

CHICAGO TRANSIT BOARD

Regular Meeting

Meeting Host: Herb Nitz

Wednesday, June 8, 2022

10:00 a.m.

Remote Proceeding

Chicago, Illinois 60606

Reported by: Maureen Foody

JOB NO.: 5261076

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A P P E A R A N C E S

ON BEHALF OF CHICAGO TRANSIT AUTHORITY:

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List of Attendees:

Lester L. Barclay, Chairman, Chicago Transit Board
(by videoconference)
Rev. Dr. L. Bernard Jakes, Member, Chicago Transit
Board (by videoconference)
Rosa Y. Ortiz, Member, Chicago Transit Board (by
videoconference)

A P P E A R A N C E S (Cont'd.)

List of Attendees (Cont'd.)

Michelle Lee, Member, Chicago Transit Board (by
videoconference)

Herb Nitz, Meeting Host, (by videoconference)

Dorval R. Carter, Jr., President, Chicago Transit
Authority (by videoconference)

Jeremy Fine, Chief Financial Officer, Chicago Transit
Authority, (by videoconference)

Stella Marie Santos, Auditor, Adelfia LLC (by
videoconference)

Christine Torres, Partner, Crowe LLP (by
videoconference)

Michelle Curran, Chief Planning Officer, Chicago
Transit Authority (by videoconference)

Molly Poppe, Chief Innovation Officer, Chicago Transit
Authority (by videoconference)

William Mooney, Chief Infrastructure Officer, Chicago
Transit Authority (by videoconference)

Steve Wood, Esquire, Deputy General Counsel, Chicago
Transportation Authority (by videoconference)

Ellen McCormack, Vice President, Purchasing and Supply
Chain, Chicago Transportation Authority (by
videoconference)

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A P P E A R A N C E S (Cont'd.)

List of Attendees (Cont'd.)

Chris Bushell, Senior Vice President of
Infrastructure, Chicago Transportation Authority (by
videoconference)

Juan Pablo Prieto, Director, Diversity Programs at
Chicago Transportation Authority (by videoconference)

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P R O C E E D I N G S

1
2 MR. LONGHINI: Good morning. I'm Greg
3 Longhini, Assistant Secretary for Chicago Transit
4 Board. The Committee Meeting scheduled for this
5 morning starting at 9:30, the Strategic Planning
6 Committee Meeting, will be followed by the Finance
7 Committee Meeting, are both being delayed, and the
8 regular Board Meeting will commence at ten o'clock
9 this morning.

10 And then the other meetings will
11 continue after that. So at ten o'clock the regular
12 Board meeting will start. Thank you.

13 MR. NITZ: Okay. We're out until 9:50.
14 (Off the record.)

15 MR. NITZ: Three, two, one.

16 MR. LONGHINI: Good morning. I'm Greg
17 Longhini, Assistant Secretary to the Board --
18 Assistant Secretary to Chicago Transit Board. June 1,
19 2022, the Office of the Secretary issued a Notice of
20 Change Format on meetings of Committees on Strategic
21 Planning and Service Delivery.

22 And the Finance, Audit and Budget
23 Committee, and the Transit Board Meeting, all
24 scheduled for June 8, 2022. Due to the COVID-19

1 pandemic, there is currently in effect a state-wide
2 disaster declaration as a result of the COVID-19
3 pandemic, which has been renewed from month to month
4 since the start of the pandemic.

5 Pursuant to Section 7-E of the Open
6 Meetings Act, virtual public meetings are permitted
7 while the disaster proclamation remains in effect.
8 Because the Governor's disaster proclamation remains
9 in effect in the State of Illinois, the meetings of
10 June 8, 2022, are being held electronically, or
11 virtually for members of the public.

12 At this point we are ready to start the
13 regular scheduled meeting of the Chicago Transit
14 Board. Chairman?

15 CHAIRMAN BARCLAY: Good morning. I
16 would like to call to order the regularly scheduled
17 meeting of the Chicago Transit Board for June 8, 2022.
18 Would the Secretary call the roll, please?

19 MR. LONGHINI: Yes. Director Silva and
20 Director Miller will not be present today. Director
21 Jakes?

22 DIRECTOR JAKES: Present.

23 MR. LONGHINI: Director Jakes is
24 present remotely. Director Ortiz?

1 DIRECTOR ORTIZ: Here.

2 MR. LONGHINI: Director Lee?

3 DIRECTOR LEE: Present.

4 MR. LONGHINI: Chairman Barclay?

5 CHAIRMAN BARCLAY: Present.

6 MR. LONGHINI: A quorum of the Board
7 with five members present sir.

8 CHAIRMAN BARCLAY: Before we begin the
9 meeting, I would like to acknowledge and welcome our
10 new Board Member, Michelle Lee, who was appointed by
11 Mayor Lightfoot. Director Lee is an accessibility
12 leader and advocate, and serves on a number of
13 organizations and boards that advance the rights of
14 people with disabilities, particularly with respect to
15 public transportation access.

16 Some of those include disability lead
17 fellow, member of the city's Accessibility Airport
18 Advisory, member of the Accessible Taxicab Advisory
19 through the city's Department of Business Affairs and
20 Consumer Protection. And as some of us may be
21 familiar the city's ADA Advisory Committee, where
22 Michelle served as Vice Chair.

23 Director Lee has also founded and led
24 employee and business resource groups focused on

1 accessibility and inclusion. She is currently the
2 accessibility lead at Cruise, a self-driving car
3 service. In addition to her impressive advocacy work,
4 Director Less has a background in finance.

5 She's previously worked over Treasury
6 at AI. On behalf of the Board, welcome. We look
7 forward to working with you. President Carter, would
8 you like to say a few words to welcome Director Lee?

9 PRESIDENT CARTER: Thank you Chairman
10 Barclay. Thank you for summarizing Director Lee's
11 qualifications to serve on the Board as well as the
12 perspective that I think she will bring to CTA, which
13 is always very much welcome as we conduct our
14 business.

