

1 CHICAGO TRANSIT BOARD

2
3 IN RE THE MATTER:)
4 REGULAR MEETING)
5)
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 10th day of
11 February, 2021, at the hour of 10:29 a.m., via
12 videoconference.

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

2 ARABEL ALVA ROSALES, Chairperson

3 KEVIN IRVINE

4 BERNARD JAKES

5 JOHNNY MILLER

6 ALEJANDRO SILVA

7
8
9 ALSO PRESENT:

10 DORVAL R. CARTER, JR., President

11 GREGORY LONGHINI, Secretary

12 KAREN SEIMETZ, General Counsel

13 CHRIS BUSHHELL

14 TOM MCKONE

15 BILL MOONEY

16 JUAN PABLO PRIETO



1 SECRETARY LONGHINI: Chairman Alva Rosales, we
2 may begin the meeting.

3 CHAIRPERSON ALVA ROSALES: Thank you, Greg.

4 Good morning, everyone. I would like to
5 call to order the regularly scheduled meeting of
6 the Chicago Transit Board for February 10, 2021.

7 would the secretary call the roll?

8 SECRETARY LONGHINI: Director Miller?

9 DIRECTOR MILLER: Here.

10 SECRETARY LONGHINI: Director Jakes?

11 DIRECTOR JAKES: Here.

12 SECRETARY LONGHINI: Director Irvine?

13 DIRECTOR IRVINE: Here.

14 SECRETARY LONGHINI: Director Silva?

15 DIRECTOR SILVA: Here.

16 SECRETARY LONGHINI: Director Alva Rosales?

17 CHAIRPERSON ALVA ROSALES: Here.

18 SECRETARY LONGHINI: Chairman, we have a quorum
19 with all five members of the board present. And
20 also let the record show that President Carter and
21 General Counsel Karen Seimetz are also
22 participating in this meeting.

23 CHAIRPERSON ALVA ROSALES: Great. Thank you,
24 Greg. Our first order of business today is public



1 comment. Greg, do we have public comment?

2 SECRETARY LONGHINI: Yes, we do. We have three
3 public comment speakers today. We are going to
4 begin with Ms. Minerva Garcia. And just to remind
5 all the public comment speakers, if we could ask
6 you to please keep your comments to three minutes.
7 Ms. Garcia?

8 MINERVA GARCIA: Thank you and good morning.
9 My name is Minerva and I am a youth organizer
10 representing the Belmont Cragin Youth Leadership
11 Council. Our transportation campaign aims to
12 address and eradicate the transportation inequities
13 in Belmont Cragin. And today I want to bring your
14 attention to the frequency of some of our most used
15 buses, including Fullerton, Diversey, and
16 Narragansett. Belmont Cragin, we are a low-income
17 ever-growing Latinx community that is historically
18 underserved and it is part of the 31st and 35th
19 ward, which the Active Transportation Alliance
20 graded as a B and a C respectively.

21 Specifically, the Diversey and
22 Narragansett bus was given an F with an average
23 rate of speed of 8.2 miles an hour compared to the
24 City's recommended 13. So our buses are performing



1 extremely low and that is directly affecting the
2 work, the social lives, and the health of our
3 community members.

4 with the pandemic, we saw further
5 devastated effects of inadequate transportation
6 service. So not only are we super dependent on
7 inexpensive public transportation, but it is our
8 only source of transportation. There are no bike
9 sharing systems yet or bike lanes and this puts
10 already disadvantaged people in worse conditions.

11 I go to North Side College Prep, which is
12 located by Bryn Mawr and Kedzie and both do not
13 have a bus. So I would take Foster and Austin
14 while my friend who lives about five minutes away
15 from me took Kimball and Fullerton. I'd tell him
16 to take Narragansett because that's closer to him,
17 but he always said it was a hit or miss with that
18 bus. It was not closely monitored, so you could be
19 standing at the stop when it says one minute away,
20 but have to wait 20 minutes in reality. At that
21 point, I would have started walking home.

22 But even so, Fullerton wasn't any better.
23 I will get home around 4:10, 4:15 while he got home
24 at 5:00 to 5:25. I'm not even exaggerating. I



1 wish I was.

2 It's just really sad to see transportation
3 is not adapting to the different circumstances,
4 such as increased ridership during the school year
5 and fixing streets for efficiency and I would like
6 to propose a solution. A combined bus-and-bike
7 only lane on Fullerton. These types of bus --
8 these types of lanes have proven to be successful
9 in downtown Chicago based on data from the CTA in
10 April 2019. It showed buses that were 65 percent
11 faster. And this will also address the bus
12 priority issues. When I'm in my mom's cars, I
13 always see cars try to go before the bus and even
14 speed to get in front. People don't respect the
15 bus and don't let it pass, so this causes traffic.

16 A bus-and-bike only lane will alleviate
17 the traffic and minimize the disproportionate
18 impact seen in low-income minority communities such
19 as Belmont Cragin. It is extremely important that
20 we address this issue because people should be able
21 to depend on transportation. Thank you for your
22 time.

23 CHAIRPERSON ALVA ROSALES: Ms. Garcia, thank
24 you so much for taking the time and I've got to



1 tell you, not only taking the time to give a very
2 thorough presentation of what's going on there, but
3 also giving us some suggestions of what can be
4 done. It is very, very much appreciated by us, you
5 doing that.

6 Just a quick question. So you said 31st
7 and 35th ward Alliance and then you said there was
8 an organization -- there was an organization there?
9 I was curious what the name of that organization
10 was.

11 MINERVA GARCIA: The Active Transportation
12 Alliance.

13 CHAIRPERSON ALVA ROSALES: Got it.

14 MINERVA GARCIA: They perform the grades of the
15 buses.

16 CHAIRPERSON ALVA ROSALES: Right. Right.

17 Okay. I didn't quite hear that, so thank you for
18 that. We definitely want to follow up on this.
19 And I know that although part of your
20 recommendation is kind of out of our control, but
21 we speak to City Department of Transportation all
22 the time and so some of these recommendations are
23 things that we can bring.

24 President Carter, I don't know if you want



1 to mention anything else. I see you wanting to.

2 PRESIDENT CARTER: I would say -- I would
3 request that Mike Connelly, our chief for planning
4 who actually coordinates the conversations with the
5 City around dedicated bus lanes and other things,
6 follow up with the speaker to address her concerns
7 and to make sure we have all the information we
8 need for conversations we're having with the City.
9 I will also state that there is, interestingly
10 enough, a dialog going on right now about
11 increasing dedicated bus lanes in the city and, in
12 fact, we have been able to do what we call popup
13 pilots for bus lanes in various parts of the city.

14 But Mr. Connelly will be able to provide
15 her with more information about her particular
16 concern and then we can also then make sure we're
17 having a conversation with the City about ways in
18 which we can address that, that particular concern
19 along the route she identified.

20 CHAIRPERSON ALVA ROSALES: Yeah. I would like
21 Mike Connelly to keep us abreast of what's going on
22 with that as well.

23 Ms. Garcia, thank you again for taking the
24 time. Thank you for coming to us with some



1 recommendations and we'll keep you abreast of this,
2 but thank you so much. We appreciate it.

