9,19, 22 23:8,9 24:12 34:12 45:14</p> <p>days 8:19 17:19</p> <p>DBE 53:5,7 54:8,11</p> <p>DBES 54:5</p> <p>DC 43:8</p> <p>dealt 31:17</p> <p>dedicated 20:16 23:21 24:3 32:15</p> <p>dedication 16:23 27:15 28:3 31:20</p> <p>deep 48:18</p> <p>deficient 7:2</p> <p>degree 25:24</p> <p>demolishing 49:12</p> <p>demolition 48:2,15 51:4</p> <p>demonstrates 12:15</p> <p>density 7:13</p> <p>Department 11:23</p> <p>dependable 17:5</p> <p>depth 48:14</p> <p>deserved 28:23</p> <p>design 37:21,24 47:10</p> | | | | | |



| | | | | | |
|---|--|--|--|--|--|
| <p>downtown 7:12,14 10:6</p> <p>duck 24:11</p> <p>duct 38:17</p> <p>due 52:11</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>e-mail 25:14</p> <p>earlier 34:6</p> <p>earn 24:15</p> <p>earned 16:19 26:13</p> <p>earth 48:19 51:9</p> <p>easy 18:14</p> <p>economic 5:7 7:18 18:7</p> <p>Edgewater 52:10</p> <p>efficient 18:12</p> <p>effort 5:10 39:18 51:8</p> <p>efforts 12:13 15:17,22 18:4, 20 21:17 52:15,24</p> <p>elaborate 8:14</p> <p>elected 19:4</p> <p>elements 51:17</p> <p>embarrassed 12:2</p> <p>employee 24:17</p> <p>employees 7:13 19:5 20:16 21:7 22:11,18 23:21 24:15 25:20,21 27:21 31:8,14,21 32:15,16 51:19</p> <p>encourage 8:5</p> <p>end 10:22 12:24 41:19 48:6,11</p> <p>ends 37:24 45:6 47:20</p> <p>Englewood 11:15,20,21 13:2</p> <p>enhancement 34:21</p> <p>enjoy 32:7</p> <p>ensure 54:10</p> <p>ensuring 17:5</p> <p>entertain 13:12 32:13 36:8</p> <p>entire 20:3,9 24:8,14 26:23 30:16 31:20 32:6,15 54:11</p> <p>entrance 39:5</p> <p>entrances 40:8</p> <p>environmentally 18:12</p> | <p>environments 12:13</p> <p>equally 10:3</p> <p>equipment 38:14 43:14,20 44:11,16,24 45:4 51:4,16</p> <p>equity 15:14 21:20</p> <p>essential 6:4 7:13 17:6,7 21:9</p> <p>event 52:10 53:12,15,22, 23</p> <p>Examples 52:8</p> <p>excellence 19:10</p> <p>excellent 16:2</p> <p>excited 25:3</p> <p>exciting 29:5</p> <p>executive 4:19 29:11 33:20,21, 24</p> <p>exemplary 23:21</p> <p>existing 48:16 49:12 51:5 52:20</p> <p>expect 11:2,9</p> <p>expected 29:17</p> <p>experience 19:21</p> <p>explained 30:23</p> <p>explored 7:17</p> <p>express 7:17</p> <p>extension 13:4 43:2</p> <p>extensive 15:21</p> <p>extremely 6:10</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>fabrication 38:8</p> <p>face 17:23 23:12</p> <p>faced 10:16</p> <p>faces 39:8</p> <p>facilitate 40:11</p> <p>facing 11:7</p> <p>fact 6:5 15:6</p> <p>factor 40:13</p> <p>failing 40:4</p> <p>fair 10:18</p> <p>families 28:2</p> <p>family 20:4 29:10 30:16</p> <p>fare 18:14</p> | <p>fares 12:18</p> <p>feature 41:16</p> <p>Federal 5:18,21,23</p> <p>feeds 43:9</p> <p>feel 24:23 49:19</p> <p>fell 11:17,19,23</p> <p>festival 10:6</p> <p>field 30:17</p> <p>final 7:3 49:11</p> <p>finance 34:3,6,9</p> <p>financial 15:14</p> <p>firms 54:9</p> <p>five-year 5:24 6:7</p> <p>fix 4:22 6:10,19</p> <p>flip 37:14</p> <p>focus 15:11 16:9 28:5 47:19</p> <p>focused 16:12</p> <p>folks 27:17,24 40:10</p> <p>follow 47:17</p> <p>foremost 16:13</p> <p>form 8:1</p> <p>formal 31:1</p> <p>forward 8:7 11:11 17:21 20:1 39:2</p> <p>founder 13:7</p> <p>free 12:18 24:23 34:11</p> <p>French 11:24</p> <p>fresh 40:16 42:4</p> <p>friendly 18:13</p> <p>front 29:11</p> <p>frontline 30:4</p> <p>fruit 28:12</p> <p>frustrating 9:15</p> <p>full 5:8 8:3 15:22 26:2 27:19 38:10 48:23</p> <p>full-service 21:13</p> <p>Fulton 4:20 7:7,10</p> <p>funded 5:23</p> <p>funds 5:21 6:10 