15 I've had the opportunity to meet with
16 Director Lee on a number of occasions. I know that
17 she's very engaged, and is very interested to hit the
18 ground running, and to learn more and much about CTA.

19 I thank, on behalf of the Master team
20 and staff at CTA, we also want to welcome you here as
21 a member of the Board, and look forward to working
22 with you, and certainly hearing your voice, as we
23 continue to pursue the initiatives to support the City
24 of Chicago and our surrounding suburbs, the customers

1 that we serve, thank you.

2 CHAIRMAN BARCLAY: Thank you President
3 Carter. Director Lee, would you like to have a few
4 words?

5 DIRECTOR LEE: Sure, thank you. Thank
6 you both for the warm welcome, and I'm really excited
7 to be working together, and making sure that our city
8 is accessible, but also just transportation is
9 equitable for everyone. So that's why I'm here, and
10 I'm excited to get to work. Thank you.

11 CHAIRMAN BARCLAY: Thank you, and once
12 again welcome. We're going out of order to establish
13 our standing committees to conduct committee business
14 today, so with that we will now consider Board Agenda
15 Item number 5, an ordinance appointing members and
16 Chairs to serve standing committees of the Chicago
17 Transit Board. May I have a motion to approve?

18 DIRECTOR ORTIZ: So moved.

19 DIRECTOR LEE: Second.

20 MR. LONGHINI: Moved by Director Ortiz,
21 seconded by Director Lee. I'll take the vote.
22 Director Jakes?

23 DIRECTOR JAKES: Yes.

24 MR. LONGHINI: Director Ortiz?

1 DIRECTOR ORTIZ: Yes.

2 MR. LONGHINI: Director Lee?

3 DIRECTOR LEE: Yes.

4 MR. LONGHINI: Chairman Barclay?

5 CHAIRMAN BARCLAY: Yes.

6 MR. LONGHINI: Motion is approved with
7 four yes votes, sir.

8 CHAIRMAN BARCLAY: Thank you Greg. We
9 will now recess the regular Board Meeting to conduct
10 Committee business. May I have a motion to recess the
11 regular Board Meeting at this time.

12 DIRECTOR ORTIZ: So moved.

13 DIRECTOR LEE: Second.

14 MR. LONGHINI: Director Ortiz, seconded
15 by Director Lee. Director Jakes?

16 DIRECTOR JAKES: Yes.

17 MR. LONGHINI: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 MR. LONGHINI: Director Lee?

20 DIRECTOR LEE: Yes.

21 MR. LONGHINI: Chairman Jakes?

22 DIRECTOR JAKES: Yes.

23 MR. LONGHINI: Chairman Barclay?

24 CHAIRMAN BARCLAY: Yes.

1 MR. LONGHINI: That motion is approved
2 with four yes votes. We are now recessed sir.

3 (In Recess 10:06 a.m.)

4 CHAIRMAN BARCLAY: We will now resume
5 our regular Board meeting. May I have a motion to
6 resume the regular meeting?

7 DIRECTOR ORTIZ: So moved.

8 DIRECTOR LEE: Second.

9 MR. LONGHINI: Moved by Director Ortiz,
10 seconded by Director Lee. Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 MR. LONGHINI: Director Lee?

13 DIRECTOR LEE: Yes.

14 MR. LONGHINI: Director Jakes?

15 DIRECTOR JAKES: Yes.

16 MR. LONGHINI: Chairman Barclay?

17 CHAIRMAN BARCLAY: Yes.

18 MR. LONGHINI: We have a quorum with
19 the motion passed with four yes votes, sir.

20 CHAIRMAN BARCLAY: We'll proceed in the
21 agenda order with Agenda Item Number 1, Public
22 Comment. Greg, do you we have any registered public
23 comment speakers today?

24 MR. LONGHINI: No, we do not, sir.

1 CHAIRMAN BARCLAY: Our next order of
2 business is approval of the May Board Minutes. I will
3 now entertain a motion to approve the Minutes of the
4 regular Board meeting of May 11, 2022.

5 DIRECTOR ORTIZ: So moved.

6 DIRECTOR LEE: Second.

7 MR. LONGHINI: Moved by Director Ortiz,
8 seconded by Director Lee. Director Jakes?

9 DIRECTOR JAKES: Yes.

10 MR. LONGHINI: Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 MR. LONGHINI: Director Lee?

13 DIRECTOR LEE: Yes.

14 MR. LONGHINI: And Chairman Barclay?

15 CHAIRMAN BARCLAY: Yes.

16 MR. LONGHINI: That motion is approved
17 with four yes votes, sir.

18 CHAIRMAN BARCLAY: Our next order of
19 business is Executive Session. It is my understanding
20 that there's no Executive Session today.

21 MR. KENT: Correct, Mr. Chairman, there
22 is no Executive Session.

23 CHAIRMAN BARCLAY: We are deferring
24 Board Agenda Item Number 5-A, so our next order of

1 business is a report of the Committee of Strategic
2 Planning and Services Delivery. I will make that
3 report.

4 MR. LONGHINI: Sir if you don't have a
5 copy I can make it.

6 CHAIRMAN BARCLAY: Please.

7 MR. LONGHINI: The Strategic Planning
8 and Services Delivery Committee met earlier this
9 morning. The Committee reviewed one ordinance, an
10 ordinance authorizing implementation of Bus Route
11 Number 4X, Cottage Grove Express. The Committee
12 approved the ordinance, and placed on the omnibus, and
13 recommended it for Board approval. That concludes the
14 Committee report, sir.

15 CHAIRMAN BARCLAY: Thank you. Our next
16 order of business is a report from the Commission of
17 Finance, Audit and Budget.

