CHICAGO TRANSIT AUTHORITY

MEETING of the

CHICAGO TRANSIT BOARD

COMMITTEE ON FINANCE, AUDIT and BUDGET

Held on

August 12, 2020

At

9:36 o'clock a.m.

via Zoom videoconference.

STENOGRAPHIC REPORT OF PROCEEDINGS had

in the above-entitled cause via Zoom

teleconference Alejandro Silva, presiding.

Reported by: Tracy Jones, CSR, RPR, CLR

License No.: 084-004553
ATTENDEES:

PRESIDENT: DORVAL CARTER
CHAIRMAN: MR. TERRY PETERSON
SECRETARY: MR. GREG LONGHINI
GEN. COUNSEL: MS. KAREN SEIMETZ

BOARD MEMBERS:

REV. JOHNNY L. MILLER
MR. KEVIN IRVINE
MS. ARABEL ALVA ROSALES
REV. DR. L. BERNARD JAKES
MR. ALEJANDRO SILVA
(Call to order 9:36 a.m.)

MR. LONGHINI: Good morning. My name is Gregory Longhini. I'm the Board secretary for the Chicago Transit Board. On August 6 of 2020, the Board office issued a notice of changed format of meeting of the Committee on Finance, Audit and Budget and the Transit Board meeting, both scheduled for August 12, 2020, due to COVID-19 pandemic.

Illinois Governor JB Pritzker issued a disaster proclamation on July 24th, 2020, which is in effect through August 24th, 2020, to address this emergency. Chapter 12 declares that in-person attendance of more than 50 people is not feasible in light of public health concerns. This means that Chicago Transit Authority public meetings as of today, August 12, 2020, will take place only virtually.

We are now ready to begin the Committee on Finance, Audit and Budget.

Chairman Silva.

DIRECTOR SILVA: Good morning. I would like to call to order the August 12, 2020, meeting of the Committee on Finance, Audit and Budget.
Will the secretary call the roll.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Here.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Here.

MR. LONGHINI: Director Miller?

DIRECTOR MILLER: Here.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: Here.

MR. LONGHINI: Director Peterson?

CHAIRMAN PETERSON: Here.

MR. LONGHINI: Chairman, we have a quorum with all seven members of the committee present.

And let the record also show that CTA President Dorval Carter and CTA General Counsel Karen Seimetz is also attending this meeting, and we are in this building.

You may proceed, sir, to Agenda Item No. 2.

DIRECTOR SILVA: Our first order of business is approval of the committee minutes of July 15, 2020.
Will the secretary call the roll.

MR. LONGHINI: Yes.

Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

MR. LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: Yes.

MR. LONGHINI: Director Peterson?

CHAIRMAN PETERSON: Yes.

MR. LONGHINI: The July minutes are approved, Chairman Silva.

You may proceed now to Agenda Item No. 3.

DIRECTOR SILVA: Our next order of business is the finance report.

Jeremy Fine.

MR. FINE: Good morning. I'm Jeremy Fine, your Chief Financial Officer, and I'll be reviewing the June revenues and expenses as well as year-to-date numbers. I'll be uploading the
FAB presentation on the screen as well.

So with regard to system generated revenues, we see in June, we see farebox totals down about $27 million. We also saw rear door boarding ending near the end of June, around June 21st. We saw passes down about $15 million, and we see fare and pass totals down about $42 million. Last month, as you may recall, we were down about $44 million. So we're down about 83 percent versus 89 percent last month.

Reduced fare subsidy is flat to budget, and non farebox totals are down about $3 million. So that leaves us with total revenues down about $44.9 million for the month. As you may recall, last month, we were down about 47.5 million. And again, the differential is due to the ending of the rear door boarding.

Again, the story, and we'll talk about this more in a moment, but the story is really the CARES funding. The federal CARES funding that we received is helping us offset the shortfalls that we're seeing in our revenues, whether those are ridership related revenues that we're talking about here or the public funding revenues that
we'll talk about in a moment.

With regard to year-to-date revenues, the vectors for each of those particular line items is similar to what we talked about for the monthly totals. The total aggregate number on a year-to-date for revenues is down about $155 million. And again, CARES funding is helping us bridge the gap here in 2020.

With regard to expenses, we've done a great job with the help of the departments here at CTA of trying to control our expenses as best we can. We see labor down about half a million dollars. We see materials down about a quarter of a million dollars. But we're seeing some good benefit from lower fuel and power prices. So we're benefitting about $800,000 for each of those line items.

Provisions for injuries and damages and security services are essentially flat to budget. And then other expenses were positive by about 2.4 million. That leaves us for the month for total operating expenses positive by 3.3 million. Debt against revenues were negative by about $41.6 million.
On a year-to-date basis, again, the vectors for each of the particular line items is similar to the prior page with regard to the month, and again we see about $12 million in positive favorability on expenses on a year-to-date basis. And again, that helps us offset the shortfall that we saw on revenues so that we end up net against revenues negative by about 143.7 million. That is helping us stretch those CARES dollars as far as we can.

So again, we'll continue to be vigilant on controlling our expenses as we move forward obviously in a very dynamic, changing environment. But we'll continue to try to stretch these CARES dollars as far as we can.

With regard to the public funding that I mentioned previously, that includes, again, sales taxes, PTF, and the real estate transfer taxes that we receive from the City. We're down about $22 million for the monthly totals and down about $52 million on a year-to-date basis.

And again, the CARES funding is the bridge, the lifeline of being able to supplement those shortfalls in revenues for the 2020 budget.
To date for CARES funding, we've drawn down about 177 million of the $817 million total. And that represents about 22 percent of the total amount of CARES funding that we have received.

With regard to the three commodities that we purchase, fuel, power, and natural gas, again we're locked in for the year term on all commodities. We'll continue to look for opportunistic buys for fuel and natural gas as we continue to move forward.

That concludes my prepared remarks. I'm glad to answer any questions.

MR. LONGHINI: Thank you, Jeremy.

Chairman Silva, any questions?

DIRECTOR SILVÁ: Not yet.

MR. LONGHINI: Director Peterson, do you have any questions?