28:14</p> <p>future 16:11</p> | <p style="text-align: center;">G</p> <hr/> <p>G-1 35:4 36:9,18 37:8</p> <p>generated 18:22 26:2</p> <p>generation 18:11 43:17</p> <p>gentlemen 9:11</p> <p>give 43:13,20</p> <p>giving 16:16 52:17</p> <p>glad 28:16 29:21 45:7</p> <p>global 18:4</p> <p>glows 41:2</p> <p>goal 17:12,16</p> <p>good 3:4,10,11 4:17,18 11:16 12:19 14:17 18:22 25:8 26:20 27:2 29:18 30:12 37:13 45:15 46:17, 21 53:1</p> <p>Google 18:15</p> <p>Gottlicher 9:7</p> <p>government 5:1</p> <p>grace 26:2</p> <p>gratifying 16:1</p> <p>great 4:24 14:7 25:10,18 43:12 45:20 46:13 54:24</p> <p>greater 11:14,20 28:21</p> <p>greatly 12:12</p> <p>green 6:2,11 12:10 13:2</p> <p>Greg 4:15 20:12 23:11</p> <p>Gregory 3:5</p> <p>grocery 17:8</p> <p>ground 38:9 51:18</p> <p>groundskeeping 34:17</p> <p>Grow 11:20</p> <p>growth 8:5</p> <p>guard 41:11,12</p> <p>guess 45:24</p> <p>guys 24:9,17</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>half 27:22 28:18</p> <p>Halsted 13:3 34:21</p> <p>happen 31:2</p> | <p>happening 10:6</p> <p>happy 20:5 32:5 54:14</p> <p>hard 16:22 20:4 22:9 24:9,13,16,18 25:6, 10 27:24 30:20 31:23 40:10 46:6</p> <p>hardworking 19:5</p> <p>head 26:8 31:3</p> <p>head-on 16:12</p> <p>heads 42:1</p> <p>headways 9:20 10:2,10,11</p> <p>health 18:4 21:15</p> <p>healthcare 21:9</p> <p>hear 4:15 14:5</p> <p>hearing 8:20</p> <p>heart 26:2,11</p> <p>heavy 48:14 51:2,4</p> <p>helped 18:17</p> <p>helps 43:19</p> <p>Herb 37:15</p> <p>high 7:13</p> <p>highest 15:3 20:21 51:8</p> <p>highway 41:1 44:12</p> <p>historic 25:4 48:10 50:19</p> <p>Historically 31:2</p> <p>history 22:14 25:7 29:7,13 30:10</p> <p>hit 27:14</p> <p>holders 53:13</p> <p>holes 42:2,3</p> <p>honest 10:18</p> <p>honor 15:3 16:7 29:9 32:17,19</p> <p>honors 20:21</p> <p>hope 30:3</p> <p>hospitalized 11:24</p> <p>hosted 53:12</p> <p>hours 17:19</p> <p>house 38:5,6 44:18</p> <p>houses 38:7 40:2</p> <p>huge 38:1 46:2</p> <p>humbling 16:4</p> | <p style="text-align: center;">I</p> <hr/> <p>IBEW 53:19</p> <p>ideas 5:12,14</p> <p>Illinois 6:17</p> <p>immediately 25:17</p> <p>imminent 5:19</p> <p>impact 52:13</p> <p>impacted 51:24</p> <p>impacting 49:8</p> <p>impacts 52:5,11,16</p> <p>implement 16:10</p> <p>implore 6:22</p> <p>important 18:2,17 43:22</p> <p>improve 5:9 11:5 13:1 18:20</p> <p>improvement 41:4</p> <p>improvements 5:3</p> <p>improving 5:11 12:11</p> <p>inaudible 33:1</p> <p>include 6:1,7 15:12 52:8</p> <p>including 18:24 21:9</p> <p>inclusion 15:14 28:13</p> <p>increased 10:8,12</p> <p>incredible 19:10 26:23 46:6</p> <p>incredibly 43:11</p> <p>indiscernible 12:12 13:3 43:19 44:7</p> <p>individual 16:9 19:9</p> <p>individuals 53:16,23</p> <p>industry 17:2 19:15 20:22 23:6</p> <p>inform 11:8</p> <p>information 53:16</p> <p>informational 53:12</p> <p>informed 51:24</p> <p>infrastructure 4:21 5:19,20,23 18:2 28:13</p> <p>initial 42:10</p> <p>initiatives 11:15,21 18:19</p> <p>innovative 21:17</p> |
|---|--|--|--|--|--|



| | | | | | |
|--|---|---|---|--|---|
| input 7:6 | 53:10 54:5 | LED 39:10 40:23 | maintain 39:24 | Midway 7:20 | 48:9 |
| inquiry 9:8 | Junior 20:18 21:2 22:24 23:3 | left 19:1 44:9 | maintaining 51:7 | mightily 52:4 | muted 14:3,9 |
| installation 45:1 | jurisdiction 6:13 | legacy 22:2 | maintenance 15:12 17:11 34:17 | mighty 24:11 | <hr/> N <hr/> |
| installed 51:13 | jury 16:2 | Lester 11:16 | major 30:11 46:4 | milestone 37:19 38:1 | nation 24:20 |