18 MR. LONGHINI: I can make that report.
19 The Finance, Audit and Budget Committee met earlier
20 this morning. The Committee reviewed the Finance
21 Report, and approved the May 11 Committee Minutes.
22 The Committee heard the independent auditor's
23 presentation for fiscal year 2021. The Committee
24 reviewed seven ordinances.

1 And ordinance amending Ordinance
2 021119, approving the fiscal year's 2022-2026 capital
3 improvement program. An ordinance authorizing a
4 copromotional agreement with the City of Chicago
5 through its Department of Assets Information and
6 Services.

7 An ordinance authorizing Second
8 Amendment to a Locker Location Pilot Agreement with
9 Amazon.com Services, LLC to install, operate, and
10 maintain package delivery lockers at designated rail
11 stations.

12 An ordinance authorizing a Third
13 Amendment to the intergovernmental agreement with
14 Metra and Pace for the Link-Up Pass to enhance the
15 program and change the name to the Regional Connect
16 Pass.

17 An ordinance authorizing a sublease to
18 McLaurin Development Partners, Limited, of a portion
19 of property located at 120 North Racine Avenue,
20 Chicago, Illinois.

21 An ordinance authorizing a license
22 agreement with Chicago Public Schools for property at
23 Simeon Career Academic at 8147 South Vincennes Avenue,
24 Chicago, Illinois.

1 An ordinance authorizing the purchase
2 of primary and excess property insurance coverage for
3 Policy Year 2022-2023.

4 The Committee also reviewed seven
5 contracts. The Committee approved the seven
6 ordinances, and the seven contracts, and placed them
7 on the omnibus and recommended Board approval of the
8 omnibus. That concludes the Finance, Audit and Budget
9 Report, sir.

10 CHAIRMAN BARCLAY: Thank you Greg. May
11 I now have a motion to approve the omnibus as stated?

12 DIRECTOR ORTIZ: So moved.

13 DIRECTOR LEE: Second.

14 MR. LONGHINI: Moved by Director Ortiz,
15 seconded by Director Lee. Director Jakes?

16 DIRECTOR JAKES: Yes.

17 MR. LONGHINI: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 MR. LONGHINI: Director Lee?

20 DIRECTOR LEE: Yes.

21 MR. LONGHINI: Chairman Barclay?

22 CHAIRMAN BARCLAY: Yes.

23 MR. LONGHINI: That motion is approved
24 with four yes votes, sir.

1 CHAIRMAN BARCLAY: Our next order of
2 business is the Construction Report, Bill Mooney.

3 MR. MOONEY: Good morning again
4 Directors and Chairman. I'm here with your monthly
5 construction update. My name is Bill Mooney, I'm your
6 Chief Infrastructure Officer. We'll begin where we
7 normally do, which is our new signal project between
8 Jefferson Park and O'Hare.

9 The project remains on budget and tight
10 to schedule. We've completed a really significant
11 milestone in the path of completion to this project,
12 and that's the cut over of O'Hare Terminal. Over the
13 last couple of months I've shown you work going on
14 there.

15 This is kind of a critical point for
16 us, and you know our partners and operations really
17 made this happen for us, and worked to give us the
18 windows and the opportunities to phase in this work,
19 and really properly cut it over.

20 It was a pretty significant effort.
21 It's an underground subway system, so being able to
22 get access, and be able to facilitate that work was
23 challenging, but this was really a point where we hit
24 stride on the project, and they really did a great job

1 concluding that, and we're running on all brand new
2 equipment there now, which is a huge thing.

3 And we marched to the last leg of the
4 project now towards Rosemont. So here's some photos.
5 Rosemont is where we have our yard and shop, just
6 north of Rosemont Station.

7 And so there's two ends of it, Rosemont
8 West and Rosemont East, and the work right now is
9 focused on Rosemont West, and this is similar to a lot
10 of work you've seen on the right-of-way where we're
11 pulling in cable through various duct banks for the
12 new installation of signal equipment, next slide.

13 Here's some more of that cable. You
14 can kind of see the tight windows of work frame that
15 we're working between tracks here. Next slide. And
16 here's the new house. In the background you can see
17 that new house in the background. I showed you that
18 being flown in last month, and here's the new power
19 system that supports that house that's fully
20 connected, and running kind of the power for that new
21 house.

22 As we move to this cut over in this
23 upcoming month, and you'll see some of that coming up
24 in the next report. We'll be going through that

1 commissioning end for about another 40 days or so, and
2 then we'll be moving kind of the last piece, which is
3 Rosemont East. Next slide please.

4 Oh, and here's another -- some of the
5 infrastructure work that goes around this where it is
6 actually changing out ties that support some of the
7 equipment that gets installed on the right-of-way. In
8 this case a trip, which is what helps protect under
9 the train movements. Next slide please.

10 So this is our Irving Park Station
11 escalator and canopy replacement. This is kind of
12 moving towards a really exciting point as we reopen
13 the Irving Park entrance and put that escalator in
14 service. And we started with the installing of the
15 roof there in Irving Park, which is very exciting as
16 well, and the canopy. So next slide please.

17 Here's some photos of that. So I've
18 shown you over the last couple months the demolition
19 of the escalator, and the parts going in, so here's
20 kind of that as we move to completion of that
21 installation, that more finished looking product.
22 Next slide.

23 Here is rooftop level, and platform
24 level at the station. They are in the process of

1 removing the last pieces of the old canopy, which were
2 protecting the escalator installation, and swapping
3 them out for the new pieces of canopy. Next slide.

4 And here's some of that kind of canopy
5 installation working from the express lane directly
6 adjacent during nights. This is they're installing
7 what they call a jade channel, so this translucent
8 blue canopy that you've seen similar installations at
9 Wilson and Garfield, and Jefferson Park, is being
10 installed here.

11 It really brightens up the station.
12 It's a really great refresh, but the connection point
13 is this little channel that the translucent blue
14 pieces slide into and lock into place, so that's what
15 they're installing. Next slide.