3 SECRETARY LONGHINI: Thank you, Ms. Garcia.

4 We may now proceed to our second speaker
5 for the day and her name is -- I hope I'm
6 pronouncing it correct -- Yalinette Rivera.
7 Ms. Rivera.

8 YALINETTE RIVERA: Hello. My name is Yalinette
9 Rivera and I am a junior attending Lincoln Park
10 High School, which is on Armitage and Orchard. I
11 am a part of the Northwest Side Housing Center,
12 Belmont Cragin Youth Leadership Council, also with
13 Minerva on this ongoing transportation campaign.

14 Today, I will be talking about
15 cleanliness. Relating off of Minerva's story with
16 her friend, I was also that friend on the bus. My
17 main route to school is the Fullerton route. I
18 take Fullerton all the way to Oz Park, which is the
19 end of the Fullerton route and it drops me right
20 off at the park to school. Traveling from Balmoral
21 and Fullerton where I live to Oz Park, I see
22 pregnant women, babies, and all types of ages up to
23 senior citizens. The buses are constantly packed
24 with people who take the bus from Lincoln Park



1 High School, Lane Tech High School, the Blue Line
2 on California and Fullerton, Clemente High School
3 on Western and Fullerton, and Lake View on Clybourn
4 and Fullerton and the Brown Line on Fullerton and I
5 forgot the other street, but the Brown Line and
6 Lincoln Park High School students as well.

7 No matter what time I got on the bus, I
8 was always late. What would have taken me a
9 45-minute bus drive would take me up to an hour or
10 an hour-and-five-minute bus ride every morning.
11 There's always traffic and the traffic is
12 constantly ongoing no matter what time it is on
13 Fullerton.

14 Leading up to these late days, I would
15 have many consequences in school. Five tardies to
16 one detention served. So right now from last year,
17 I have had five detentions to serve.

18 Relating on cleanliness, I would like to
19 speak upon the fabric on the seats. The fabric on
20 the seats collects dust, dirt, bacteria and there
21 is trash all over them. Especially now during an
22 ongoing pandemic, it's important that we keep these
23 seats specifically cleaned and as sanitary as
24 possible.



1 I can tell at 6:00 o'clock in the morning
2 that the buses weren't cleaned. The minute I
3 walked in, my throat would sometimes start to itch
4 and I couldn't get off the bus because I would have
5 been even more late to school. I couldn't wait for
6 another bus because waiting for another bus will
7 put me into more situation where I'll be later for
8 school.

9 Some solutions I propose are air
10 ventilators or quality trackers on buses. We need
11 some signage on the buses that the buses are being
12 cleaned and are clean. The buses need to be
13 cleaned, especially at a time like this.

14 I also would like to suggest some express
15 buses like the ones on western or the big streets
16 and stops like the way Diversey does with
17 Narragansett and Harlem. I know with Diversey,
18 from my experience, there are buses that stop on
19 Narragansett and that's the end of their route and
20 that's also the (inaudible) buses that drop off on
21 Harlem. With a street as big as Fullerton, I
22 devise that this is a big solution or can be a big
23 solution to the traffic and to the time the buses
24 come.



1 I would also like to give the solution to
2 the seats to be switched to the new plastic seats.
3 It will also be easier to clean and it will be
4 easier to wipe down compared to the fabric seats.
5 I have been to D.C. and different places and I was
6 shocked by how clean everything was and to have one
7 of the top transportation systems in the world,
8 ours is very dirty. Thank you.

9 CHAIRPERSON ALVA ROSALES: Ms. Rivera, thank
10 you also for presenting today and sharing with us
11 some of your concerns, a variety of your concerns.

12 with regards to the cleanliness, I do want
13 to tell you that we have been cleaning our buses
14 even more even though in the past, you know, we had
15 been doing a good job, we actually just voted on
16 another contract where we will even upgrade even
17 more our cleanliness and I appreciate your
18 comments.

19 The other thing is with regards to the
20 buses, we are going to have different seats on the
21 buses that are easier to clean and easier to keep
22 clean.

23 And I appreciate, very much, all of your
24 comments and suggestions. We will take them all



1 into account. I do want to have someone from our
2 team, executive staff-level, Chief Transit Officer
3 Donald Bonds, follow up with you on all the
4 concerns that you presented. But we are very
5 grateful that you came before us today and
6 expressed your concerns and expressed some
7 suggestions. So thank you very much for that,
8 Ms. Rivera.

9 YALINETTE RIVERA: Thank you so much. I agree.
10 I feel like in order for people to be more aware
11 with the cleanliness, that the signage is very
12 important. Even if it's on the bus, we need some
13 kind of signage on a constant day reminder that we,
14 as the public, know that the buses are being
15 cleaned because a lot of people won't know that the
16 minute they walk into the bus. So even having some
17 kind of sign or some kind of -- some kind of app
18 change or something on the Ventra tracker, like
19 something to tell us that the buses were being
20 cleaned, when was the last time they were cleaned.
21 Just some kind of signage or reminder so most
22 people can feel safe and be reminded that the buses
23 are being cleaned.

24 CHAIRPERSON ALVA ROSALES: That's a good idea.



1 Thank you.

2 SECRETARY LONGHINI: Thank you so much for
3 contacting us, Ms. Rivera.

4 CHAIRPERSON ALVA ROSALES: President Carter, do
5 you want to say anything?

6 PRESIDENT CARTER: Actually, I thought that was
7 a very interesting idea, how we can better
8 communicate when we last cleaned the bus, what the
9 status of the bus is. I know, as you pointed out,
10 that we are trying to take extraordinary efforts
11 keeping our buses clean. Obviously there is always
12 a challenge in terms of our day-to-day operations,
13 but I will also have my communications teams work
14 on some additional messaging that we can coordinate
15 with Mr. Bonds and his team on how we're cleaning
16 those buses. And I think just, importantly, how to
17 let us know if you see something on our bus that
18 you think is not up to the standards it should be,
19 so we can take action to deal with it right away.

20 CHAIRPERSON ALVA ROSALES: That's great. Thank
21 you, Ms. Rivera.

22 SECRETARY LONGHINI: Thank you all.

23 Chairman, our third speaker is named Val,
24 V, as in victory, Zimnicki. So I will turn it over



1 to Mr. Zimnicki.

2 Mr. Zimnicki, are you on?

3 THE HOST: Still muted. Mr. Zimnicki, please
4 press star six on your phone to unmute.

5 VAL ZIMNICKI: Okay. Can you hear me now,
6 please?

7 SECRETARY LONGHINI: Yes, we can, sir.

8 VAL ZIMNICKI: Thank you. I apologize. I
9 think I'm the one who made a little bit of -- okay.

10 I'm Val Zimnicki with Taxpayers United of
11 America. We're located, by the way, five blocks
12 from your meeting place on Lake Street. And we --
13 we were founded in 1976. Now, the Chicago -- and
14 thank you for letting me talk for a couple of
15 minutes. I appreciate the Board allowing me to do
16 this.

17 The CTA is proposing to extend the Red
18 Line from the existing terminal at 95th and
19 Dan Ryan to 130th Street. This is part of the Red
20 Ahead Program. It's estimated to cost \$2.3
21 billion, which is the largest amount ever by the
22 CTA to be spent for a particular project.

23 As a quick side note, have these projects
24 ever come in on time, let alone without waste and



1 overspending?