| installing 7:17 48:17 | justice 12:4 23:16 | level 11:4,9 19:9 | majority 32:2 | Miller 3:23,24 14:2,3,5 25:1 32:24 33:1 35:22,23 36:15 37:2, 3 46:14,15 | nation's 15:5 |
| interesting 49:17 | <hr/> K <hr/> | levels 51:8 | make 19:2,24 20:4 24:23 27:12,17,22 28:20 30:17 31:1,21 42:3 46:1,2 47:3 49:21 51:23 52:4 | million 15:5 54:6,8 | nature 50:5 |
| intergovernmental 34:15,20 | Karen 33:21 | life 26:6 43:2 | makes 26:4 39:10 40:17 | millions 9:12 22:20 | neighborhood 52:21 |
| interlocking 38:19 43:24 | Keano 9:7 | Lightfoot 19:1 | making 17:7 25:7 29:6 31:13 | mind 25:17 50:6 | network 53:17 |
| intersections 12:14 | Kedzie 39:2 | lighting 39:7,10 40:18,19,24 | manage 22:11,19 44:8 | minimum 9:24 | news 29:6 |
| introduced 42:9 | keeping 10:19 21:13 28:7 | lines 10:4 18:9 | management 11:12 15:14 | minutes 9:19,20 10:1,3 13:12,13 14:4,7,18 34:8 | nice 8:22 14:24 18:24 |
| inverters 43:5,15,16 44:6 | key 12:14 15:11 | list 5:22 | manager 16:6 21:1,23 22:4,15 24:3 | mission 19:20 | night 9:22 45:14 |
| investment 5:2 | kicking 39:2 | listening 8:6 | manufactured 45:1 | mistakes 19:23 | nomination 31:1,2 |
| investments 18:2 | Kimball 39:3 | literally 48:3 | March 15:17 | mitigate 52:15 | non-card 53:13 |
| invite 24:22 | kind 30:8,24 37:24 38:1 39:8,14 40:2,10,13, 16,23 41:13,22 42:9, 10,18 43:7 44:13,16 45:4 48:7 50:8 | live 9:16 10:23 27:10,11, 13 44:21 51:7 | managing 22:24 | miracle 45:13 | non-profit 5:7 |
| inviting 40:22 | King 25:18,22 | living 12:3 50:6 | Mannheim 38:5,13,18 | miscellaneous 47:16 | norm 9:20 |
| Irvine 3:21,22 13:15,18,24 14:1 27:6,8 32:17,21 33:10,11 35:13,15, 20,21 36:11,17,24 37:1 46:11,12 | knowledge 31:8 | local 12:1 19:4 53:19,20 | manufactured 45:1 | missing 6:6 | normal 51:22 |
| issue 7:9 | <hr/> L <hr/> | localized 38:14 | March 15:17 | mission 19:20 | north 5:5 15:2,7 18:10 20:22 43:24 |
| issues 10:16 | ladder-height 39:15 | locations 48:17 | Market 4:20 7:7,10 | mitigated 52:5 | northbound 41:5 |
| Item 36:9 | Ladies 9:11 | Lollapalooza 10:6 | marketing 15:15 | model 22:3 | notable 16:14 |
| <hr/> J <hr/> | Lake 6:3,13 7:5,8,11,15 17:12 | long 20:1 28:15,16 30:10 44:24 | marks 16:18 | modernization 18:4 21:19 22:7 | noticed 17:15 |
| J.P. 53:1 | landscaping 12:7 | longer 43:2 | materials 42:8 | modernize 18:9 | notified 7:9 30:4 |
| Jackson 41:3 | Laramie 6:12 | Longhini 3:4,5,11,16,19,21,23 4:1,3,5,9,16 8:24 13:17,22,24 14:2,6, 11,14,17 20:15 26:19 27:5 29:1 32:21 33:2,5,9,12, 14,16 35:15,20,22, 24 36:2,4,6,12,16, 21,24 37:2,4,6,8 45:8,21 46:7,10,14, 18,22 54:15,21 | matter 9:8 | month 5:12 8:10 14:24 42:9 45:24 54:1 | noting 15:23 |
| Jakes 3:19,20 13:22,23 25:13 26:17 33:3,4 35:18,19 36:14,16, 18,22,23 46:7,8 | larger 40:5 | loss 11:23 | matters 34:2 | moment 25:4 47:19 | number 7:11 35:4 |
| Jefferson 37:16 | late 41:23 | lost 27:23 | Mawr 47:13 48:12,24 51:3 52:3 | month's 8:12 | numerous 6:20 |
| job 27:2 29:16 44:4 45:15,20 46:13,21 | launched 18:13 | lot 28:20 45:18 49:21 51:4 | Mayor 18:24 | months 9:14,21 17:4 | <hr/> O <hr/> |
| jobs 17:7 | Lawrence 47:13 48:12,24 51:2 52:2 | lots 12:11 | means 52:6 | monthly 52:19 53:5 | O'HARE 37:16 38:17,18,19 39:3 |
| John 11:14 13:6 | lay-down 49:7 | love 9:13 26:3,6 | media 18:22,24 19:3 | months 9:14,21 17:4 | occasions 31:24 |
| join 53:16 | lead 40:1 | lower 19:1 | meet 17:16 53:4 | Mooney 37:12,13 45:16 | occur 8:17 |