16 So this is our traction power upgrades
17 for Kedvale, Edmunds and Sacramento substations. We
18 are through the commissioning. I'm kind of line-up
19 number two, which is kind of where we talk about the
20 pieces of equipment together in a row, and so this is
21 actually the first row that we've done, and we've
22 started to work on line-up number one. So next slide.

23 So here's some of that commissioning
24 with line-up number two, and final terminations for

1 that piece of equipment to go into service. Next
2 slide. Here's the rectifier, and so this is the piece
3 that converts the system from AC to DC being shipped
4 into the site. Next slide.

5 This is our non-revenue vehicle
6 maintenance facility where we're really excited to be
7 in the ground on the site now. This has been kind of
8 a long process through permitting and stuff. We've
9 got our underground permits, and we've moved into kind
10 of the underground phase of the work, and I will be
11 moving forward and showing some of the photos of that
12 work.

13 This really just to remind everyone of
14 kind of the goal of this project as we're building
15 this new vehicle -- revenue vehicle maintenance
16 facility. This is for our work equipment, so we have
17 over 100 pieces of equipment that you work on the
18 railroad itself, maintain it. This is all rail-borne
19 equipment, it needs a specialized shop to kind of
20 support that maintenance of that equipment itself.

21 So this is kind of the building as
22 envisioned today. It's a very handsome building that
23 really enhances the site as a whole, which has
24 historically been a storage yard. Next slide.

1 And here's some of that work. So you
2 can see here on the left the excavators were
3 excavating out the underground stormwater system that
4 was existing on the storage yard site. Ultimately we
5 actually have a new water retention system that's
6 being built as part of the system that exceeds the
7 goals of the sustainability ordinance, and actually
8 will benefit the neighborhood as a whole, as we
9 actually will be storing onsite where storm water is
10 required for us, and help the draining system as a
11 whole during heavy weather, and on those 100 years
12 storms. Next slide.

13 And here is kind of a couple other
14 examples as they started to excavate out those
15 underground structures, and then they backfill in, and
16 then in the upcoming months you'll start to see some
17 of that structural work that you see on some of these
18 other projects we do with case on's and H filed, and
19 things that will be the foundational pieces of the
20 building. Next slide.

21 So this is a new project this month
22 that we wanted to be able to bring to the Board. This
23 is our traction power upgrades for Barry and Damen
24 substations, and a new tie house at Canal. This is

1 part of our capacity expansion for the Blue Line, so
2 one of the things that we've been restricted on being
3 able to run more capacity on the O'Hare Branch to the
4 Blue Line, is the ability to have enough power to
5 support those trains processes.

6 And this project has been in planning
7 for a bunch of years. It was approved last summer by
8 the Board, and it's been kind of going through it's
9 complete, it's validation of design, and permitting.
10 And we are receiving an underground permit and
11 starting work onsite. This will be for two new
12 substations, one at Berry and one at Damen on land
13 that CTA owned.

14 And then what we call a tie house,
15 which is where we share power between a bunch of
16 sources, and is redistributed where it's needed at the
17 moment in time, and that will actually be in the
18 subway system. So i have a couple of renderings here
19 to show you the new.

20 So this is the new substation at Berry.
21 So the designer of record is TY Lin. Our contractor
22 for us is John Burns Construction, with a 58 million
23 dollar construction contract. The architect on the
24 project was Carl Ross Barney. This is really an

1 amazing building, and it's really visionary for us,
2 and a change kind of in path from where we've
3 historically been in recent years on substations.

4 These are integrated into the community
5 very deeply, so we really are trying to be thoughtful
6 about the architectural pieces here, and Carol and her
7 team are really great about that. The upper floor of
8 this is actually a glass with terracotta wrapped
9 building, and there will be a very low level light at
10 night, even less than like a street light.

11 But you'll be able to actually kind of
12 vision into what this heavy equipment goes on in the
13 facility. And in the foreground there is our kind of
14 architectural enhancements that we worked with the
15 community to identify symbols that the community felt
16 were representative of the community that are being
17 etched into the steel gates of the facility, and
18 that's kind of a public art piece of this project.

19 Here's some of the work going on at the
20 site. So they've started some of the underground
21 investigation. This is actually over a portion of the
22 subway system, and off on the edge. And so they've
23 actually had to go in and open up theirs a little bit,
24 just to verify some of the existing structures and

1 locations, so they can start to plan for those
2 underground permitting. Next slide.

3 And this is the made substation. So
4 this is near Damen on the Blue Line, it's directly
5 adjacent to the station there, and again this is a
6 very unique substation for us. Carol Ross Barney is
7 the architect of record again.

8 It has a courtyard that faces the
9 public way there that will actually have a
10 commissioned piece of public art on the exposure of
11 it. It will be the first time we're installing public
12 art on a substation like this, a really exciting
13 piece. And I can't wait to share it with you in the
14 upcoming years, the artist's vision on this.

15 But it also has a glass window upstairs
16 as well that allows people on the platform at Damen to
17 get a little bit of a sneak peak into you know the
18 hidden mystics behind what makes a railroad run, and
19 it's kind of a unique facility in that sense.

20 And similarly, here's some pictures of
21 the underground preparatory work. So here they are
22 doing deep soil investigations. This is identifying
23 how deep those foundational structures are going to
24 have to go to get to the suitable soil, or bedrock in

1 some cases. Next slide.

2 And here's another photo of that work
3 occurring. Next slide. And then the last piece of
4 this is the canal tie house, and so what we're going
5 to end up doing here is we're actually going to be
6 sharing some of the power that's available from the
7 substation that supports the Green Line, by keeping up
8 that substation, and routing it down to the subway at
9 Canal.

10 And so here they're doing some of the
11 soil investigation to be able to beef up what we call
12 Haymarket Substation, which is actually near our
13 headquarters, and we'll be beefing up the equipment in
14 that substation to be able to support the canal's tie
15 house and the subway.