CHAIRMAN PETERSON: Yeah, a couple of things. Jeremy, in light of the fact that ridership is down 80-some percent, can you explain a little bit why there's an uptick in the labor costs?

MR. FINE: Labor is being driven by a couple of factors. We see overtime that is over by about
$500,000. We see fringe with regard to health care costs over budget by about $2 million. We do have some benefit from the fact that there are certain vacant positions that are in the process of being filled. But while they're not filled, you get some benefit of budgetary salvage, which is offsetting some of those overages I just mentioned.

So again, because of COVID, we're seeing an uptick in those various factors, the overtime and the health care fringe. But those would be about $2 and a half million, but we're offsetting a portion of that through the vacant position salvage, which is just taking time to get people into vacant positions.

PRESIDENT CARTER: Mr. Chairman, the other point to keep in mind here is even though ridership is down, we have not reduced service. One of the principles that we've stuck to is putting out the max amount of service possible gives a better opportunity for social distancing. And so there hasn't been any corresponding reduction in labor from service reductions that might occur with reduction in ridership.
CHAIRMAN PETERSON: I guess, Dorval, I was just trying to think with the uptick in ridership, is that a result of the additional cleaning and all of that that we're having to do now? Is that more on the operational side around the cleaning of buses and trains?

PRESIDENT CARTER: Yes. That's also where you pick up overtime. But the other big expense, which isn't a labor expense, is the contractual cost that we're spending on additional maintenance and cleaning, which is actually one of the agenda items that we'll be presenting in FAB to address that contract as a result of the fact that we spent money faster than we normally would, because we've really ramped up those services to give us additional support for the cleaning efforts that we're undertaking.

CHAIRMAN PETERSON: And, Dorval, just a final question if I can ask. I know you shared it with me; I'm not sure we talked with the rest of the Board. I know there was money in the Heroes Act that was passed by the House for transportation. I'm not sure -- well, I don't think there was any money in the Senate bill, the $1 trillion bill
that they're putting forth.

Could you update the Board in terms of what are you hearing about if there's going to be any additional (audio interference). We do know that, at least from the updates I got, we've got enough CARES Act money to get us through the end of the year. We might even have enough to get us through the first month of 2021. But again, I know you and I talked about it, but I wanted to share with the Board what's going on in Washington as it relates to additional -- in case this pandemic continues, what's going to happen in 2021.

PRESIDENT CARTER: Right. As you indicated, Mr. Chairman, we did get money in the Heroes Act for public transportation. We did not get any money in the Senate bill for emergency relief.

So under the normal order of business, there would now be negotiations to basically come up with a compromise bill that would be presented to both the House and the Senate to move an emergency relief package forward. Unfortunately, as it stands right now, those negotiations have stalled. And so there's no relief bill moving
forward at all for anybody.

The hope is that Congress recognizes that they have to get something put in place and that eventually, the leadership will get together and work through some sort of compromised bill.

One of the things I've heard from the democratic leadership in both the House and Senate is that they are very committed to supporting the need for public transportation in whatever bill ultimately comes up. As you now New York MTA is probably in the worst financial distress of any transit system in the country right now.

Senator Schumer, who I actually was in a conference call with last week, has indicated that he clearly views it as a top priority for them to get funding as any part of a relief package. So for now, there's no good news to report at all.

As you indicated, the good news, if there is any right now, is that the CARES Act funding that we currently have in place, assuming that we continue to receive the subsidies and revenues that we contemplate, will carry us into the first quarter of next year. So nothing this year will be negatively impacted by the pandemic and loss of
ridership. Next year could be a very different story, depending upon what Congress does.

So ultimately, I continue to work very closely with our industry. And I'm one of the leaders of AFTA who is working to get the support from Congress to get the additional funding we need.

I've also participated in a number of pieces of correspondence with New York MTA and the other larger transit systems reemphasizing our need for additional funding for public transportation. And ultimately, we believe at some point in time, hopefully in the near future, our needs will be addressed.

CHAIRMAN PETERSON: Okay. Thanks.

MR. LONGHINI: Thank you, President Carter.

Before we proceed with more questions for the Finance Committee for the finance report, I think now would be a good time to make a break so that it could be turned over to Elisabeth for sign language interpreting.

Okay. Great.

We can proceed.

Director Alva Rosales, do you have any
questions for Jeremy?

DIRECTOR ALVA ROSALES: No questions. I guess just a comment, just very grateful for the whole team, especially Jeremy's team. I know everybody is trying to do their best under very difficult circumstances. That's it.

MR. LONGHINI: Thank you. Director Miller, any questions?

DIRECTOR REV. MILLER: No.

MR. LONGHINI: Director Irvine, I can't remember if I asked you. Do you have any questions, Kevin.

DIRECTOR IRVINE: No. I don't have any questions. Thank you.

MR. LONGHINI: Director Jakes?

DIRECTOR REV. JAKES: No questions, Greg.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: Chairman Silva, do you have any questions, or are you finished with this --

DIRECTOR SILVA: No.

MR. LONGHINI: No questions? All right. Then we're finished with the finance report.

Since there are no further questions,
Chairman Silva, you may proceed to Agenda Item No. 4.

DIRECTOR SILVA: Our next order of business is a review of an ordinance adopting an amended budget for calendar year 2020.

Jeremy.

MR. FINE: Again, I'm Jeremy Fine, your Chief Financial Officer, and I'll be presenting the 2020 amended budget for consideration by the Board.

This budget amendment doesn't happen too often. It's actually been about ten years since the Great Recession since we've had to enact an amended budget. And this RTA requires a budget amendment if there's significant changes to the budget. And as we talked about in the FAB report, we continue to see ridership related revenues and public funding impacted by the pandemic.

So we will make this amendment to incorporate the federal funding we received via the CARES Act to offset the shortfalls in revenue and any additional operating expenses.

With regard to the federal funding, this is, again, provided as a significant lifeline for the 2020 budget. We received an allotment of
$817 million of CARES funding to help us offset any shortfalls that we're seeing with regard to our revenue streams or additional operating expenses.