| joist 42:17 | leader 19:15 29:8,24 | <hr/> M <hr/> | meeting 3:6,9,13 9:5,10 13:9, 13 | morning 3:4,10,11 4:17,18 8:2 11:16 34:6 37:13 53:1 | occurred 38:24 |
| joists 42:18,21 43:1 | leaders 7:8 | made 18:3 22:20 23:22 27:21 28:3 30:20 31:16 37:18 | meetings 52:20 | motion 13:12,17 32:13 33:17 35:11 36:6,9 37:8 | occurring 40:7,12 43:24 |
| Jones 11:14 13:6 | leadership 13:6 21:24 22:5,24 24:4 | Madison 7:17 | members 4:6 8:4 11:18 15:8 24:22 32:10 | months 9:14,21 17:4 | offer 5:13 19:20 26:8 |
| journey 16:8 | leading 15:6,9 22:6 26:9 | main 47:12 | men 17:2,9 | month's 8:12 | offered 5:12 |
| Juan 47:3 52:23 53:2 54:15 | learn 25:15 | | mention 30:21 | monthly 52:19 53:5 | office 7:13 52:21 |
| judge 15:10 | leave 44:24 | | mentioned 31:24 | months 9:14,21 17:4 | Officer 11:24 47:6 |
| July 10:5 13:14 34:8 | | | met 17:3 34:6 37:18 38:24 | morning 3:4,10,11 4:17,18 8:2 11:16 34:6 37:13 53:1 | officers 12:1 |
| | | | Metra 7:14 | motion 13:12,17 32:13 33:17 35:11 36:6,9 37:8 | offices 17:8 |
| | | | middle 51:14 | movements 44:14 | officials 19:4 |
| | | | | moving 7:10 30:11 44:21 | Oftentimes 39:14 |



| | | | | | |
|--|---|---|---|--|---|
| <p>omnibus 35:3,4,5,12 36:7</p> <p>ongoing 47:10</p> <p>operate 17:18 22:11</p> <p>operates 25:9</p> <p>operating 9:23 27:18</p> <p>operation 22:12</p> <p>operations 11:18 15:12 21:18</p> <p>opportunities 53:7 54:11</p> <p>opportunity 30:18 31:4</p> <p>opposite 43:7</p> <p>option 18:14</p> <p>order 3:13 4:7 11:5 13:11 14:19 33:19 34:2 37:11</p> <p>ordinance 12:6,18 34:11,14,19, 22</p> <p>ordinances 34:10,24 35:2</p> <p>organization 12:6 13:5 15:6 25:9</p> <p>organizations 19:3 21:4</p> <p>originally 6:24</p> <p>outdated 10:20</p> <p>outlets 19:3</p> <p>outreach 51:21,22 52:19 53:6 54:2,9</p> <p>outstanding 15:3 16:5 20:24 21:1,22 22:15,24 23:19 24:2,4</p> <p>overdue 28:16</p> <p>overjoyed 25:15</p> <p>oversee 22:19</p> <p>overseen 22:2</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>Pablo 47:3 52:23 53:2 54:16</p> <p>PACE 34:20</p> <p>packages 37:21 53:8 54:7</p> <p>painstakingly 17:3</p> <p>paint 40:16,18</p> <p>painted 39:6,7</p> <p>pandemic 15:19 20:2 21:8,12 24:19 27:14 31:17</p> <p>parallel 41:13</p> <p>Park 37:16 41:3</p> | <p>part 25:4 26:24 29:10 41:14,16 45:1 49:14 50:19</p> <p>participated 53:22</p> <p>partner 5:8 8:3</p> <p>partners 53:11</p> <p>Partnership 53:11</p> <p>pass 30:9</p> <p>passengers 11:2 51:19</p> <p>passes 33:17,18 37:9</p> <p>past 9:14</p> <p>patched 40:3</p> <p>patches 40:4,6</p> <p>patrol 12:1</p> <p>Paul 11:14 13:6</p> <p>paved 18:1</p> <p>Pay 18:15</p> <p>payment 18:14</p> <p>peaceful 12:3</p> <p>peers 16:3</p> <p>people 16:24 26:5 27:13 28:6 30:18 40:17 46:3</p> <p>percent 15:7</p> <p>period 24:19 29:13</p> <p>person 24:10</p> <p>personal 31:6 32:4</p> <p>perspective 50:4</p> <p>phase 38:1,10 44:19 50:13</p> <p>phenomenal 29:16</p> <p>phone 31:10</p> <p>phonetic 42:12 51:13</p> <p>photo 42:22</p> <p>photograph 49:13</p> <p>photographs 47:22 48:5,10 49:3 50:10</p> <p>photos 38:12 42:14 44:4</p> <p>pick 42:17,21</p> <p>picture 49:18</p> <p>pictures 39:4,13 44:2</p> <p>piece 6:6 41:12 48:1,6 49:6,11,22 50:12,15</p> <p>pieces 39:24 47:16</p> | <p>Pink 39:1</p> <p>Pipefitter's 53:20</p> <p>place 44:12 51:11</p> <p>plan 6:1,7</p> <p>plans 28:20 37:20</p> <p>plaque 23:17 24:1</p> <p>platform 