16 So here's some of again that
17 underground work that goes on in prep for that. My
18 next project is our Jackson Park Track and Structures
19 Improvements Project. This will be the last time I
20 report on this project.

21 This is a project that I'm really proud
22 to be able to share with everyone. This is our in-
23 house forces that do our track maintenance, prepare
24 and internal construction, as well as our structural

1 maintenance.

2 You know they do work being able to
3 maintain a 100 plus year old system, oftentimes kind
4 of under traffic in the general community with very
5 little notice or complaint, and you know they did a
6 pretty significant renewal here on an aged piece of
7 asset we had, and it went really well and was executed
8 really flawlessly over kind of the last year that I've
9 been able to share this with you.

10 The structure work is completely
11 completed. I showed you kind of some of the last
12 pieces of that last month, and they've just finished
13 up the last piece of track work we're going to be
14 scoping in here, which is special work that
15 facilitates the moves between what we call -- where
16 that non-revenue shop is being built and the Green
17 Line structure, so we've got some photos of this
18 finishing work.

19 So here is some of the work that of
20 that special track work. These are really long ties,
21 they're like 20 feet long, and they go under multiple
22 tracks at a time, so it's really kind of a complicated
23 piece of work to do. Next slide.

24 As I finish showing you from the

1 previous months, we've been able to work out of the
2 yard a little bit. That's directly adjacent, and it's
3 a lot to facilitate this work, but you get a sense of
4 how long those ties are, and how they're being kind of
5 fed into the size to minimize that impact to service.

6 Again, this is kind of an amazing group
7 of men and women that do work for us that we
8 oftentimes don't really get to celebrate kind of their
9 hard efforts, and I really am glad to be able to share
10 a little bit of that with you. Next slide.

11 And my last project as I refresh and
12 renew updates. So since we last met we've completed
13 additional stations. We've completed work at Dempster
14 Skokie, which was in progress the last time we talked,
15 as well as Chicago on the Red Line, and 35 ,
16 Bronzeville on the Green Line and Kedzie on the Brown
17 Line, and we're currently working at Cermak Chinatown,
18 and UIC Halsted with the four renewals.

19 And we've been plowing through the
20 painting program. The SBE painting contractors are
21 working hard, and we're down to actually only the
22 recently awarded contracts, so we've completed 53 of
23 the committed 92 stations.

24 So I have some photos of kind of this

1 work that's been going on. Next slide. So you know a
2 few years ago we did some work at a couple of the
3 Congress stations, and they were really successful
4 where we actually got above that touch level surface,
5 and got into the canopy structure and really got a
6 good scraping and coat of paint and cleaning on there.

th

7 There's 35 and Bronzeville, and I
8 think you really can see the difference. That
9 appearance there it's really time intensive work, but
10 the crews that worked on this, again internal CPA
11 crews, really did a great job here, and it makes just
12 a huge world of difference to the customer experience.
13 Next slide.

th

14 This is 35 Bronzeville on the outside.
15 So I've oftentimes liked to highlight that the walk-up
16 appearance that you see on the station right? So this
17 is our impact on the community even outside the
18 surroundings, so on the left you see kind of the faded
19 aging of that paint that was existing on the station,
20 and what that refresh looks like on the right.

21 So this is right by IIT there, you
22 know, and as you come up on that station it really
23 makes it warm, and it makes it inviting, it makes it
24 feel safe. Next slide.

1 So here's some of the work at Skokie
2 Dempster. Last month I showed you some of the
3 exterior work on the platform. This is our typical
4 kind of lighting upgrades. You can see the difference
5 between the LED lighting on the right, and the
6 traditional T8 lighting on the left, and what the
7 brightness level, clean look it makes. Next slide.

8 And here's the outside. You know it
9 really is a night and day difference in that LED, and
10 you know, as we tried in all the stations we've looked
11 at the footprint around the station, and tried to
12 light up the area around the station, so as our
13 customers do approach the station they've got clear
14 paths to travel that really helps brighten up those
15 areas, and really again it makes the station feel
16 welcoming and safe, next slide.

17 And here's some example of the painting
18 program. So again the SBE contractors we have onboard
19 have done a great job. I mean I think this green
20 change out from the left, which is from the 1990's,
21 it's been touched up a couple times to fully refresh
22 greening on the ride in that deep forest green. I
23 mean it just really, really pops at you, and really
24 lightens up, really makes an impact on the appearance.

1 Next slide.

2 And again this is kind of those walk-up
3 frontage events, so now these are the stairs at
4 Pulaski and the Green Line. Pulaski and the Green
5 Line was actually one of the first stations we did in
6 the pilot refresh and renew in 2019, and so here's
7 kind of a pass around you know three years later, to
8 give a kind of update on that painting.

9 And just kind of some other
10 representation of the painting here. Here's Laramie,
11 just down from Pulaski, and kind of the stairwell
12 cleanup there, big difference it makes. With that
13 I'll pause and take any questions before we turn it
14 over to Chris.

15 DIRECTOR JAKES: Bill I have a
16 question. First, great job with the before and after.
17 The debris that gathers under the steps and things of
18 that nature, is that the responsibility of CTA, or is
19 that the City that has to clean that up?

20 MR. MOONEY: So typically our rail
21 station janitors are their footprint of cleaning in
22 the station will go through and sweep up the area
23 directly around the footprint of the stairs on street
24 level. Anything that kind of goes back from that on

1 the frontage is really -- they usually look to the
2 property owner that the front street frontages on to
3 police the area in front, and then we go to streets
4 and SAN and CDOT for that.

5 When we do the station renewals we work
6 very closely with Don Bonds staff on the cleanliness
7 side. They come in and help do deep power washing and
8 cleaning, and kind of we go in and do some pretty
9 basic debris removal as part of it. We're pretty good
10 at keeping up with the footprints that we're
11 responsible for, and then we kind of come in and do
12 these imprints.