We're estimating for budget year 2020 we will have a shortfall of approximately $690 million. And again we understand that a portion of those funds that are not used in 2020 would be available to offset shortfalls that we expect to continue into 2021.

We would expect, again, as President Carter had mentioned with regard to continued efforts in Washington to secure additional funding, that we would need a similar order of magnitude for 2021 based on the challenges that we continue to face, as well as the impact of a larger economy.

So again, we're going to use about 690 million here in 2020. That will allow us to carry a portion of that over, but we will need additional funding for the 2021 budget.

The particular areas that we'll be adjusting in this amended budget is, again, we'll be using the $690 million to offset the shortfalls
in revenue and public funding as well as the additional operating expenses. We see system generated revenues which are projected to be down about $400 million. Public funding reduction is pegged at about $265 million, and operating expenses will be increased by about $22 million to reallocate certain capital expenses where those costs have been previously funded. So again, that leaves about $125 million in CARES funding available for the 2021 budget cycle.

We have worked with Massachusetts Institute of Technology to develop our estimates for the year, and we'll be continuing to work with them for future estimates as well. They've been able to help us canvass a number of public agencies around the country, and our projections are in line with industry averages as what you're seeing around the country.

So again, it was a good quality check to ensure that our expectations with regard to shortfalls in farebox revenues and public funding, were on mark for what we're seeing nationally.

This page is giving in more detail in the subsequent page on page 4, again, this just breaks
down the specific line items that we talked about in FAB on a monthly basis of how those bar chart from the prior page breaks down.

The amended budget being presented today, if passed, would go before the RTA Board on the 20th for approval. This really kind of kicks off the 2021 budget cycle.

The 2021 budget would be released in mid October. There would be a public hearing three weeks after, and then the CTA Board would approve in mid November with RTA Board approving in mid December. So this is kind of setting the stage for further conversations about 2021 as we move forward.

That concludes my formal presentation. I'm glad to answer any questions.

MR. LONGHINI: Chairman Silva, any questions from you?

DIRECTOR SILVA: Yes. How are we planning to reduce the revenues for another shutdown?

MR. FINE: I'm sorry. Do you mind repeating the question?

DIRECTOR SILVA: Yes. You are planning the fare revenues to be reduced by another additional
30 million. And also you have the 38 million from the State. Is that part of the amended -- what you need for the amended budget?

MR. FINE: Yes. So the amended budget will take into consideration the shortfalls that we continue to see on farebox that we've talked about in the FAB report in detail.

Those, you know, again the federal government was very helpful in understanding and identifying that the worldwide pandemic is impacting public transit and obviously having a significant impact on our particular ridership. And that CARES funding is able to be used to offset shortfalls in system generated revenues, but it's also very helpful in allowing us to offset any shortfalls that we're seeing via the State in the collection and the remittance of sales tax funding, PTF funding, and real estate transfer tax funding from the City.

So again, it can go to offset shortfalls from either system generated revenues or public funding. And that's just a nod to the fact that the larger economy has had, obviously, interruptions due to the pandemic. And it's
allowing us to be flexible enough to cover
shortfalls in either bucket.

DIRECTOR SILVA: Thank you.

MR. LONGHINI: Director Peterson, any
questions?

CHAIRMAN PETERSON: Jeremy, can you share with
the Board, I know we talked about it, but how the
RTA is going to handle the farebox ratio versus
the public funding that we get. Can you share in
FY 20, and I know the conversations you've had
with RTA, how that's going to be handled this
year.

MR. FINE: Yes. So the RTA, as you know,
maybe just to back up for a moment, there's
certain requirements for us and the other service
boards to hit recovery ratio requirements. The
RTA has given us the authorization to move forward
to count the CARES funding in lieu of what we
would have otherwise received in farebox revenue.
So again, that will help us as a region achieve
the recovery ratio that we need to be able to
continue to receive the State funding.

So that's been very helpful for CTA, for
Metra, for Pace to be able to use those CARES
dollars as replacement in the computation for the recovery ratio.

MR. LONGHINI: Are you finished, Chairman Peterson, asking questions?

CHAIRMAN PETERSON: Yes.

MR. LONGHINI: Okay. Director Alva Rosales?

DIRECTOR ALVA ROSALES: Do you anticipate any other potential issues that might arise with the proposed budget, anything?

It seems like you've covered any potential probable --

(Audio feed failure.)

MR. FINE: So obviously, this is a very dynamic situation with the health crisis and the residual effect on the larger economy. We, as part of the formulation of the amended budget, we did not assume another shutdown that would potentially result in another round of rear door boarding. If that were to come into effect, that would potentially impact the amended budget by another $30 million.

But we don't see that necessarily happening in terms of effectuating rear door boarding.
There's also other things that could potentially happen, whether it's additional cuts from the State, which we don't anticipate. But they have cut us in the past. And if there's another or unexpected large, unanticipated operating expenses related to COVID, there's certain things that we're trying to estimate as best we can. Again, the MIT study has basically confirmed the assumptions that we made have been consistent based on the industry. But there's a lot of moving and dynamic variables that may come into effect.

But right now, as of where things stand, we think this is a good, solid estimate for the 2020 budget amendment.

DIRECTOR ALVA ROSALES: Thank you.

PRESIDENT CARTER: Director Rosales, just to sort of amplify Jeremy's point around this, all of this is a big unknown. And because of the external factor of the coronavirus and what may or may not play out over the course of the rest of this year, we certainly could have additional revenue losses, additional subsidy losses, or increased expenses.
As Jeremy indicated, we've sort of put together sort of the best forecast that we can given all these variables. And we're comfortable given what we've seen other transit systems around the country are doing, that's part of the MIT work that Jeremy was mentioning. But can I say that we won't be coming back to the Board this fall with other adjustments if something unexpected happens? No, I can't.

Our strategy is to be as flexible as we can in terms of managing the system and react as quickly as possible to whatever external changes might impact our operations.

MR. LONGHINI: Thank you.

Director Irvine, any questions?

DIRECTOR IRVINE: No, I don't have any question, just kudos, Jeremy, to you and your whole team on essentially rebuilding the bus while we're driving it.