39:12,17 40:2,14</p> <p>pleased 49:1</p> <p>pleasure 32:17,20</p> <p>Plumbers 53:20</p> <p>point 31:12 38:7 41:11 47:12</p> <p>pointed 17:17</p> <p>Police 11:23</p> <p>policies 18:17</p> <p>pond 24:12</p> <p>poor 24:11</p> <p>portion 45:6 51:2 54:13</p> <p>positively 52:14</p> <p>possibly 6:17 17:22</p> <p>posted 6:20 9:18 10:20</p> <p>power 43:8,9,10,11,13,21 44:9 47:18</p> <p>praise 24:11</p> <p>praised 15:21</p> <p>prayers 11:22</p> <p>predominantly 47:17</p> <p>preexisting 40:3</p> <p>prep 38:9</p> <p>preparation 38:4,12 42:5 44:5</p> <p>preparing 48:8</p> <p>present 4:6 24:7</p> <p>presentation 20:8 45:6 54:2</p> <p>presentations 47:4</p> <p>presented 9:10 23:22 24:6 54:1</p> <p>president 8:13 13:7 14:20,22 20:7,17 21:2,24 22:5,23 23:3,14 24:1 25:5,13,16 26:7,22 27:1,8,16 28:9 29:8, 23 30:7 32:12,14</p> <p>President's 14:20</p> <p>prestigious 22:21</p> | <p>pretty 37:19 44:21 45:2 46:5 49:5,17</p> <p>pride 31:13 45:18</p> <p>Prieto 47:3 53:1,2</p> <p>prime 54:10</p> <p>prioritize 6:23</p> <p>private 21:4</p> <p>proceedings 3:2</p> <p>process 30:22 31:18 53:13</p> <p>product 45:19</p> <p>professionalism 16:23</p> <p>professionals 15:10</p> <p>professions 19:11</p> <p>program 34:16 38:24</p> <p>programs 18:17 53:3</p> <p>progress 41:18 49:2</p> <p>progresses 42:15</p> <p>project 34:21 37:15,17,22, 24 38:2,23 41:4 42:7,15 43:4,5,19 44:21 47:7 48:23 50:17,19 52:9 54:12</p> <p>projects 5:21,22</p> <p>promised 9:19</p> <p>promising 10:8</p> <p>property 34:18</p> <p>protect 21:15</p> <p>protection 48:18</p> <p>protective 48:17</p> <p>proud 26:24</p> <p>proverbial 40:23</p> <p>provide 12:6,18 17:21 18:15 22:19 28:2 34:17 43:2 50:24 53:15</p> <p>provided 15:8 21:7</p> <p>providing 15:4 17:13 21:8,13 28:6 29:12 51:16</p> <p>public 4:8,9,10,14 5:2 8:2,7 12:14 13:9 15:1,3,6, 7 16:5 17:16 19:21 20:19,22,24 21:1,3, 22 23:5,19 24:2,5 27:12 30:1 34:12</p> <p>public's 12:3,21</p> <p>published 10:7</p> <p>pulled 23:13</p> | <p>pulling 38:13,16</p> <p>Purple 18:9 52:8</p> <p>push 19:18 42:2</p> <p>pushing 28:11</p> <p>put 28:5 40:15 42:4,20</p> <p>putting 22:5 42:16 44:11</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quest 12:3</p> <p>question 5:24 6:6,9 7:3</p> <p>questions 5:15,17 7:4,16,22, 23,24 8:12 11:1 20:6,11 45:7,10,12, 22 46:12,16,20,24 54:14,18,20,23</p> <p>quick 30:8 44:21 45:2</p> <p>quorum 4:5</p> <p>quote 10:8 25:17</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>R-021 23:8</p> <p>rail 5:9 17:11 18:9 22:7 41:17 49:8</p> <p>ramps 40:1</p> <p>ran 7:1</p> <p>range 15:11</p> <p>re-coated 39:18 40:6</p> <p>reached 19:10</p> <p>read 4:11 5:24 9:2,4 20:12</p> <p>ready 38:9 41:17</p> <p>real 11:3</p> <p>reality 17:18</p> <p>reasons 27:9</p> <p>receive 5:13,14 16:7 25:6</p> <p>received 9:7 14:23 22:14 25:14,16 31:7,10</p> <p>recent 9:21 23:1</p> <p>recently 10:15</p> <p>recipient 23:18 24:2</p> <p>recognition 14:24 17:24 19:7,16 24:8,15 28:23</p> <p>recognized 15:16 16:5 24:10 28:8 29:18,21 31:22</p> <p>recognizes 21:6,11,17,23 22:5,9 23:17 24:1</p> | <p>recommended 35:3</p> <p>recommending 6:10</p> <p>record 4:12 9:3 20:13</p> <p>Red 13:4 18:7,9 52:8</p> <p>redundant 43:12</p> <p>reflect 11:3</p> <p>reflected 10:21</p> <p>reflective 40:17</p> <p>reflects 16:22</p> <p>refresh 45:13</p> <p>refreshed 38:23 39:9</p> <p>regard 47:15</p> <p>region 5:1 13:2,3 18:23 20:1 24:6 53:19</p> <p>Regional 