13 We try to get a little bigger than just
14 you know that walk-up space, and we're there, let's
15 kind of clean the area up a little bit more.

16 DIRECTOR JAKES: Thank you.

17 CHAIRMAN BARCLAY: Just to follow-up on
18 that Bill, in terms of the actual garbage pick-up
19 that's the city's responsibility. Am I correct?

20 MR. MOONEY: Yes.

21 CHAIRMAN BARCLAY: The can. Because
22 you know sometimes we --

23 MR. MOONEY: Chairman Barclay, I would
24 just add that we do have private garbage service, as

1 most large kind of entities do, we do pay for tipping
2 fees to have a private vendor come in and dump at our
3 facilities in lots of cases, so the street cans that
4 are on the corners that the City of Chicago handles,
5 they are Streets and San's, but our garbage tends to
6 go to a private dumpster that then is picked up
7 separately.

8 CHAIRMAN BARCLAY: Because I think from
9 time to time I see an overflow of garbage right at the
10 station, some of the stations, and I'm just wondering
11 who's responsible for that just you know there at the
12 station.

13 MR. MOONEY: Yeah, the cans that are at
14 street level on the stations are Streets and San's
15 cans.

16 CHAIRMAN BARCLAY: Okay, all right.
17 Thank you.

18 PRESIDENT CARTER: Anything inside the
19 station or on the platform is us.

20 CHAIRMAN BARCLAY: Okay. All right.

21 DIRECTOR ORTIZ: I think on that point
22 that makes a big difference on the experience, how
23 clean and how well picked-up all the garbage is, so I
24 think that was also the intended message on that, so I

1 agree. I have two comments, perhaps light, but
2 important.

3 I noticed, or I heard the architect's
4 name, and that was the same architect twice. Was that
5 a package deal, or did they just happen to do a good
6 bid for both?

7 MR. MOONEY: So the design package for
8 the Barry Damen Canal Substations was one design
9 package, so the designer of record, the engineer of
10 record is a firm called TY Lin. So when we released
11 the design package it went out to TY Line. And the
12 architect that they subbed to was Carol Ross Barney,
13 so Carol Ross Barney's firm did the design work for
14 both of those substations as part of that package.

15 DIRECTOR ORTIZ: Uh-huh, and I assume
16 there were other minority owned businesses in that
17 package, or those packages.

18 MR. MOONEY: So every design GEC task
19 order director has a DBA goal, just like our
20 construction projects, separate from the construction
21 goal, and so there would be DB subcontractors doing
22 various design elements to those packages, yes.

23 DIRECTOR ORTIZ Okay, thank you. Last
24 question, I noticed, and because you highlighted as

1 well that some of the renovations -- this is a design
2 question, were done in green, some of them were done
3 in white. Are we sticking to a theme, or a sort of
4 pilot that we're going across as we're renovating, or
5 are we kind of taking each station on its own design
6 and mode and color palette?

7 MR. MOONEY: So most of the stations in
8 the refresh and renewal are just refreshing kind of
9 the existing color points. We don't often shift the
10 palette, so if the station was designed with a color
11 palette, so the Green Line Stations in the 1990's were
12 done with a color palette that made most of the base
13 surfaces white edges, and the accent railings and grid
14 systems green.

15 And so what we've been doing with the
16 vendor is just have them spray and refresh that
17 painting. We do typically have a standard that we use
18 white for most of our base surfaces. We have actually
19 shifted in some of the subway stations to a gray
20 because it helps manage the dust environment there,
21 makes it a little more easier to maintain.

22 And things like garbage cans, and some
23 of those other types of services we actually make
24 black because they are a little more desirable in that

1 appearance maintenance standpoint. So we're generally
2 not shifting color palettes and choice here, we're
3 just kind of refreshing what's already there as the
4 existing historical color palettes.

5 DIRECTOR ORTIZ: Okay. I would
6 encourage some kind of bulk purchases. I know if we
7 stick to one color that's usually less expensive, and
8 also I think if we want to think about branding, those
9 are critical components. Along the Blue Lines I see a
10 lot sharp, very modern renovations, and across other
11 lines I see you know other palettes and colors.

12 So just food for thought. I think it
13 helps to have, and for the branding and colors an easy
14 way of doing that, so it's just more of a
15 recommendation as we keep going, and how do we think
16 about that thoughtfully because I think it does
17 improve the experience of every rider and our image as
18 well.

19 MR. MOONEY: And I would agree with you
20 holistically Director, on that. And you'll find that
21 the palettes kind of are color driven by line, so the
22 Green Line Stations they're accent color tends to be
23 green, and it is a very specific coded green. So we
24 only use one green, and that's so that we only stock

1 the one green that goes on the Green Line Stations.

2 And the Brown Line Stations are
3 similarly brown, and the Red Line Stations have a
4 similar accent. The Red and the Blue Line Stations
5 have a similar accent. The blue is a very specific
6 color code for that purpose.

7 DIRECTOR ORTIZ: Thank you.

8 PRESIDENT CARTER: I would add Director
9 that we have in the past done that type of sort of --
10 I'm not quite sure what the word is for it, but
11 standardization of station elements as a way. I think
12 in my mind, I think of someplace like Washington, D.C.
13 WMATA, has a very strict, you know, signage palette,
14 very strict you know architectural palette that is
15 applied to all their stations no matter what.

16 That is always a little bit challenging
17 in a system of our age because our stations are so
18 unique, and as you know some stations are historic in
19 nature, and are actually restored to the historic
20 level, so you know they may not follow any of the
21 palettes that we might apply generally to our stations
22 across the board.

23 But I think as a general matter I do
24 agree with your comment that to the extent that we

1 apply commonality to the experience, from station to
2 station, then that makes it easier for our customers
3 to utilize our service, and where we can we need to
4 really figure out you know how we amplify that as much
5 as possible, so I don't disagree at all with your
6 recommendation.