So keep up the good work, and hang in there. Thank you.

MR. FINE: Thank you. It's been a good team effort.

MR. LONGHINI: Director Miller, any questions?
DIRECTOR REV. MILLER: No questions, just say thanks to the whole team that --

(Audio feed failure.)

DIRECTOR REV. MILLER: Thank you.

MR. LONGHINI: Director Jakes, any questions?

DIRECTOR REV. JAKES: No questions.

MR. LONGHINI: Director Chevere, any questions?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: That completes that item. And I think now is a good time for a change in our sign language interpreter. So I'll give you a few seconds to wrap that up, and then we'll go back.

Chairman Silva, we're done with questions.

We may proceed to Agenda item No. 5 in the Finance Committee.

DIRECTOR SILVA: If there are no further questions, may I have leave to place this item on the omnibus for approval?

MR. LONGHINI: Very good. You caught me there. Thank you. We have leave to place this item on the omnibus for approval.
DIRECTOR J. CHEVERE: So moved.

DIRECTOR REV. MILLER: Second.

MR. LONGHINI: Moved and seconded. Thank you.

Now we may proceed to Agenda Item No. 4, Director Silva.

No. We can move to Agenda Item No. 5 now.

DIRECTOR SILVA: Our next order of business is a review of an ordinance amending Ordinance 019-103 approving the Fiscal Year 2020-2024 Capital Improvement Program.

Jeremy.

MR. FINE: Thank you. I'm Jeremy Fine, your Chief Financial Officer. I'm joined by Michele Curran, the Vice President for Budget and Capital Finance, and she'll present the amendment for the capital budget.

MS. CURRAN: Good morning. Thank you.

I'm Michele CURRAN, Vice President of Budget and Capital Finance. We're here today to present an amendment to the 2020-2024 Capital Improvement Program, or CIP.

In November 2019, the Board approved the $5.1 billion CIP. The CIP was amended in May, and
we are now proposing a further amendment to incorporate additional known changes.

The amendment is being done to reduce the amount of the five-year CIP by 28.1 million due to reallocating certain costs from the capital budget to the operating budget in line with historical practice.

Project funding sources are also being realigned to meet this need. The amendment will also include $900,000 in additional CMAP funds for engineering work on the O'Hare Blue Line Harlem station cross bridge project.

The net decrease for the 2020-2024 CIP is $27.2 million.

That concludes my remarks, and I'd be happy to answer any questions.

MR. LONGHINI: Chairman Silva, any questions?

DIRECTOR SILVA: No questions.

MR. LONGHINI: Director Peterson, any questions.

CHAIRMAN PETERSON: Yes. Michele and Jeremy, so by moving the debt service from capital to operating, what impact would that have on the operating budget sort of going forward?
Because as I was reading this, I think it was the PAYGO money that we at one point thought we would use for debt service. And now we've got to move it over to the operating budget. What's the annual hit to the operating budget sort of going forward by moving it from capital to operating?

MR. FINE: So the annual impact will vary a little bit. But it will be about 30 million, $35 million or so. In this particular year, we're talking about $28 million.

These costs have historically been on the operating budget. And we had temporarily shifted those over for the 2020 budget formulation to the capital budget. But again, these are for prior capital improvements that we made throughout the system. And those costs from inception until the 2020 budget had been on the operating budget.

So again, these are costs that we've kind of come to live with with regard to them being on the operating budget prior to this 2020 budget.

CHAIRMAN PETERSON: Jeremy, is that a fixed cost or escalating cost every year on the operating budget? So you said it's about
28 million this year, 30 some million going forward. Does that increase -- is that an increase annually for that for the operating budget?

MR. FINE: Yeah. So there will be some slight increases, and we expect that it would probably top out in the $50 million range.

And we'll look for other opportunities to bend the curve with regard to expenses on the operating budget. There's refunding opportunities and things like that that we can continue to pursue to help kind of mitigate the costs of the debt service on the operating budget.

CHAIRMAN PETERSON: Okay.

PRESIDENT CARTER: Mr. Chairman -- sorry Jeremy -- the other point that I would make is that the discussion about the PAYGO eligibility for use for this particular expense is one we do intend to pursue legislatively.

We do believe this is a historical expense that should be allowed for the PAYGO funding. The federal government allows you to capitalize these expenses as part of the former funding we received. And we believe it was
certainly the legislative intent that we be able to do it. But we need to go back and get clarity through legislation that will authorize this particular expenditure. And I'm still optimistic that we'll be able to work that through with the legislature in upcoming sessions.

CHAIRMAN PETERSON: I agree with you, Dorval. I was a little bit surprised when I read this in terms of the State ruling because it's sort of like what we ended up doing with -- I'm just trying to think -- the money from Uber and Lyft where we had an annual amount and were able to borrow against it. I kind of looked at this as something similar to that. So I was surprised by the ruling.

But I think you're absolutely right. Go back to the General Assembly. I think you're right around their intent, and hopefully this is just a minor legislative fix.

PRESIDENT CARTER: I agree.

MR. LONGHINI: Director Alva Rosales, any questions?

DIRECTOR ALVA ROSALES: No questions. Thank you.
MR. LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions, thanks.
MR. LONGHINI: Director Miller?
DIRECTOR REV. MILLER: No questions.
MR. LONGHINI: Director Jakes?
DIRECTOR REV. JAKES: No questions.
MR. LONGHINI: Director Chevere?
DIRECTOR J. CHEVERE: No questions.
MR. LONGHINI: Thank you.

Chairman Silva, there are no further questions on Agenda Item No. 5.
DIRECTOR SILVA: Since there are no further questions, may I have leave to place this item on the omnibus for approval?
DIRECTOR J. CHEVERE: So moved.
DIRECTOR REV. MILLER: Second.
MR. LONGHINI: Moved by Director Chevere, seconded by Director Miller.

We may proceed to Agenda Item No. 6.
DIRECTOR SILVA: Our next order of business today is review of an ordinance authorizing amendment of University Pass, U-Pass contract items during the COVID-19 pandemic.