2 The proposed 5.6-mile extension would
3 include four new stations near 103rd Street, 111th,
4 Michigan Avenue, and 130th Street and each new
5 station would include bus and parking facilities,
6 but where is the money coming from? At the end of
7 the last year, a couple -- a month and a half ago,
8 I believe the CTA's budget is \$375 million in
9 deficit as of right now. The CTA claims it could
10 pay for half the project and hopes the rest of the
11 money will come from the Federal Government.

12 Actually, Chicago citizens should prepare
13 for a new tax line item on their real estate taxes
14 to pay for this. That seems to be a usual solution
15 in Illinois. That has been unfortunately normal
16 procedure and that's in large part why many people
17 have been moving out of the -- hello?

18 SECRETARY LONGHINI: You're still on,
19 Mr. Zimnicki.

20 VAL ZIMNICKI: Okay. Thank you.

21 If we -- I think that most of the
22 bureaucrats and legislators say, if we build it,
23 maybe they will come, but for sure, we will tax
24 them to pay for it.



1 The Red Line extension is unnecessary and
2 expensive. Projections are always optimistic and
3 always seem to fall short. At a staggering
4 \$410 million a mile, will it pay for itself? In
5 the last five years, general transit ridership fell
6 by 2.8 million trips while ride hailing grew by
7 30 -- 30 million.

8 The CTA will also need to purchase private
9 property to make room for the Red Ahead Program.
10 Families will be dislocated. Some will not want to
11 sell. Will the CTA enforce condemnation
12 procedures? Will just compensation be satisfied?
13 Will individuals be satisfied with what they
14 receive money wise? Will renters be properly
15 relocated? The CTA wants to extend services to a
16 dwindling population, they're going to Wisconsin,
17 to Indiana, to Florida, while not at all funding --
18 not all the funding is identified.

19 My final comment, will eminent domain take
20 away property rights? What about the inevitable
21 cost overruns? And they are. We all know that.

22 For these reasons and others, we oppose
23 the Red Line extension and I thank you very much
24 for hearing me out. I do appreciate it.



1 CHAIRPERSON ALVA ROSALES: Thank you,
2 Mr. Zimnicki, and your oppositions are noted. We
3 really appreciate you coming before us and sharing
4 your thoughts and the concerns of the organization
5 that you're involved with, Taxpayers United of
6 America as well.

7 what I'd like to do is, though, to follow
8 up because you did have a number of questions and
9 our Chief Transit Officer, which is Mr. Donald
10 Bonds, I'm going to ask him to follow up with you
11 and, you know, in detail maybe some -- answer some
12 of the concerns and questions that you have as
13 well.

14 PRESIDENT CARTER: Actually, Director Rosales,
15 the person that should follow up with Mr. Zimnicki
16 is Michael Connelly, who actually oversees the Red
17 Line extension project.

18 CHAIRPERSON ALVA ROSALES: Michael Connelly.
19 Okay.

20 PRESIDENT CARTER: He would be familiar with a
21 number of the issues he is raising.

22 CHAIRPERSON ALVA ROSALES: Okay.

23 PRESIDENT CARTER: So I'd ask that
24 Mr. Connelly, our Chief Planning Officer,



1 follow-up.

2 CHAIRPERSON ALVA ROSALES: Great. So we will
3 have someone then follow-up with you. So we're
4 going to have Mike, is that correct?

5 PRESIDENT CARTER: Yes.

6 CHAIRPERSON ALVA ROSALES: All right. Great.

7 Mr. Zimnicki, I really want to thank you
8 again for coming before us and we thank you and
9 have a good day. Stay warm.

10 VAL ZIMNICKI: Thank you. Thank you for your
11 courtesy.

12 CHAIRPERSON ALVA ROSALES: Thank you.

13 SECRETARY LONGHINI: All right. Thank you,
14 Mr. Zimnicki and staff.

15 That concludes the speaker portion of the
16 public comment section, but just for the record,
17 let the record show that two written submittals
18 were submitted to my office to forward to the
19 Board. One by Susan Hurley, Executive Director of
20 Chicago Jobs with Justice and the other one from
21 Lonnie Stevenson, who is the International
22 President of the International Brotherhood of
23 Electrical workers and I have forwarded those. So
24 with those comments, Chairman, the public comment



1 section of today's meeting is concluded.

2 CHAIRPERSON ALVA ROSALES: Great. Thank you,
3 Greg.

4 Our next order of business today is the
5 approval of the January 13th board minutes. The
6 minutes have been previously distributed. So I
7 would like now to entertain a motion to approve
8 those minutes of the regular board meeting of
9 January 13th, 2021.

10 DIRECTOR JAKES: So moved.

11 DIRECTOR MILLER: Second.

12 SECRETARY LONGHINI: Moved by Director Jakes,
13 seconded by Director Miller. I'll take the vote on
14 the minutes.

15 Director Miller?

16 DIRECTOR MILLER: Yes.

17 SECRETARY LONGHINI: Director Jakes?

18 DIRECTOR JAKES: Yes.

19 SECRETARY LONGHINI: Director Irvine?

20 DIRECTOR IRVINE: Yes.

21 SECRETARY LONGHINI: Director Silva?

22 DIRECTOR SILVA: Yes.

23 SECRETARY LONGHINI: Chairman Alva Rosales?

24 CHAIRPERSON ALVA ROSALES: Yes.



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

3 CHAIRPERSON ALVA ROSALES: Thank you. Our next
4 order of business is executive session. It is my
5 understanding, Karen, that there is executive
6 session today?

7 COUNSEL SEIMETZ: Yes, Vice Chair. We will
8 have executive section pursuant to Section 2,
9 paragraph C, subparagraph 11 of the Open Meetings
10 Act. It will be a short one.

11 CHAIRPERSON ALVA ROSALES: Okay. I would like
12 now to entertain a motion to recess into executive
13 session per the reasons stated by our counsel.

14 DIRECTOR JAKES: So moved, Director.

15 DIRECTOR MILLER: Second.

16 SECRETARY LONGHINI: Moved and seconded by
17 Director Jakes and Director Miller. I will now
18 take a vote on the motion.

19 Director Miller?

20 DIRECTOR MILLER: Yes.

21 SECRETARY LONGHINI: Director Jakes?

22 DIRECTOR JAKES: Yes.

23 SECRETARY LONGHINI: Director Irvine?

24 DIRECTOR IRVINE: Yes.



1 SECRETARY LONGHINI: Director Silva?

2 DIRECTOR SILVA: Yes.

3 SECRETARY LONGHINI: Chairman Alva Rosales?

4 CHAIRPERSON ALVA ROSALES: Yes.

5 SECRETARY LONGHINI: That motion is approved
6 with five yes votes, so we are now recessed into
7 executive session for a few minutes. Thank you.

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

10 SECRETARY LONGHINI: Chairman Alva Rosales, we
11 are now ready to proceed.

12 CHAIRPERSON ALVA ROSALES: Great. Thank you,
13 Greg.

14 I will now entertain a motion to return to
15 the open session of February 10, 2021, CTA regular
16 board meeting.

17 DIRECTOR JAKES: So moved.

18 DIRECTOR MILLER: Second.

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

22 Director Miller?

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Jakes?