7 And certainly staff will continue to
8 work on areas that we can standardize to make it
9 easier for our customers to use our system regardless
10 where they're entering or exiting.

11 DIRECTOR ORTIZ: Um-hmm, yeah, thank
12 you.

13 DIRECTOR LEE: One quick question,
14 first a comment. I love all the refresh for the
15 before and after photos. This is really nice to see,
16 especially going into the summer where ridership is
17 going to be up. I wanted to ask how often are we
18 refreshing and renewing?

19 Like is each station looked at you know
20 every year, even something from the 90's you know?

21 MR. MOONEY: So we are trying to get
22 into what I would call a full refresh and renew, which
23 is where we get in with our trades and do kind of
24 holistic repairs across. So we do break fix on a

1 daily basis, so as items become defective in stations,
2 or inspected, they're identified, and we repair them.

3 And we're trying to get in every five
4 years and do kind of a holistic repair of each of the
5 stations where we go in kind of with the station blitz
6 effort where we upgrade the lighting, we hit the
7 painting, we you know do other repairs that are
8 structural like the tactile edges of roof repairs, or
9 things like that that you see kind of more
10 holistically as I'm talking about them.

11 We've been supplementing that program
12 as part of our reopening effort with the SBE painting
13 contracts, and we think it's been a pretty successful
14 program. And we're working kind of at the direction
15 of President Carter to look at ways to kind of
16 incorporate that in the core program.

17 So that we would be working the kind of
18 duties renewals on a five year basis, and then
19 supplementing in that time period with a fresh coat of
20 paint somewhere in the midline, so maybe around two
21 and a half or three years in that cycle we'd be coming
22 in with another contractor to get that fresh coat of
23 paint.

24 The painting takes a lot of beating.

1 It's exposure to the elements and to the customer use
2 really kind of shows that, but as you can see in these
3 photos it makes a big difference. So being able to
4 kind of come in every couple years and do that
5 painting is valuable.

6 DIRECTOR LEE: Great, thank you.

7 DIRECTOR ORTIZ: That was sort of my
8 question with the white. It's not very forgiving at
9 all, and as soon as you put it up it's going to get
10 dirty with all of the elements. So, you know, I can
11 think of five other colors that might be a little bit
12 better and keep our presence that much tighter, but
13 I'm sure there's a team looking at that.

14 PRESIDENT CARTER: No, it's funny you
15 should mention that because as I was coming from the
16 airport last night, I was having the same thought as I
17 was looking at some of our system, and looking at the
18 paint, and how it had deteriorated. And in my mind I
19 was thinking you know maybe we need to consider some
20 other colors, or something like that.

21 Or something that might just resist
22 rust a little bit more and stuff because to your point
23 Director Lee, from a customer experience standpoint,
24 if it looks well-maintained you feel safer, you feel

1 more comfortable. And it's not to say it isn't well-
2 maintained, but you know, in a harsh condition like
3 Chicago with winters and everything they have to deal
4 with, you know the painting does take a beating.

5 And it is one of the more visible
6 aspects of the maintenance of our system that I do
7 want to continue to keep working on ways in which we
8 can improve it. So we are open to suggestions around
9 all of this, and certainly Bill and his crew work very
10 hard to you know keep up as best as possible.

11 And as he indicated we have ramped up
12 the painting and other regimes for our stations in the
13 recent years to try to basically sort of keep up with
14 just the natural deterioration that occurs over time
15 at any station. But that obviously does impact the
16 overall image of CTA and the way we want to be
17 perceived to the public.

18 DIRECTOR ORTIZ: Thank you. No further
19 comments.

20 MR. LONGHINI: Okay. We're finished
21 with Bill then, Chairman.

22 CHAIRMAN BARCLAY: Okay. Thank you
23 Bill. We'll now call on Chris Bushell and Juan Pablo
24 Prieto to make their RPM and diversity presentation.

1 MR. BUSHELL: Thank you Chairman.
2 Hello President, Counselor, Directors, I'm your RPM
3 lead Chris Bushell. The RPM Phase One design build
4 contract continues on budget and tight to schedule.
5 Go to the next slide.

6 We have seen a lot of work in the two
7 major segments of the project, that is the Red Purple
8 Bypass, just fundamentally a structural project and
9 modernization of existing structures in the area of
10 Belmont. We're also seeing significant work in the
11 Lawrence to Bryn Mawr segment.

12 This of course is also some new
13 bridges, some innovative bridges, at least for
14 Illinois and for the CTA, as well as four new
15 accessible stations which will be constructed in the
16 lee side of the next phase of the bridge that we're
17 building on the west side in this particular segment.
18 Could you go to the photographs?

19 So in RPB we are doing demolition of
20 existing structures, some of which are approximately
21 100 years old, and replacing them with a modern
22 structure. These structures have obviously served
23 well, but are at the end of their service life, and
24 will be replaced by more modern structures for the

1 next 100 years. Next picture.

2 And we're quite literally as we
3 demolish the existing elevated steel structure, we're
4 in the process of replacing it with modern concrete
5 structures, and really laying the foundation for the
6 new tracks in this area, quite literally in this case,
7 with a new case under drilled shaft. This is our way
8 of doing foundations.

9 We drill down, as Bill suggested
10 earlier, either to suitable soils, or to bedrock, both
11 of which could be in this particular area 50 to 70
12 feet down, and then once we put that hole in the
13 ground we put rebar cages. You can see it gets
14 lowered into it, and then we fill that with concrete,
15 and that's really the caisson that provides the basis
16 for the structure, so if we go to the next slide.

17 I'll note that currently most
18 foundations are not quite that deep. They are
19 certainly stable and safe, but they don't reach down
20 that deeply, and they won't have that long of a
21 service list. The new foundations are overall a
22 significant improvement to us for the next 100 years.