Jeremy.
MR. FINE: Thank you. Again, I'm Jeremy Fine, your Chief Financial Officer. And due to the COVID-19 pandemic, colleges and universities have experienced drastic and unique enrollment changes. Most or all students are now learning online and do not require travel to and from campuses.

As these schools have been valued partners of CTA for the past several years, and decades really, to provide incentives for schools to remain in the program during the upcoming year, staff recommends allowing flexibility to schools regarding certain U-Pass contract terms such as allowing them to choose which full-time students are enrolled in the program and also permitting online students to participate in the program during the pandemic through the summer 2021 academic term.

Per the current U-Pass agreement, all full-time students must be assigned and charged for a U-Pass during the terms of which they are enrolled.

Offering flexible terms to participating schools during the pandemic will encourage schools to remain in the program during the 2020-2021
academic year and to encourage students to continue to use CTA services. Without such flexibility during these unique and challenging times, many participating schools have expressed that they would potentially not utilize the program for the coming year.

That concludes my prepared remarks. Glad to answer any questions.

DIRECTOR SILVA: So are you expecting more U-Passes this year or less than last year?

MR. FINE: We would expect less because of the option that we were proposing through this ordinance that would allow only students who opt into the program to participate in the program. Again, that's based on particular students' class schedule. Some schools right now are thinking that they may do some type of hybrid learning both online and in classrooms. Some schools are not doing that but still may need to have students come in for certain laboratory work that can only be conducted at the school.

So again, to allow the flexibility for the students that need to be able to continue to access the system to get back and forth from their
respective college or university, that's why we're proposing these changes to allow the flexibility for those that still need to get out there to go to class or go to do certain things at the university, that they can do so under the U-Pass program.

DIRECTOR SILVA: Thank you.

MR. LONGHINI: Director Peterson, any questions for Jeremy?

CHAIRMAN PETERSON: No questions.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions. I did make a comment, Jeremy, when -- during the briefing. I do think it's very important, and I know we don't do the communication with the students, the schools do, but that we really just emphasize to the schools that we want this information to get to the students. Because I think although there will be less use of it, there will be a greater need. And so just to make sure that that communication takes place, that that's important to us.

MR. FINE: Absolutely. And it's a big benefit to the students, as you indicate. It's a big
benefit to the system to continue to provide this. So we'll continue to work hand in glove with the administrators.

    MR. LONGHINI: Director Irvine, any questions?
    DIRECTOR IRVINE: No questions.
    MR. LONGHINI: Director Miller?
    DIRECTOR REV. MILLER: No questions.
    MR. LONGHINI: Director Jakes?
    DIRECTOR REV. JAKES: No questions.
    MR. LONGHINI: Director Chevere?
    DIRECTOR J. CHEVERE: No questions.
    MR. LONGHINI: Thank you.

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

    DIRECTOR SILVA: As there are no further questions, may I have leave to place this item on the omnibus for Board approval?
    DIRECTOR J. CHEVERE: So moved.
    DIRECTOR REV. MILLER: Second.
    MR. LONGHINI: Moved by Director Chevere, seconded by Director Miller.

    We may proceed to Agenda Item No. 7.
    DIRECTOR SILVA: Our next order of business is an ordinance authorizing an agreement with Union
Pacific Railroad Company for preliminary engineering services for the Red Line Extension Project.

Mike Connelly.

MR. CONNELLY: Good morning. I'm Mike Connelly, your Chief Planning Officer.

The ordinance before you would authorize an agreement for $250,000 with the Union Pacific Railroad for preliminary engineering services needed for the Red Line Extension Project. An additional 50,000 contingency would be authorized by this ordinance, but it would only be utilized if needed at CTA's discretion.

The preferred alignment of the Red Line Extension requires the use of railroad property and includes two grade separated crossings over Union Pacific tracks.

Under this agreement, the railroad will provide field diagnostics, inspections, plans, (inaudible) construction review, project design, and preparation and estimates for (inaudible) and other work to be performed by the railroad in support of our Red Line Extension.

Completion of the work under this
agreement will allow the CTA and the railroad to move forward with future agreements for land acquisition, for easements, and for construction and maintenance to advance our project.

Timely approval of third-party contracts concerning railroad rights of way are considered by the FTA, our potential funder for the Red Line Extension, to be critical in the funding process in order to mitigate risk.

Approval of this ordinance is another small step on the way to success for the Red Line Extension.

I'll be glad to answer any questions you may have.

MR. LONGHINI: Chairman Silva?

DIRECTOR SILVA: When are we planning to finish the extension?

MR. LONGHINI: Was that question when are we planning to finish this study?

DIRECTOR SILVA: The project, yes.

MR. LONGHINI: Or the project?

DIRECTOR SILVA: Yes. Mike?

MR. LONGHINI: So, Mike, I think the question was finishing the study and then the project.
MR. CONNELLY: We're working through right now the preliminary engineering work ahead of entering into a full funding grant agreement. That full funding grant agreement would begin a four- to five-year construction process for us. That would take us into the middle '20s here at least.

DIRECTOR SILVA: Thank you.

MR. LONGHINI: Before we proceed with more questions, I think now would be a good time to make another break with our sign language interpreters.

Thank you.

Back to questions regarding Union Pacific.

Director Peterson, any questions?

CHAIRMAN PETERSON: Yeah. With the decision today, where does that put us in terms of, I know the FTA has a number of things we've got to do prior to applying for federal funding for this project. So where are we on the list of things we have to do from a federal standpoint to then be able to apply for federal funding for the project?

MR. CONNELLY: We're going into the process of
preliminary development with the FTA. We expect this fall to ask formally for the FTA to let us enter a two-year process during which our project will be evaluated very closely and carefully by FTA before they would agree to enter into a funding agreement to provide about half of the capital funding needed.

So again, this is one step at a time.

Getting this agreement for the Union Pacific engineering is one beginning step with Union Pacific. We still, as I mentioned in the remarks, have to talk to them about easements we're building adjacent to their right-of-way. And we do have crossings where we're going to have to cross over the railroad right-of-way to actually complete our project. And all of that is future agreements that will come into play.

So we still have many years to go of engineering work and construction preparation before we even turn the first shovel of dirt.