53:21</p> <p>registered 53:23</p> <p>regular 3:6 13:13</p> <p>regularly 3:13 10:11 39:16</p> <p>reinforce 43:1</p> <p>relations 15:15</p> <p>relationship 42:13</p> <p>relay 37:20 38:5,6 44:18</p> <p>reliability 9:9 43:21</p> <p>reliable 43:13,18</p> <p>reliably 11:6</p> <p>rely 9:12</p> <p>remaining 38:7</p> <p>remains 38:2</p> <p>remarks 5:17</p> <p>remove 50:17</p> <p>removed 7:6</p> <p>removing 44:6 48:16 51:5</p> <p>renew 45:13</p> <p>renewal 41:7,18</p> <p>renewed 38:24</p> <p>repairs 6:23</p> <p>replacing 38:21</p> <p>report 14:20 34:2,9 35:7 37:12,14 48:7 54:13</p> <p>representatives 53:17,19</p> <p>represents 15:1 21:3</p> |
|--|---|---|---|--|---|



| | | | | | |
|--|--|--|---|--|---|
| request 11:12 | RPM 47:3,6,7 53:12 54:2 | separate 35:6 | single 17:9 24:17 | State 52:10 | supports 42:17 |
| requested 9:9 | run 15:22 27:18 51:12 | series 18:11 42:20 43:14 | sir 4:6 14:18 33:18 36:7 | stated 35:12 | surfaces 39:15 |
| requesting 9:4 | running 10:10 21:14 48:21 | serve 25:19,21,24 26:11 | sistering 42:24 | station 6:2,4,8 9:16 39:10, 20 40:1,11,14,20 41:1 44:1 49:15 | surprise 23:12 |
| require 35:6 | runs 6:11 41:13 | 28:7 | situation 10:3 | stations 7:14,15 18:10 22:8 39:23 40:8 | surprisingly 33:16 |
| residents 7:14 | Ryan 43:5,17 44:1 | served 26:3 | size 49:24 | staying 16:12 | surroundings 40:21 |
| resolution 20:12,15 23:7 32:14 33:18 | S | service 5:9 9:9,22 10:8,12, 14 11:4,9 12:7 13:1 15:15,22 17:13,19, 22 21:7,9 22:19 23:4,5,21 24:4 27:19 28:2,6,7 29:12 34:23 36:10 48:21 50:5 51:7,16 | slides 38:10,15,22 39:11, 21 40:12,22 41:20 43:3 44:10,15 45:2 47:8 49:3 | stepping 29:15 | sustainability 15:16 |
| resolved 22:22 23:2 | safe 17:5 51:20 | services 52:6 | slide-in 47:23 | stopped 41:23 | Sustainable 11:15,21 |
| respond 8:14 11:12 | safely 12:21 | Session 33:20,21,24 | sliding 48:3 49:15 | stops 12:7 | sustained 15:21 |
| response 5:13,14 8:11 33:1 | safety 12:14 15:12 21:19 28:1 40:20 41:15 51:8 | set 44:16 | slow 18:5 | storage 42:8 | SWAP 34:16 |
| responsibility 19:17 | sandwiching 42:24 | sewer 42:8 | social 18:23 21:14 | stores 17:8 | swing 48:23 |
| restoring 7:11 | Saturdays 9:19 | share 30:19 46:1 | softened 49:24 | straighten 50:23 | switches 44:7 |
| result 54:9 | SBE/DBE 52:24 | sheer 42:1 | sort 48:17 | strategic 6:1,7 | system 6:4,6 8:6 9:13 10:8 11:5 15:4 19:22 20:24 21:6,11,16 22:2,3,7,15 23:19 24:18,20 32:8 43:10, 13 44:9 46:4 48:4,5, 7 49:17 51:13 |
| retail 52:3 | schedule 9:18 11:3 38:3 42:16 47:8 | sheeting 51:17 | soul 26:2 | street 5:5 6:3,13,15,16,17, 18 7:2,5,8,11,15,18 18:6 41:6,7 44:1 | systems 37:22 43:6,22 47:16 48:20 |
| retainage 51:10 | scheduled 3:13 10:2,11,13,17, 23,24 15:22 | shepherd 18:17 | sound 49:14 50:2 | T | table 52:13 |
| retention 48:19 51:13 | schedules 10:20,21 | Sheriff's 34:16 | source 43:12 | striking 18:6 | takes 17:18 |
| reviewed 34:9,10 | scheduling 21:13 | shifted 42:18 | south 13:3 18:8 34:21 42:7 52:9 | strive 19:14 | taking 38:6 |
| revolved 22:16 | school 12:19 34:12 | shops 17:11 42:7 | southbound 41:6 | strong 16:10 28:7 | talented 19:11 |
| rewarding 16:21 19:6 | schools 17:8 34:12 | shorter 8:20 | southwest 13:2 | structural 41:8 42:11 47:20 48:15,18 50:12 | talk 26:17 38:21 |
| rich 43:12 | scraped 39:6,17 40:15 | shortly 8:15 38:6 41:20 | spake 26:20 | structure 6:11,21,23 7:1 41:4, 21 48:1,16 49:16 | talked 48:13 51:9 |