23 In the Lawrence Bryn Mawr segment we're
24 also installing drilled shafts or caissons. You can

1 see the process here in the photograph of the drill
2 starting to go down into the ground. It inserts
3 various casings in the ground until we get to the
4 required depth, and then as I said before we would
5 ultimately put a steel rebar cage into it, and then
6 pour concrete, next.

7 Once that concrete is finished and
8 cured, then we put the column and the column cap in
9 place. You can see the pictures of that occurring in
10 the Lawrence Bryn Mawr segment, and next slide. And
11 then kind of the result after that we put a segment on
12 top of that, these are pieces that look a little bit
13 like kind of your backbone, if you will, and they're
14 put in place between the columns, and then they're
15 post tensioned to provide the strength required to put
16 a railroad on top of them.

17 You can see sort of a contrast between
18 the newer segmented boxcar bridge on the right, and
19 then the old tracks, existing tracks on which we're
20 still providing service as we're doing construction on
21 the left here.

22 So this is we're rebuilding this first
23 section on the east side of the tracks in this
24 particular area. Then as we come in and we do the

1 same bridges on the west side, that's when we'll be
2 constructing the stations and installing new
3 platforms, elevators, escalators, et cetera, next.

4 And then of course we have an extensive
5 public outreach effort. We meet on a regular basis
6 with various members of the community. We tend to
7 lead through the aldermen. They have very good
8 communications networks out into their communities,
9 and business organizations within those areas, but we
10 don't exclusively do that. We also reach
11 independently out to various other stakeholders.

12 You can see we have weekly Red Bypass
13 th

14 project updates for the 44 Ward, and then also for
15 th

16 the 48 Ward in the area of the Lawrence Bryn Mawr
17 th

18 segment, 44 in the area of the Red Purple Bypass. We
19 have also at the request of Alderman Osterman in the
20 th

21 48 Ward, we have had conversations as he is planning
22 for the future of his ward.

23 We've also done transit oriented
24 development studies in this corridor, reflecting the
desires of the community in terms of what sort of
development they'd like to see. We participated in
one event recently, a visioning open house event, sort
of revisiting that Transit Oriented Design taking

1 feedback on it. That was a very successful session,
2 and thank you very much our planning department was
3 there helping us out with that as well.

4 Central Lakeview neighbors project
5 updates, and construction or impacts to service that
6 may impact that group we have virtual office hours as
7 well as actual office hours in our Broadway project
8 office. We had a great field trip that some kids from
9 the Goudy School won a contest to name our gantry. We
10 had a great field trip out there, and some pizza for
11 the kids to actually see the gantry with the name on
12 it.

13 And then other sorts of events with
14 various business organizations, the state of uptown
15 annual luncheon we attended to. So that's my update
16 on the project and outreach, and now I'll turn it over
17 to Juan Pablo Prieto, to talk about our workforce, and
18 DBE SBE efforts. Thank you.

19 MR. PRIETO: Thanks Chris. Good
20 morning Directors, Juan Pablo Prieto, Director of
21 Diversity Programs. Diversity continues to meet with
22 the contractor monthly to discuss DBE and workforce
23 outreach and compliance. We also continue to send out
24 opportunities from the prime to the DBE communities,

1 so they're aware of the trade packages, and how to
2 submit their bids.

3 We also send open career opportunities
4 with the prime and their subs who are workforce
5 partners, Chicago Cook Workforce Partnership and Hire
6 360, so they can refer interested and qualified
7 candidates that meet our workforce goals.

8 As of May 31, DBE's have been awarded
9 over 225 million dollars between the design and
10 reconstruction packages. 71 unique DBE firms, 27 of
11 those are new to CTA. On the workforce side, as of
12 May 31, 1,473 unique individuals have worked over
13 740,000 labor hours, and earned over 42 million
14 dollars through the trade labors on the design build
15 contract. That concludes my portion of the report.
16 Happy to answer any questions.

17 DIRECTOR ORTIZ: No questions.

18 CHAIRMAN BARCLAY: No question.

19 DIRECTOR LEE: No questions.

20 DIRECTOR ORTIZ: Thank you.

21 CHAIRMAN BARCLAY: Thank you very, very
22 much. Our next order of business is New Business.
23 Greg is there any new business?

24 MR. LONGHINI: No sir.

1 CHAIRMAN BARCLAY: If there's no
2 further business to come before the Board, may I have
3 a motion to adjourn the Chicago Transit Board meeting
4 of June 8, 2022?

5 DIRECTOR ORTIZ: So moved.

6 DIRECTOR LEE: Second.

7 MR. LONGHINI: Moved by Director Ortiz,
8 seconded by Director Lee. Director Jakes?

9 DIRECTOR JAKES: Yes.

10 MR. LONGHINI: Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 MR. LONGHINI: Director Lee?

13 DIRECTOR LEE: Yes.

14 MR. LONGHINI: Chairman Barclay?

15 CHAIRMAN BARCLAY: Yes, and thank you
16 Greg, April, and Kent, and all of your staff for we
17 had to do some data this month, so thank you to all of
18 you who put in extra time to get this done, thank you
19 very much.

20 DIRECTOR ORTIZ: Thank you.

21 DIRECTOR JAKES: Director Lee, you're
22 stuck with us now.

23 DIRECTOR LEE: I am.

24 DIRECTOR JAKES: Greg, did you say

1 meeting adjourned? You know I have to hear those
2 words.

3 MR. LONGHINI: Yes, the motion passed
4 with four yes votes, and the meeting is adjourned.

5 (Whereupon, the meeting concluded at
6 11:33 a.m.)

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CERTIFICATE OF DEPOSITION OFFICER

I, MAUREEN FOODY, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



MAUREEN FOODY

Certified Reporter in and for the
State of Illinois

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I, HELEN VENTURINI, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



HELEN VENTURINI

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