1 DIRECTOR JAKES: Yes.

2 SECRETARY LONGHINI: Director Irvine?

3 DIRECTOR IRVINE: Yes.

4 SECRETARY LONGHINI: Director Silva?

5 DIRECTOR SILVA: Yes.

6 SECRETARY LONGHINI: Chairman Alva Rosales?

7 CHAIRPERSON ALVA ROSALES: Yes.

8 SECRETARY LONGHINI: That motion is approved,
9 ma'am.

10 CHAIRPERSON ALVA ROSALES: Thank you.

11 The Board will now consider Agenda Item
12 Number 4-A, an item discussed in executive session.
13 Karen.

14 COUNSEL SEIMETZ: Thank you, Vice Chair.

15 Item 4-A is the recommended resolution of
16 a lawsuit entitled Angelique Land-Harms versus
17 Chicago Transit Authority. This involves an
18 accident that occurred on September 10th, 2016 at
19 approximately 11:15 a.m. when the plaintiff
20 Angelique Land-Harms was attempting to board the
21 Route 81 bus at the Jefferson Park terminal. There
22 was an accident at the time she was intending to
23 board. She was up next to the bus as the bus
24 pulled way, running over and permanently injuring



1 her left foot.

2 The law department recommends that this
3 lawsuit be resolved following a day-long mediation
4 for the amount of \$2 million.

5 CHAIRPERSON ALVA ROSALES: Thank you, Karen.
6 If there are no questions, I will now entertain a
7 motion to approve an ordinance recommending a
8 settlement of \$2 million in the case of Angelique
9 Land-Harms versus Chicago Transit Authority, Case
10 Number 20170085-10 [sic].

11 DIRECTOR JAKES: So moved.

12 DIRECTOR MILLER: Second.

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

16 Director Miller?

17 DIRECTOR MILLER: Yes.

18 SECRETARY LONGHINI: Director Jakes?

19 DIRECTOR JAKES: Yes.

20 SECRETARY LONGHINI: Director Irvine?

21 DIRECTOR IRVINE: Yes.

22 SECRETARY LONGHINI: Director Silva?

23 DIRECTOR SILVA: Yes.

24 SECRETARY LONGHINI: Chairman Alva Rosales?



1 CHAIRPERSON ALVA ROSALES: Yes.

2 SECRETARY LONGHINI: Motion to approve 4-A
3 passes with five yes votes.

4 CHAIRPERSON ALVA ROSALES: Thank you, Greg.

5 The Board will now consider Agenda Item
6 Number 4-B, an item discussed in executive session.

7 Karen, can you elaborate?

8 COUNSEL SEIMETZ: Item 4-B is also a
9 recommendation to resolve the litigation as to CTA
10 and bus operator Anthony wells in the case of Mary
11 Wilson, as Supervised Administrator of the Estate
12 of Latasha Wilson, deceased.

13 This involves an accident that occurred on
14 March 6th, 2018 at approximately 7:20 p.m. between
15 the 37-year old decedent Latasha Wilson, who was a
16 pedestrian who had stepped off of a curb at 79th
17 and Lafayette on the west side of that
18 intersection. As the CTA bus was turning at that
19 time, the bus struck Ms. Wilson, who died at the
20 scene.

21 The law department is recommending a
22 settlement amount of \$2 million to fully resolve
23 the plaintiff's claims against CTA.

24 CHAIRPERSON ALVA ROSALES: Thank you, Karen.



1 I will now entertain a motion to approve
2 an ordinance recommending a settlement of \$2
3 million in the case of Mary Wilson, as Supervised
4 Administrator of the Estate of Latasha Wilson,
5 deceased, versus Anthony A. Wells, the Chicago
6 Transit Authority, a municipal corporation, and the
7 City of Chicago, a municipal corporation, Case
8 Number 2018-L-2681.

9 DIRECTOR JAKES: So moved.

10 DIRECTOR MILLER: Second.

11 SECRETARY LONGHINI: Moved and seconded by
12 Directors Jakes and Miller. I will now take a
13 rollcall vote.

14 Director Miller?

15 DIRECTOR MILLER: Yes.

16 SECRETARY LONGHINI: Director Jakes?

17 DIRECTOR JAKES: Yes.

18 SECRETARY LONGHINI: Director Irvine?

19 DIRECTOR IRVINE: Yes.

20 SECRETARY LONGHINI: Director Silva?

21 DIRECTOR SILVA: Yes.

22 SECRETARY LONGHINI: Chairman Alva Rosales?

23 CHAIRPERSON ALVA ROSALES: Yes.

24 SECRETARY LONGHINI: The motion to approve



1 Agenda Item Number 4-B is approved with five yes
2 votes.

3 CHAIRPERSON ALVA ROSALES: Thank you. Our next
4 order of business is a report from the Committee on
5 Finance, Audit and Budget. Director Silva.

6 DIRECTOR SILVA: The Committee of Finance,
7 Audit and Budget met earlier this morning via Zoom
8 video teleconference. The Committee approved the
9 January 13, 2021 meeting minutes. The Committee
10 reviewed the finance report. The Committee also
11 reviewed the following two ordinances.

12 To approve an ordinance authorizing an
13 intergovernmental agreement with the City of
14 Chicago through its Department of Assets
15 Information and Services for fuel services and
16 maintenance and repair of Authority non-revenue
17 vehicles and equipment.

18 To approve an ordinance authorizing a
19 subsidized agreement with Civic Staffing, LLC for
20 Bus Route X98 Avon Express.

21 We also reviewed five purchases and
22 award -- sales award recommendations. The
23 Committee approved all items and recommends board
24 approval of all items. The Committee placed both



1 ordinances and all five contracts on the omnibus.

2 That concludes my report, Vice Chairman
3 Alva Rosales.

4 SECRETARY LONGHINI: So the report has now been
5 presented, Director Rosales.

6 CHAIRPERSON ALVA ROSALES: Oh, can you hear me
7 now? Sorry about that.

8 SECRETARY LONGHINI: Now we can hear you.

9 CHAIRPERSON ALVA ROSALES: Yeah, not sure what
10 happened there. Thank you, Director Silva.

11 Before we move forward and I ask for a
12 vote on that, I did want to mention that this is
13 the CTA's first bus procurement utilizing the
14 US Employment Plan, USEP, as an evaluation
15 criteria. And I know that we're going to be
16 utilizing the workforce Investment Opportunity Act,
17 WIOA, to help outreach and training plan for hiring
18 advantaged workers and I did want to ask -- I was
19 told to direct this to Tom McKone, to please keep
20 us, as the Board, updated on how this moves
21 forward, especially since this is the first time
22 this is being done.

23 TOM MCKONE: Yeah, definitely, Director
24 Rosales. We'll be happy to. And as part of the



1 contract, we require ongoing reporting from the
2 contractor. So we are going to be monitoring that
3 closely and we'll be happy to provide that
4 information to the Board as well and, as you said,
5 we were really excited that we were able to use the
6 US Employment Plan on this contract for the first
7 time ever on one of our bus procurements. So we'll
8 be happy to keep you updated on the status.