CHAIRMAN PETERSON: Okay.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: So this particular agreement is in place for how long? I know it's a
first step, but how long is this particular one in place for?

    I don't know if Mike heard me.

    MR. CONNELLY: This agreement would take into account the fact that we will need to work with Union Pacific for a couple of years on this. So this is an open-ended agreement that starts and anticipates about two years' worth of work with them to get us through this first process.

    MR. LONGHINI: Thank you.

    Director Irvine?

    DIRECTOR IRVINE: Just a real quick question.

    So the grade separated crossings, can we assume that the Red Line trains are just going to be going over the Union Pacific tracks?

    MR. CONNELLY: It's really too soon to say whether we're going under or over. That will be a part of the work that we'll do cooperatively with Union Pacific to figure out what's the best way, given the drainage, given the way the land lies, given the profile of our track and the Union Pacific track. So it's too soon to say whether we'll be over or under. We don't know at this point.
DIRECTOR IRVINE: Okay. Thanks.

MR. LONGHINI: Director Miller?

DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?

DIRECTOR REV. JAKES: No questions, Greg.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: There are no further questions, Chairman Silva on this matter.

DIRECTOR SILVA: Since there are no further questions, may I have leave to place this item on the omnibus for Board approval?

DIRECTOR J. CHEVERE: So moved.

DIRECTOR REV. MILLER: Second.

MR. LONGHINI: Moved by Director Chevere, Seconded by director Miller.

You may proceed to Agenda Item No. 8.

DIRECTOR SILVA: Our next order of business is review of an ordinance authorizing an intergovernmental agreement with the City of Chicago through its Department of Planning and Development for the Red Line Extension Project Transit Supportive Development Comprehensive Plan.

Mike Connelly.
MR. CONNELLY: Good morning. Again, I'm Mike Connelly. I'm your Chief Planning Officer.

The ordinance recommended for your approval today would authorize --

(Audio feed failure.)

MR. CONNELLY: -- Department of Planning and Development for a half-time staff person to work with CTA on the upcoming Transit Supportive Development Plan for the Red Line Extension.

At your last Board meeting in July, you approved a consultant contract with Solomon Cordwell Buenz to perform a transit supportive development study for the Red Line Extension Project. CTA staff intends to deeply involve the City's planning departments in the process of transit supportive development study work to take advantage of their expertise and to ensure full City engagement in the project.

This cooperative relationship will bolster the future success of our efforts to develop a set of community led goals and a shared vision for the economic vitality and rebuilding of the neighborhoods in the greater Red Line expansion area.
Funding is available in a competitive federal grant which CTA received (inaudible) of this study plan.

I'll be glad to answer any questions you might have about this.

MR. LONGHINI: Chairman Silva, any questions?
DIRECTOR SILVA: No questions.

MR. LONGHINI: Director Peterson?
CHAIRMAN PETERSON: No questions.

MR. LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: No questions.

MR. LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Chevere?
DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: There are no further questions on Agenda Item No. 8.

DIRECTOR SILVA: Since there are no further questions, may I have leave to place this item on the omnibus for Board approval?

DIRECTOR J. CHEVERE: So moved.

DIRECTOR REV. MILLER: Second.

MR. LONGHINI: That has been moved by Director Chevere and seconded by Director Miller.
That's the final ordinance. We're about to move to contracts. So let the record show that Ellen McCormack and Juan Pablo Prieto will be joining the proceedings as well.

Chairman Silva, you may move to Contract No. A-1.

DIRECTOR SILVA: Our next order of business is Contract A-1, change order for labor and materials for the Skokie Shop.

MR. LONGHINI: Any questions on that contract, Director Silva?

DIRECTOR SILVA: No questions.

MR. LONGHINI: On this contract, Director Peterson, any questions?

CHAIRMAN PETERSON: No questions.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Miller?

DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?

DIRECTOR REV. JAKES: No questions.

MR. LONGHINI: Director Chevere?
DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: Chairman Silva, there are no further questions on Contract A-1.

So we may now proceed to Contract B as in boy 1.

DIRECTOR SILVA: Our next order of business is Contract B-1, a contract for railroad track materials.

MR. LONGHINI: Chairman Silva, any questions on Contract No. B-1?

DIRECTOR SILVA: No questions.

MR. LONGHINI: Director Peterson?

CHAIRMAN PETERSON: No questions.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Miller?

DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?

DIRECTOR REV. JAKES: No questions.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: All questions are finished.
So, Chairman Silva, we may now proceed to Contract No. C as in cat 1.

DIRECTOR SILVA: Our next order of business is contract C-1, a contract for parts and services for bus fare boxes.

MR. LONGHINI: Any questions, Director Silva?

DIRECTOR SILVA: No questions.

MR. LONGHINI: Director Peterson?

CHAIRMAN PETERSON: No questions.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: No questions.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Miller?

DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?

Director Jakes?

Maybe he stepped away for a moment.

DIRECTOR REV. JAKES: My mouse died on me. No questions.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: Thank you.

Chairman Silva, there are no further
questions on that item.

So we may proceed to Contract D as in dog 1.

DIRECTOR SILVA: Our next order of business is Contract No. D-1, a change order for architecture and engineering services.

MR. LONGHINI: Chairman Silva, do you have any questions on this architecture engineering contract?

DIRECTOR SILVA: No, I don't have questions.

MR. LONGHINI: Director Peterson?

CHAIRMAN PETERSON: Yeah, Greg. Well, sort of. How are they doing in terms of their DBE commitment? Do we have those numbers? If not, maybe the staff can get back to the Board just to share how they're doing.

MR. LONGHINI: Possibly Juan Pablo can respond right now.

MR. PRIETO: Good morning, Directors. This is Juan Pablo Prieto, Director of Diversity Programs. The program as a whole has a 30 percent goal. And through the commitments made on specific task orders, they are meeting the 30 percent goal.
CHAIRMAN PETERSON: Thank you.

MR. LONGHINI: Thank you, Juan Pablo.

On this item, Director Alva Rosales, any questions?

DIRECTOR ALVA ROSALES: No questions.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Miller?

DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?

DIRECTOR REV. JAKES: No questions.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: That takes care of D-1.

Chairman Silva, we may now proceed to contract No. E as in elephant 1.

DIRECTOR SILVA: Our next order of business is Contract No. E-1, a request for proposal for communication services.

MR. LONGHINI: Thank you.

Chairman Silva, do you have any questions on this item?

DIRECTOR SILVA: No, I don't.

MR. LONGHINI: Director Peterson?
CHAIRMAN PETERSON: Yeah. Just I'm a little bit concerned. And I don't know if we can answer the question. So the previous contractor didn't bid. We had a new bidder. But yet the previous contractor is doing all of the work. So I'm a little concerned when I look at this because it seems like it's a past -- I mean, somebody who had it before doesn't bid, somebody else comes in and bids, and then gives them all the work as a sub. So maybe somebody can walk me through this and explain how this works that you can not bid on something that you had before and yet still get all of the work from the winning bidder.

MR. LONGHINI: Is Ellen McCormack here?

MS. MCCORMACK: Yeah. Mr. Chairman, we -- we reached out to Carahsoft and to Granicus, and asked both of the companies. And that is how we got the information that in fact Carahsoft was bidding on behalf of Granicus, with the idea that they would give then Granicus the business.

The best that we can -- We asked them how much of a share they would get out of what we were paying, and they would not give us that information. They said that it was confidential.
From what we understand, though, and it doesn't happen often, but it does happen occasionally, where we'll have a company such as Granicus that they really don't want to bother with the bidding and, you know, responding to an RFP. They just want to do the technical work. And then we have a company such as Carahsoft which will, in fact -- you know, is more familiar with dealing with government entities. And they go up and they respond to the RFP with the knowledge that they are going to come in with Granicus as the subcontractor to really do all of the work.

We did a lot of research on Carahsoft. We wanted to make sure, because they were new to us. They've been in business for 15 years. They have 1300 employees and annual sales of $5.3 billion.

They do currently have contracts with the Water Reclamation District and with the State of Illinois. So we believe that they are in fact a good contractor, and this is just an arrangement these two companies have. As I say, we don't see it often, but we do see it occasionally.
CHAIRMAN PETERSON: I would just ask for you and Karen to get together on this one. This, again, it just seems like something isn't right. I mean, for example, they won't tell you -- so they're going to get an administrative fee for winning the contract, and then the previous contractor is going to get all of the work. Then to say they can't share with you what percentage of the 1.1 million they're going to get because it's confidential, I just think you guys should look a little more deeply into this. Because again, I don't know if they're doing any work at any other transit agency. But I just feel like it just seems like, again, for a company not to bid, have someone else bid, and then be given all of the work, something about that doesn't sit right with me.

Like you said, it's more of an exception than the norm of a business practice. And I would just want to make sure that we do our due diligence in terms of not if they're a legitimate company or not, but I think just kind of taking a look at this, at this practice.

Because, again, I don't want to set a
precedent where contractors can say, Well, I'm not
going to bid, but I've worked out something with a
friend or related company where they can bid, but
yet we're going to get all the work.

So hopefully you and Karen can look a bit
deeper into this and get back to the Board in
terms of this arrangement. Because as far as I'm
concerned, it's not whether they're a legitimate
company with thousands of employees, billions of
dollars in operating costs. But again, you're
winning a contract, but you're not doing any of
the work. That --

MS. MCCORMACK: So it is my understanding
they're not doing any of the work.

So I will reach out to Karen, and we will
come back to you next month with our response.

MR. LONGHINI: Thank you.

Before we proceed with any further
questions, now would be a good time to switch the
sign language interpreters. So Elisabeth if you
want to wrap this up and turn it over to Rivka.

PRESIDENT CARTER: Greg, just to be clear, we
are deferring this item. So it should not be part
of the omnibus at least until that future work.
MR. LONGHINI: Thank you, President Carter.
Let me get this down here.
So just to state for the record that
Contract No. E -- that's E as in elephant 1,
that's the one we're on right now?
PRESIDENT CARTER: Yes.
MR. LONGHINI: That is going to be deferred
from consideration today for a vote today?
PRESIDENT CARTER: That's correct.
MR. LONGHINI: So then --
PRESIDENT CARTER: We'll bring it back at a
future Board meeting.
MR. LONGHINI: Then there's no reason to take
any further questions at this point.
PRESIDENT CARTER: I think that's correct.
MR. LONGHINI: We won't take any further
questions since it's not going to come under
consideration.
So we've now removed E-1. That might
make a slight change later on during the Committee
report, but now we can just proceed to Contract
No. F-1.
DIRECTOR SILVA: Our next order of business is
Contract No. F-1, a contract for professional
financial consulting services.

MR. LONGHINI: Okay. F-1.

Chairman Silva, do you have any questions on F-1?

DIRECTOR SILVA: Do we have DBE in this contract?

MR. LONGHINI: The question is, do we have DBEs, Chairman, in this contract? I believe that's the question.

Juan Pablo?

MR. PRIETO: Yes, Chairman. No, we do not have any DBEs. There are very few, if any, DBEs in the space of managing deferred compensation. And we did not find any subcontracting opportunities for this contract.

DIRECTOR SILVA: Thank you.

MR. LONGHINI: Thank you, Juan Pablo.

Director Peterson, any questions on this matter?

CHAIRMAN PETERSON: Yeah. This is one where it might be helpful, if I'm not mistaken, I think we have some minority advisors as part of our pension plan. I know here at Rush we have some minority advisors.
So I would just say going forward, this is another, it's not a huge dollar amount -- not that $500,000 isn't a lot of money -- but this is one that I would hope going forward we look, you know, best practices, private sector, public sector, and really see if there's some DBE opportunities here.

Because you've got women, Hispanic, and African-American owned firms that I'm aware of that act as advisors both on our pension side and, as I mentioned, here even at Rush we've got some.

So again, I would just hope that Procurement, as well as your office, this is a two-year -- what is this, a two-year -- this is for a period of three years with two funded. So hopefully at the end of the two-year funding, some homework around just what's available to come back and revisit this. Because I do believe there could be some opportunities for DBE participation in terms of retirement advisors.