| rider 19:22 | screen 19:2 | shout-out 17:2 | speaker 4:10,12 | struggled 52:4 | talking 52:11 |
| riders 21:15 | seconded 13:18 32:22 35:16 36:17 | show 44:24 49:3 | speaking 5:4 8:18 | student 12:18 | Talman 6:12 |
| ridership 8:5 | secretary 3:4,11,15,16,19,21, 23 4:1,3,5,9,16 8:24 13:17,22,24 14:2,6, 11,14,17 20:15 26:19 27:5 29:1 32:21 33:2,5,9,12, 14,16 35:15,20,22, 24 36:2,4,6,12,16, 21,24 37:2,4,6,8 45:8,21 46:7,10,14, 18,22 54:15,21 | shows 9:18 28:5 | specific 5:21 | subcontracting 54:4 | team 16:10 17:21 18:5 19:10 25:5 26:23 27:16 29:11,22 30:2, 15 31:20 32:6 46:1, 13 |
| rides 34:11 | section 4:14 13:9 41:19 49:4 | showing 10:22 | specifically 5:4 15:21 | submit 12:5 53:9 | teamwork 19:19 |
| riding 9:14 | sector 21:4 | shown 44:4 | speed 50:24 | submitted 31:7 | technologies 22:8 |
| riveting 41:23 | secured 41:15 | shows 4:21,22 5:3,19 6:19 7:19 18:8,10 48:2 49:5,7,10,13 50:22 51:10,11,15,17,21 | spent 44:23 | submission 31:1 | technology 18:3 36:9 43:18 |
| rivets 41:24 42:1 | segment 48:13,15 52:3 | side 4:21,22 5:3,19 6:19 7:19 18:8,10 48:2 49:5,7,10,13 50:22 51:10,11,15,17,21 | spite 17:22 | submit 12:5 53:9 | telling 31:10 |
| rod 42:3 | segments 47:14 | sign 39:8 | sponsor 12:20 | submitted 31:7 | temporary 50:12,14,15 |
| Roger 4:13,15,16,17,18 8:16,21 9:1 | SEIMETZ 33:23 | signal 37:21 38:7 43:6,10, 13,22 44:4 47:18 | stabilization 42:11 | substation 43:8,9,11 44:20 | terminal 18:7 38:19 |
| roll 3:15 | send 11:21 53:6 | signals 37:16 | stable 51:18 | subway 38:22 | terminals 17:11 |
| Romanelli 4:13,15,17,19 8:9, 16,21 | sense 12:15 31:13 40:20 52:18 | Signed 13:6 | staff 8:11 11:19 13:1 20:9 24:8,14 26:14 | successes 30:13 | test 44:20 |
| roof 42:17,19,21 43:2 | senseless 12:1 | significant 37:19 39:18 48:24 | staffing 10:16 11:5 | summary 52:22 | testing 18:11 |
| rooms 17:12 | | Silva 4:1,2 14:8,9,10,13 26:17,18,19,21,22 33:5,6,7,8 34:4,5 35:10,12,24 36:1 37:4,5 46:19,20 | stand 32:8 | Sunday 10:9 | thankful 32:3 |
| Rosales 3:17,18 11:17 13:16, 19,20,21 29:2,4 32:19,22 33:12,13 35:14,16 36:2,3,19, 20 37:10 45:22,23 54:22,23 | | similar 44:19 48:7 | start 3:5 4:12 9:6 36:19 37:16 48:15 | support 12:3,5 31:20 36:10 50:22 | thing 16:21 30:21 |
| round 43:23 | | | started 43:18 | supported 50:22 | |
| roundtrip 9:24 | | | starting 38:9 50:8 53:14 | supporting 5:11 41:11 | |
| RPB 52:9 | | | | | |



| | | | | | |
|--|---|---|--|---|---|
| <p>things 8:14 19:13 25:22 44:8</p> <p>thinking 27:20</p> <p>thoughts 30:9</p> <p>thousands 17:10 22:10,18</p> <p>thrive 6:5</p> <p>thrust 47:12</p> <p>tie 41:7 42:21 50:15</p> <p>ties 41:10</p> <p>tight 38:2 47:8</p> <p>time 7:7 9:24 16:17,19 20:13 22:13 24:24 26:12 28:15,16 29:13 30:14 43:16 44:24 50:9</p> <p>times 11:8 23:1 40:4</p> <p>today 4:10 7:22 9:5 12:5 17:17 20:1 33:22,24 43:4</p> <p>today's 12:17 13:9</p> <p>told 24:10</p> <p>tomorrow 20:1</p> <p>top 16:17,19 22:14 25:6, 10 47:16</p> <p>torn 6:21</p> <p>touch 39:15</p> <p>tough 11:7 27:23</p> <p>tower 38:19</p> <p>track 10:23 41:3,5,6,15 47:17</p> <p>tracker 10:21 11:3</p> <p>tracks 50:23 51:14</p> <p>traction 47:18</p> <p>trade 53:8,18</p> <p>trades 40:9 53:12,14,17</p> <p>traffic 44:13 45:5 49:9</p> <p>train 9:9,14 10:4,20,21 11:2 17:19 44:14 45:5</p> <p>training 17:11</p> <p>trains 9:17,19,23 10:9,17, 23,24 11:6 18:13 21:14 27:18 41:15 51:12</p> <p>transformation 