9 CHAIRPERSON ALVA ROSALES: Great. Thank you so
10 much for that. Again, thank you, Director Silva.

11 Now I would like to ask for a motion to
12 approve the omnibus as stated by Director Silva.

13 DIRECTOR JAKES: So moved.

14 DIRECTOR MILLER: Second.

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

17 Director Miller?

18 DIRECTOR MILLER: Yes.

19 SECRETARY LONGHINI: Director Jakes?

20 DIRECTOR JAKES: Yes.

21 SECRETARY LONGHINI: Director Irvine?

22 DIRECTOR IRVINE: Yes.

23 SECRETARY LONGHINI: Director Silva?

24 DIRECTOR SILVA: Yes.



1 SECRETARY LONGHINI: Chairman Alva Rosales?

2 CHAIRPERSON ALVA ROSALES: Yes.

3 SECRETARY LONGHINI: That motion to approve all
4 the items on the agenda is approved with five yes
5 votes.

6 CHAIRPERSON ALVA ROSALES: Thank you.

7 Our next order of business is the
8 construction report and I would like to ask Bill
9 Mooney to give us that.

10 BILL MOONEY: Hello, my name is Bill Mooney,
11 your Chief Infrastructure Officer again. Today
12 I've got our construction report.

13 We'll begin with the first spot that we
14 normally speak about, our Your New Blue signals
15 project. Flip ahead one slide, please.

16 The project continues on budget and tight
17 to schedule. We continue to cut over signal
18 houses. We're actually in the process of
19 commissioning our fourth location, which is Nagel.
20 If we can advance on the slides here, please.

21 We flew in Nagel relay houses elevated
22 pedestals a few weeks back and began the
23 terminations and connections to the wayside
24 apparatuses and ultimately they're beginning the



1 conditioning there. We are operating under active
2 cab signals out of that house, which is what we use
3 to control train movements on the normal tracks.
4 We will be putting the interlocking back in service
5 under the new equipment in the upcoming week.

6 Here is the new house in place on its
7 elevated pedestal. Once the house was in place, we
8 had to pull a series of cabling in there. Next
9 slide.

10 This is the local control panel for the
11 house. This is how you would operate the
12 interlocking at Nagel itself to divert trains from
13 one track to another and facilitate those
14 movements. It also will have the control of the
15 adjacent interlocking, which is an improvement of
16 this project so we can actually operate two
17 interlockings from one location at a time. It's an
18 advancement that helps us ultimately in emergencies
19 be able to more quickly put in single tracks and
20 manage around those situations as well as minimize
21 required manpower for planned outages. Next slide,
22 please.

23 Here is some of the wiring I was talking
24 about. What ends up happening is we bring very



1 large bundles of cables into the house and they
2 have, you know, 40 or 60 wires in each of the
3 bundles and those are terminated at those localized
4 junction boxes where they are connected to other
5 cables that go to wayside apparatuses and the
6 interlockings that help communicate the signals,
7 the train movement, and other things. Next slide,
8 please.

9 Here they are doing some of the testing of
10 that cable. Once it's actually terminated, they
11 test it to make sure it wasn't damaged during the
12 installation and the jackets on it are fully
13 protected for those signals. Next slide.

14 My next project is our traction power
15 upgrade transformer replacement. The project moves
16 forward on budget and on schedule and it's on its
17 final location of Franklin substation.

18 Franklin substation is a very important
19 substation in our downtown area. It's kind of
20 buried in plain sight down there. And if you can
21 move forward a slide.

22 So here you can see kind of in the
23 backdrop of the downtown area, we've got this
24 substation buried and so we've had to do some



1 opening up of the side itself to be able to
2 facilitate the construction on the site. That's
3 the first piece of work we're seeing here, which is
4 the temp (phonetic) removal of that fencing.

5 These are the old transformers on the
6 picture on the left here that will be replaced with
7 new transformers that are currently in the
8 commissioning process in the factory. These
9 transformers are oil-based transformers, which is
10 different than the ones I have previously showed
11 you, so there's some site remediation that goes on
12 with this.

13 Part of what you're seeing here is they're
14 taking soil stamps looking for historical oil leaks
15 on the site and are cleaning up any of the residue
16 ballast that goes around the pad there. Ultimately
17 they end up doing some remediation on the concrete
18 pad itself. So any saturation that may have
19 existed in the concrete, they remove it out of the
20 concrete. They super heat the area and it sweats
21 it out. Next slide.

22 So I'm bringing forward a series of kind
23 of art installation today that were tied to
24 historical construction projects that have been



1 completed. The first one I wanted to share with
2 you is Constant Flow Into Multitudes of Specific
3 Forms by Francesco Simeti. Mr. Simeti took
4 inspiration from (indiscernible) Sullivan's book of
5 the same name and his -- it has inspired a lot of
6 his work about the interrelationship of nature and
7 art form lines and buildings. So one of the things
8 that Mr. Sullivan was really well known for, he was
9 really believed to be the father of modern
10 architecture. So very form over function
11 buildings, clean lines. But he did use a lot of
12 ornamentation, especially when it was -- dealt with
13 agricultural. You know, he would add a lot of
14 floral embellishments on the edges of his buildings
15 as kind of that ornamentation that added that
16 unique feature.

17 Mr. Simeti brings that feature to the
18 station, adding what are ultimately native species
19 plants for Illinois in art glass around the Addison
20 entrance of our Blue Line. We did a rehab of
21 Addison, Irving Park, and Montrose a few years ago
22 and this is the art installations associated with
23 those rehabs and it has been kind of in the work
24 since then and we're really proud to bring it



1 forward to you.

2 You can see it become -- the concept is
3 that you are surrounded by a sense of nature that
4 becomes the ornamental nature design of the
5 exterior of the station. You can see it as you
6 approach the station as well as when you're going
7 down the main stairwell. The light bleeds through
8 the color and really makes you feel warmth and it
9 really brings that sense of native species to a
10 very urban environment. It's a very neat piece.
11 It's very easy to see even just outside the station
12 from the highway as you go by. Next slide, please.

13 The (indiscernible) installation at
14 Montrose I'll be bringing forward today is by Chris
15 Cosnowski. It's called the windy City Odyssey.
16 Mr. Cosnowski takes us on a journey through Chicago
17 by some symbols, toys, and other elements that he
18 uses to kind of talk about features of Chicago as a
19 whole as a representation in art glass again. Very
20 similar style and installation in the head house at
21 Montrose. You can see it from the exterior of the
22 station as well as the interior. It's very bright,
23 it's playful. If we flip to the next slide,
24 please.



1 Here you can see more kind of that design
2 there. And it calls for and tells you kind of what
3 each of those symbols represents as a piece of the
4 city of Chicago. So the body builder trophy, part
5 of the Chicago's name of being the city of big
6 shoulders. Some other elements that are really
7 kind of -- you know, the red lips being an iconic
8 landmark, which was adjacent to the Blue Line stop
9 there and pulling all these little elements of
10 Chicago, these toys and other elements of symbol.
11 It's a very fun little piece.

12 The last piece I'll share with you today
13 is tied to the Chicago-Austin bus turned around
14 project. This is part of our electric bus charging
15 project. This is the first piece of art that I
16 know of that we've installed on a piece of
17 infrastructure that isn't tied to a station of some
18 sort. It's kind of unique, this.