MR. PRIETO: Yes, sir.

MR. LONGHINI: Is that your last question, Terry?

CHAIRMAN PETERSON: Yes, it is.
MR. LONGHINI: On this item, Director Alva Rosales, any questions on this financial consulting services contract?

DIRECTOR ALVA ROSALES: No questions but kind of the same comment as well. And, Juan Pablo, I don't want to pick on you. But it seemed like there were a few contracts that are coming up that have a zero DBE. And I guess as much as you can help these companies look, or even in direct participation, because we have a lot of qualified companies that are out there. I see this a lot in the IT space too.

So as much as we can strongly encourage companies to figure out how to get the DBE participation, I think we probably should.

That's my only comment.

MR. PRIETO: And we do look for all opportunities on all contracts.

Just keep in mind that DBE does have to be direct participation. So if there are opportunities for indirect participation, we do encourage firms to use those. But we're not able to set goals or count any commitments on non direct -- indirect participation.
DIRECTOR ALVA ROSALES: Got it. Thank you for that information.

Well, as much as we can get direct then.

PRESIDENT CARTER: I think, Chair Rosales, going to the comment that Chairman Peterson made, I think the issue is making sure that we're getting minority firms in the pool for consideration. So while they may not necessarily end up winning the procurement, I think part of the concern you're raising and Chairman Peterson is raising is that we're not even seeing them as part of the pool for consideration.

And so I think I'll certainly work with Juan Pablo and make sure we're identifying, even if not DBE, minority and women owned firms that work in this space that can at least be reached out to to see if they would be interested in making proposals for this kind of work.

DIRECTOR ALVA ROSALES: Thank you.

MR. LONGHINI: Thank you, President Carter.

Director Irvine, any questions on the financial consultant services contract?

DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Miller?
DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?

DIRECTOR REV. JAKES: No questions, Greg.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: All right. Chairman Silva, there are no further questions, so we may now proceed to Contract No. G as in girl 1.

DIRECTOR SILVA: Our final order of business today is Contract No. G-1, the purchase of Oracle E-Business Software services.

MR. LONGHINI: Any questions, Chairman Silva, on this matter?

DIRECTOR SILVA: Yeah. I mean, this is the type of companies that we always have only one -- one of them. Is there something that we can do in the minority arena?

MR. LONGHINI: It's a DBE question about this contract, Juan Pablo.

MR. PRIETO: Chairman, on this specific contract, it's a one-time buy and license. So there are no subcontracting opportunities.

We do encourage DBEs to bid as prime whenever they feel that they can perform and bid
on the contract. So we also work with Purchasing to make sure that we send out all bids, regardless if they have a DBE goal or not, to all DBEs that feel they qualify.

Diversity also sends an additional message to the DBEs that would qualify based on their certification.

And then we also send it out to all of our technical assistance agencies who then send it out to their membership lists.

So we do encourage DBEs to bid as primes whenever they feel they can meet the scope.

MR. LONGHINI: Director Peterson, any questions?

CHAIRMAN PETERSON: No questions.

MR. LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: No questions.

MR. LONGHINI: Director Irvine?
DIRECTOR IRVINE: No questions.

MR. LONGHINI: Director Miller?
DIRECTOR REV. MILLER: No questions.

MR. LONGHINI: Director Jakes?
DIRECTOR REV. JAKES: No questions.

MR. LONGHINI: Director Chevere?
DIRECTOR J. CHEVERE: No questions.

MR. LONGHINI: Chairman Silva, since there are no further questions, we may proceed to the next item, which is No. 9A.

DIRECTOR SILVA: Since there are no further questions --

MR. LONGHINI: Chairman Silva, may I just remark that as we're doing -- as we're asking for this leave that we removed one of the contracts from the omnibus. So E-1 is out. So there are now only six contracts that will go on the omnibus.

So now proceed.

DIRECTOR SILVA: Since there are no further questions to the contracts, may I have leave to place all six contracts on the omnibus?

MR. LONGHINI: So it will be six contracts on the omnibus with the exception of E-1. So that's what we need leave for.

DIRECTOR J. CHEVERE: So moved.

DIRECTOR REV. MILLER: Second.

MR. LONGHINI: So that has been moved and seconded, those six contracts with the exception of E as in elephant 1 will not be on the omnibus.
So Chairman, we may now proceed to 9B.

DIRECTOR SILVA: Since there is no further business to come before the Committee -- before the Committee, may I have a motion to approve the omnibus and recommend the omnibus for Board approval?

DIRECTOR J. CHEVERE: So moved.

DIRECTOR REV. MILLER: Second.

MR. LONGHINI: That motion has been moved and seconded, which will move everything onto the omnibus. And again, recognizing that E-1 is not on there.

I will take a roll call vote to recommend the omnibus for Board approval.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

MR. LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: Yes.
MR. LONGHINI: Director Peterson?

CHAIRMAN PETERSON: Yes.

MR. LONGHINI: The motion to approve the omnibus passes with all seven yes votes.

You may proceed, Chairman, to Agenda Item No. 10.

DIRECTOR SILVA: Finally, may I have a motion to adjourn?

DIRECTOR J. CHEVERE: So moved.

DIRECTOR REV. MILLER: Second.

MR. LONGHINI: Moved by Chevere, seconded by Miller.

I will now take a roll call vote.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

MR. LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

MR. LONGHINI: Director Chevere?

DIRECTOR J. CHEVERE: Yes.

MR. LONGHINI: Director Peterson?
CHAIRMAN PETERSON: Yes.

MR. LONGHINI: The motion to adjourn passes with seven yes votes.

    We are adjourned.

    (Whereupon, the Meeting of the Committee on Finance, Audit and Budget adjourned at 10:45 a.m.)
STATE OF ILLINOIS

COUNTY OF COOK

I, TRACY JONES, being first duly sworn, on oath says that she is a court reporter doing business in the State of Illinois; and that she reported in shorthand the proceedings of said meeting, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said meeting.

TRACY JONES, CSR, RPR, CLR
LIC. NO. 084-004553