22:2</p> <p>transit 3:7,14 5:2 9:12 12:7, 10,12,15 15:2,6,7,9, 23 16:2 19:21 20:17, 21,22 22:17,22 23:2,</p> | <p>4,5,17,18 24:1,5 27:12 32:8,16</p> <p>transitioning 54:2</p> <p>transparent 10:19</p> <p>transportation 15:1,4 16:6 20:20,24 21:1,23 23:19 24:3, 20</p> <p>trapped 6:21</p> <p>travel 41:14</p> <p>tremendous 28:17 31:13</p> <p>trillion 5:18</p> <p>trips 15:5,7 17:7</p> <p>trucks 6:20</p> <p>tunnel 38:17</p> <p>turn 52:22</p> <p>Tweet 18:24</p> <p>tying 50:2</p> | <p style="text-align: center;">V</p> <p>vacant 12:11</p> <p>validate 44:20</p> <p>Van 5:5</p> <p>vast 32:1</p> <p>Vautravers 50:18</p> <p>vehicle 6:22</p> <p>vehicles 6:24 22:8</p> <p>Ventra 10:22 18:14,15</p> <p>verb 26:1</p> <p>verbal 8:1</p> <p>viaducts 51:5</p> <p>Vice 11:16</p> <p>video 48:11 50:21</p> <p>video-teleconference 34:7</p> <p>videoconference 3:3</p> <p>videos 6:20</p> <p>virtual 52:20 53:15</p> <p>vision 16:11 19:19</p> <p>visit 27:14</p> <p>visual 50:1</p> <p>volunteer 12:7 34:23</p> <p>vote 32:23 35:6,17 36:18</p> <p>votes 14:18 33:17 36:7 37:9</p> | <p style="text-align: center;">W</p> <p>waiting 44:23</p> <p>walk 39:9 53:13</p> <p>walking 45:18</p> <p>walks 26:6</p> <p>walkthrough 52:17</p> <p>wall 42:10,18,22 49:14</p> <p>walls 42:13 50:2</p> <p>Walsh-fluor 53:7 54:3</p> <p>wanted 30:9,21 52:13</p> <p>Ward 52:10</p> <p>warm 32:10</p> <p>waste 42:7</p> | <p>ways 48:8</p> <p>website 4:22 6:19</p> <p>week 17:20</p> <p>weekend 10:5</p> <p>weekly 52:8</p> <p>weeknights 44:14</p> <p>weeks 39:3</p> <p>welcomed 12:9</p> <p>west 4:21,22 5:3,19 6:13, 19 7:19 17:12</p> <p>western 5:4 6:3 7:12 39:1,3, 22</p> <p>wide 15:10</p> <p>wind 38:10</p> <p>wire 44:17 45:4</p> <p>wires 38:20</p> <p>wiring 38:13 45:3</p> <p>wishes 32:11</p> <p>women 17:2,9</p> <p>won 16:17 31:11</p> <p>wonderful 20:8</p> <p>wood 41:11,12</p> <p>words 27:7 29:3 31:3</p> <p>work 16:22,24 17:10 18:1 20:4 22:10 24:9,12, 14,16 25:8 26:5 27:2,13,17 28:17 29:16,19,24 30:2,5, 20 31:15,23 34:16, 17 38:24 39:14 40:6, 9,10,11 41:4,8,18,21 42:11 43:23 44:5,12 45:18 46:6,17 47:12, 16 48:9 49:8,11,22 50:13,14,15 51:19 52:1 54:24</p> <p>worked 24:18 25:5</p> <p>workers 17:6 21:9,10 30:4</p> <p>workforce 15:13 18:19 21:19 52:23 53:5,10,11</p> <p>working 8:11 19:2 30:15 37:23</p> <p>world 29:15</p> <p>worried 28:1</p> <p>worthy 26:9 29:22</p> <p>wow 40:13</p> <p>wow-factor 39:13</p> <p>wrapping 47:11</p> | <p>writing 8:14</p> <p>written 4:11 8:1 9:3 11:13</p> |
| | <p style="text-align: center;">U</p> <p>U.S. 15:23 21:4</p> <p>ultimately 48:1 49:6 50:22</p> <p>understand 10:15</p> <p>understanding 33:21</p> <p>understood 31:22</p> <p>union 53:12</p> <p>unions 53:18</p> <p>unique 54:8</p> <p>United 52:16</p> <p>unmute 26:18,20 33:6,7</p> <p>unnoticed 32:1</p> <p>unprecedented 10:16 11:7 15:18 17:3 22:6 23:1</p> <p>unrecognized 32:1</p> <p>unreliable 9:15</p> <p>unveiled 18:10</p> <p>upcoming 39:3</p> <p>updated 39:7 41:16</p> <p>updates 11:3 52:9</p> <p>upgrade 42:8 43:20</p> <p>Uptown 52:16</p> <p>urgent 7:24</p> <p>usual 37:14</p> <p>utilize 46:3</p> | | | <p style="text-align: center;">Y</p> <p>yard 49:7</p> <p>yards 17:11</p> <p>year 12:6 16:18 22:15 27:21 28:4,18 31:17 32:7 34:23 44:22,23</p> <p>years 12:9 16:16 23:4 26:3 27:1</p> <p>yesterday 9:7</p> | |
| | | | | <p style="text-align: center;">Z</p> <p>zeal 13:1</p> <p>zerus 51:13</p> <p>Zoom 23:16 34:7</p> | |