19 This substation is directly on the corner
20 of Chicago and Austin. It is very well exposed and
21 it has this great brick facade. Shinique Smith
22 envisioned what -- the piece called Sun Burst,
23 which is sole of -- touches on the fact that we're
24 bringing clean energy, solar energy, this green



1 sense of energy with the e-buses at the substation
2 is a symbol, but also that the sun burst is
3 essential -- draws upon -- almost like a phoenix
4 emerging from the ashes showing a re-invigoration
5 (phonetic) of the community out at Chicago and
6 Austin as it's going for a formative change on the
7 west side and building out a very retail corridor
8 right there as you broach into Oak Park into
9 Chicago proper and the business is starting to
10 thrive out there again.

11 There's a lot of history in that area, so
12 she drew upon a lot of that energy and what the
13 community gave as a sense of they felt they were on
14 a rebirth and the energy that she saw in this
15 piece. The metal sculpture that's mounted on the
16 side of the building giving you that sense of that
17 burst of energy and that light. Next slide.

18 Here's a couple other pictures up close to
19 give you a sense of its dynamic and color and
20 facade.

21 That concludes my portion of the
22 construction report. I'm happy to take any
23 questions at this time.

24 CHAIRPERSON ALVA ROSALES: Thank you. I just



1 want to make a comment. I love the -- I love the
2 art glass work. Beautiful. Just beautiful. And
3 very unique and very distinct too. So that brings
4 a lot, I think, to the community -- to the
5 communities that they are in. I don't know if the
6 Board has any questions.

7 Director Jakes?

8 DIRECTOR JAKES: I do. Bill, how do you -- how
9 do you go you about selecting the artist? Is there
10 a RFP put out or, you know ...

11 BILL MOONEY: So it really depends on the
12 project and what we're looking for. We have kind
13 of three different procurement tracks. I'm sure
14 it's similar to other items. It's a much more
15 defined procurement process for art. So we can do
16 a micro solicitation where we would reach out to
17 some very select artists that we can either work
18 with the community or the local government to kind
19 of identify.

20 I have two women that work for me on staff
21 that are curators of our art program that are by
22 far more knowledgeable in its existence and have
23 been kind of with it since its birth when it was
24 part of the City of Chicago and they have deep ties



1 into the communities that -- and the artistic
2 community as a whole. They have a great sense and
3 probably one of their best abilities is they have a
4 really great sense of picking the up-and-coming
5 artist. So the artist that's just right on the
6 verge of kind of that piece that's going to
7 breakout and so we often times get art from those
8 artists that are going to be the artist in five
9 years. We have some of their original pieces that
10 are really monumental pieces.

11 So we do sometimes micro procurements, but
12 we're looking for a very solicited piece of art
13 for -- that fits into a very figurative mold and
14 we'll actually put out a (indiscernible) and bring
15 in proposals from artists that will be reviewed and
16 from there, the committee would review the art and
17 make a selection based on the quality of the
18 proposal.

19 Sometimes we, depending on kind of what
20 we're looking for, again, we may do a more open
21 call where we do something in a more traditional
22 RFP where we would actually open it up to a whole
23 group of people to provide a solicitation.

24 In most cases, we actually pay a fee for



1 the proposals. We tend to kind of restrict the
2 quantity of proposers so we can manage the cost of
3 that fee. For artists, oftentimes, just to put
4 together the concepts and do the research and
5 renderings requires some output on their part.
6 They are kind of, as we are getting into that --
7 that community that is kind of on the verge -- not
8 necessarily of high financial means, you know. And
9 then every once in a while we do a more targeted
10 selection, so like 95th Street where we have
11 Theaster Gates pieces.

12 That was a much more targeted selection
13 where we did actually go and work with a very
14 high-end artist that's world renowned to be able to
15 come in and bring his touch of that community on
16 that piece. So there's kind of three avenues we
17 work through on this.

18 DIRECTOR JAKES: Thank you, Bill.

19 PRESIDENT CARTER: I just also want to just
20 explain that there is a community engagement piece
21 that goes along with the creation of the art so
22 that we don't -- we don't just create the art in
23 our own little vacuum and then say here it is.
24 There's actually a significant amount of community



1 engagement around the art itself that ultimately
2 feeds into the final product that allows us to
3 really make sure we have community buy-in in terms
4 of what we identify as the final piece.

5 BILL MOONEY: To add to President Carter's
6 comment on that, as we go out and actually do
7 community meetings, we'll bring forward the artists
8 and they do listening sessions with the community
9 members to hear what they like, what inspires them
10 in the community, kind of the history and what they
11 believe kind of their identity is.

12 The artists talks about their medium and
13 how they actually envision art and how they form
14 that art so the community gets a sense and they
15 share the pieces they've done previously. The
16 community gets a sense of what type of pieces that
17 artist would be producing and then after kind of
18 we've got a concept, we present that concept to the
19 community and the aldermen to share kind of this is
20 what the artist envisioned for this piece and
21 oftentimes get some feedback.

22 Art is a personal thing and no two people
23 tend to like or see a piece the same way. You --
24 rarely ever do you have a formed community that



1 sits there and says, oh, this is absolutely the
2 greatest piece. I would tell you that most of the
3 time, those that were doubters of the piece, once
4 they see it in reality become converse and are
5 inspired by how strong and great those pieces are,
6 once you see them kind of in their environment.

7 CHAIRPERSON ALVA ROSALES: Bill, do we update
8 our website when we have these new pieces out
9 there?

10 BILL MOONEY: Yeah. We actually do. We have
11 kind of a contract with a high-end professional art
12 photographer that goes out and takes some after
13 photos for us and then from time to time those get
14 updated on -- our catalog is actually available on
15 our website with information about the artists at
16 each of those rail stations and some photos of
17 those things. So ...

18 CHAIRPERSON ALVA ROSALES: Great.

19 BILL MOONEY: We also have a wonderful art book
20 that you can procure through our website that,
21 actually, it's a great -- you know, very, very
22 voluminous cover that goes through our gallery of
23 art on our system, which is unique to the public
24 art culture with over 80 pieces that the public can



1 buy. It's a gorgeous book. It has amazing amounts
2 of information and photos.

3 CHAIRPERSON ALVA ROSALES: I have it in my
4 office and people are always trying to take it from
5 me. It is really a wonderful thing. You should --

6 BILL MOONEY: Feel free to direct them to the
7 website and we'll be glad to process their orders
8 anytime.

9 CHAIRPERSON ALVA ROSALES: Now I will.

10 Director Miller, do you have any
11 questions?

12 DIRECTOR MILLER: No, just say ditto. Great
13 job. That's right in my area, so I pass through
14 there at least twice a day. It's a head-turner.
15 I'm excited to have it on the west side.

16 CHAIRPERSON ALVA ROSALES: Thank you.

17 Director Irvine?

18 DIRECTOR IRVINE: No questions. Thanks for the
19 presentation and all the backstory.

20 CHAIRPERSON ALVA ROSALES: Thank you.

21 Director Silva, any questions? No
22 questions, Director Silva?

23 DIRECTOR SILVA: (Inaudible response.)

24 CHAIRPERSON ALVA ROSALES: Okay. Thank you.



1 Bill Mooney, thank you for your
2 presentation and for all the hard work and keeping
3 us up to date on it.

4 So I would like to ask, now, Chris Bushell
5 and Juan Pablo Prieto to make the presentation on
6 RPM and diversity presentations.

7 CHRIS BUSHELL: Thank you very much, Directors.

8 RPM continues on budget and tight to
9 schedule. We are still very much a design project
10 and we have advanced the design since the last time
11 we spoke. It is coming to conclusion in this year
12 and we're working very hard to complete various --
13 various aspects of it.

14 At this point it's really mostly details.
15 Much of the basic structural work has been
16 designed. And as you've see from photographs, much
17 of it is being executed more so at the moment on
18 the bypass, but starting this year in the spring
19 with the segment of box girder in the Lawrence to
20 Bryn Mawr segment.

21 In the bypass itself, as you have seen in
22 recent photographs, we continue to advance the
23 structural steel and assemble some of the largest
24 pieces of that steel. In addition -- in addition,



1 we are starting to pour the concrete deck that goes
2 on top of that steel that ultimately will hold the
3 track, the signals, and the power traction
4 elements.

5 So despite the weather, we continue to do
6 that. When we're pouring concrete in this type of
7 weather, we take -- we have special conditions that
8 the contractor has to follow in order to get the
9 best -- the best result for that concrete. It,
10 generally, in its most complicated form involves
11 heating and creating kind of a tent around the
12 concrete we're pouring, which isn't all that
13 exceptionable except the size of it is pretty big.

14 In terms of the pre-stage work, as I said,
15 we will in the spring of this year start building
16 the segmented box girder. We call that first half
17 of the box girder the Stage A. So that work will
18 be starting in the spring.

19 In terms of pre-stage, you can see over my
20 shoulder, we're doing a similar effort to Bill on
21 the signaling system in the area of Lawrence to
22 Bryn Mawr. This is inside one of the racks inside
23 the relay house. In this case -- inside one of our
24 relay houses. In this case, Loyola over my



1 shoulder.

2 We are also finishing the temporary
3 stations. As you know, we are closing two stations
4 and doing temporary stations at two others. So
5 that work is nearing completion and you'll see some
6 photographs of that as we get into the
7 presentation.

8 And then, finally, the box girder. You
9 won't see any photographs of that, but rest assured
10 that is advancing as well.

11 If we could go to the next slide. I would
12 also like to show you some of the first renderings
13 of the new rail stations. So as you know, when we
14 start the Lawrence to Bryn Mawr segment, we're
15 building four new rail stations. Those are most
16 importantly completely accessible, incorporating
17 many of the latest safety features, but also
18 architecturally very interesting.

19 So since the last time we've met, we have
20 released President Carter -- President Carter and
21 the mayor released the designs of these stations
22 and I just want to go over some of the renderings
23 ahead of construction so the Board can also see
24 them in the presentation.



1 So this is Lawrence. If you could advance
2 to the next slide. Argyle. The Argyle station.
3 Next slide, Berwyn. And then the final one, Bryn
4 Mawr.

5 One of the things that's unique about
6 these stations, and it's probably expressed most
7 clearly in Bryn Mawr station, is for a large
8 Federal project like this, we work within certain
9 constraints relative to the design and scale of the
10 neighborhood around us. So in this particular
11 case, we sort of brought in some of the elements of
12 the community around some of the more historic
13 elements, but also some of the ordinary element
14 that occur kind of throughout the streetscape to
15 make sure that the station is familiar, that it's
16 appropriate to the neighborhood, and yet it is just
17 as modern, safe, and accessible as we can make it.

18 So this station I think, as much as any of
19 them, is a good illustration of those requirements
20 and, generally speaking, we have had very positive
21 feedback on the designs since we've released them.
22 Next slide, please.

23 So I mentioned on the bypass we're
24 continuing to advance the structural steel. We've



1 installed a major piece of steel over the
2 four-track corridor. This is, of course, just to
3 the north of the Belmont station. This is really
4 the bypass, goes over that, and sort of -- it
5 begins the untangling of the flat junction that is
6 just behind us in this photograph.

7 We are now, as I said before, pouring a
8 concrete deck on top of these stringers and we'll
9 install the track and the traction power and the
10 system -- signal system on top of it. Next.

11 Temporary stations, this is Bryn Mawr.
12 The construction of the temporary side platform
13 will be providing service off of this platform as
14 well as an extended platform you see directly in
15 front of you. So this work is progressing and
16 really in the final stages, understanding that in
17 the spring we will start this first stage and we
18 will be running service -- again, kind of to make
19 it a little clearer in the picture, we'll be
20 running service on the left and then we'll be
21 constructing a major new bridge and starting the
22 stations on the right. So very excited about that
23 milestone in the upcoming year. Next.

24 More details in regard to that effort.



1 This is temporary construction. Temporary by CTA
2 measures means -- means probably more permanent
3 than many people, but we take the safety and
4 structural requirements very seriously when we're
5 building even a temporary station. Next.

6 So outreach continues, much of it virtual
7 as I've said in the past. We are talking to folks
8 in the -- in the bypass area about the construction
9 of various new structural elements that will
10 support the continuing work out there. That's the
11 temp track you see at the top here.

12 We are really just -- as we increase our
13 footprint in that area, in the bypass area and
14 continue to pour the deck and do other work, we are
15 putting community flyers out there to make sure
16 people are aware of that work on a daily basis.

17 We are installing various
18 open-for-business marketing banners throughout both
19 of the project areas, making sure that we're
20 supporting many of our businesses that are
21 struggling with significant COVID impacts. So that
22 has been a big effort for us particularly in the
23 Lawrence to Bryn Mawr segment where there are so
24 many retail businesses that have been impacted.



1 We are relocating some pavers in the area
2 of Bryn Mawr that are important to the community
3 that were installed in an earlier effort with the
4 City. So we're working with the community to make
5 sure those are reinstalled in a way that respects
6 the original intent of the work.

7 We have virtual office hours. If someone
8 from the community has a question and they want to
9 ask it to the staff, it gives them a safe and good
10 venue to do that. And then, of course, we continue
11 to meet with various community-based business
12 organizations throughout the project area, in this
13 case Lawrence to Bryn Mawr project area, informing
14 them of the new station -- of the temporary
15 stations, of the upcoming bridge construction of
16 the segmented box girder and other factors that
17 they would be concerned about. Really at this
18 point focusing on coordinating our construction
19 efforts with any efforts they have regarding
20 promoting their businesses, so that we make sure
21 they are free and clear to address any concerns
22 they have regarding COVID and programs that they're
23 bringing forward and that we're not stepping into
24 that as a major constructor in the area.



1 So with that, I'll turn it over to Juan
2 Pablo -- or can we take questions now or do you
3 want to go to Juan Pablo?

4 CHAIRPERSON ALVA ROSALES: We can take
5 questions. I just want to comment that the
6 renderings of the station designs are really
7 aesthetically very, very pleasing. You know, good
8 work there. I thought that was really great to
9 see. And are we getting any negative feedback from
10 the community groups that we're talking to or
11 reaching out there or does everything seem to be
12 working smoothly?

13 CHRIS BUSHELL: I'm not aware of any. I think
14 most of the folks that have seen the designs have
15 been impressed by them and just look forward to
16 having clean, well-lit accessible stations and I
17 think that, you know, in terms of the renderings,
18 it's communicated pretty clearly and in this case
19 pretty accurately. I have kind of a thing for
20 inaccurate renderings, so we spent some time making
21 sure they were shown from a reasonable and various
22 circumstances were mimicked as real-life as much as
23 possible.

24 So no, I'm not aware of any criticism that



1 we've had on these and, you know, to the extent
2 that folks are bringing us comments -- reasonable
3 comments that we can address, we're endeavoring to
4 do so. So we have a town hall meeting coming up
5 with Lawrence to Bryn Mawr community. So we'll
6 probably hear more there.

7 You know, there certainly are various
8 adjustments that we can make until we come into the
9 process of constructing it. The station
10 foundations will be put in under the first phase,
11 the Stage A. Really the stations themselves won't
12 be substantively built until the second phase of
13 that work, which I'll talk about.

14 CHAIRPERSON ALVA ROSALES: Great. Thank you.

15 I'll ask the Board, Director Jakes, do you
16 have any questions?

17 DIRECTOR JAKES: No questions.

18 CHAIRPERSON ALVA ROSALES: Thank you.

19 Director Miller?

20 DIRECTOR MILLER: No questions.

21 CHAIRPERSON ALVA ROSALES: Director Irvine?

22 DIRECTOR IRVINE: Just one is, the Lawrence
23 station, the station house is moving to the north
24 side of Lawrence, is that correct, Chris?



1 CHRIS BUSHELL: Yes.

2 DIRECTOR IRVINE: Okay. It all looks really
3 good. Thank you. No other questions.

4 CHAIRPERSON ALVA ROSALES: Thank you.

5 Director Silva? No questions?

6 DIRECTOR SILVA: (Inaudible response.)

7 CHAIRPERSON ALVA ROSALES: Okay. Thank you.
8 Thank you so much, Chris. We appreciate your
9 presentation and all the hard work that everyone is
10 doing. Thank you, everybody.

11 I would like to ask Juan Pablo Prieto.

12 J.P. PRIETO: Good morning, Vice Chair and
13 Directors. I'm Juan Pablo Prieto, Director of
14 Diversity Programs.

15 So as we closed out 2020, we held a
16 virtual event to cover both opportunities for DBEs
17 on RPM and for individuals interested in a career
18 in construction. We had 60 participants on a
19 meeting, which Walsh-Flour will follow up with to
20 discuss specific opportunities.

21 We also announced the application for the
22 second round of the Elevating Futures Scholarship
23 for the Chicago Scholars. We received coverage
24 from multiple media outlets and continue to



1 encourage students interested in the opportunity to
2 apply and applications are due by March 1st.

3 And that concludes my section of the
4 report. Happy to answer any questions.

5 CHAIRPERSON ALVA ROSALES: How many do you
6 expect -- do you have any idea how many you expect
7 on the scholarship component, who applied for that,
8 do you have a scale for that?

9 J.P. PRIETO: We received over a hundred
10 applications for the first round.

11 CHAIRPERSON ALVA ROSALES: That's very good.

12 J.P. PRIETO: Yes.

13 CHAIRPERSON ALVA ROSALES: Do you still have --
14 so you're expecting around a hundred, if not more
15 probably?

16 J.P. PRIETO: Correct. Yes.

17 CHAIRPERSON ALVA ROSALES: All right. That's
18 good to hear. I have no further questions, but
19 I'll ask the Board.

20 Director Jakes, do you have any questions?

21 DIRECTOR JAKES: No, no questions.

22 CHAIRPERSON ALVA ROSALES: Director Miller?

23 DIRECTOR MILLER: No questions.

24 CHAIRPERSON ALVA ROSALES: Director Irvine?



1 DIRECTOR IRVINE: No questions.

2 CHAIRPERSON ALVA ROSALES: Director Silva?

3 DIRECTOR SILVA: No questions.

4 CHAIRPERSON ALVA ROSALES: No questions.

5 DIRECTOR SILVA: (Inaudible response.)

6 CHAIRPERSON ALVA ROSALES: Okay. Great. Thank
7 you. Thank you and thanks, Juan Pablo. I
8 appreciate your presentation and your hard work, so
9 hopefully the scholarships keep going really,
10 really well.

11 Our next agenda item is new business.
12 Greg, is there any new business?

13 SECRETARY LONGHINI: I am not aware of any new
14 business today.

15 CHAIRPERSON ALVA ROSALES: Great. Well, with
16 no further business to come before the Board, may I
17 have a motion to adjourn?

18 DIRECTOR JAKES: So moved.

19 DIRECTOR MILLER: Second.

20 SECRETARY LONGHINI: Moved by Director Jakes,
21 seconded by Director Miller. I will now take a
22 rollcall vote.

23 Director Miller?

24 DIRECTOR MILLER: Yes.



1 SECRETARY LONGHINI: Director Jakes?

2 DIRECTOR JAKES: Yes.

3 SECRETARY LONGHINI: Director Irvine?

4 DIRECTOR IRVINE: Yes.

5 SECRETARY LONGHINI: Director Silva?

6 DIRECTOR SILVA: Yes.

7 SECRETARY LONGHINI: And Chairman Alva Rosales?

8 CHAIRPERSON ALVA ROSALES: Yes.

9 SECRETARY LONGHINI: Chairman, that motion
10 passes with five yes votes.

11 CHAIRPERSON ALVA ROSALES: Great. Thank you
12 everybody.

13 (Meeting adjourned at
14 12:11 p.m.)

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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
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5 Tabitha Watson, being first duly sworn, on
6 oath says that she is a court reporter doing
7 business in the state of Illinois and that she
8 reported in shorthand the proceedings of said
9 meeting via videoconference and that the foregoing
10 is a true and correct transcript of her shorthand
11 notes so taken as aforesaid and contains the
12 proceedings given at said meeting on said date via
13 videoconference.

14 Tabitha Watson
15

16 Certified Shorthand Reporter
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<p style="text-align: center;">\$</p> <hr/> <p>\$2 24:4,8 25:22 26:2</p> <p>\$2.3 15:20</p> <p>\$375 16:8</p> <p>\$410 17:4</p> <hr/> <p style="text-align: center;">1</p> <hr/> <p>10 3:6 22:15</p> <p>103rd 16:3</p> <p>10th 23:18</p> <p>11 21:9</p> <p>111th 16:3</p> <p>11:15 23:19</p> <p>13 4:24 27:9</p> <p>130th 15:19 16:4</p> <p>13th 20:5,9</p> <p>1976 15:13</p> <p>1st 54:2</p> <hr/> <p style="text-align: center;">2</p> <hr/> <p>2 21:8</p> <p>2.8 17:6</p> <p>20 5:20</p> <p>2016 23:18</p> <p>20170085-10 24:10</p> <p>2018 25:14</p> <p>2018-L-2681 26:8</p> <p>2019 6:10</p> <p>2020 53:15</p> <p>2021 3:6 20:9 22:15 27:9</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>30 17:7</p> <p>31st 4:18 7:6</p> <p>35th 4:18 7:7</p> <p>37-year 25:15</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4-A 23:12,15 25:2</p> <p>4-B 25:6,8 27:1</p> <p>40 32:2</p>	<p>45-minute 10:9</p> <p>4:10 5:23</p> <p>4:15 5:23</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>5.6-mile 16:2</p> <p>5:00 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