CHICAGO TRANSIT AUTHORITY

DECEMBER 2020 REGULAR BOARD MEETING

Held Via Videoconference

on

December, 16th, 2020

at

10:12 a.m.

at

567 West Lake Street, 2nd Floor,

Chicago, Illinois 60661

STENOGRAPHIC REPORT OF PROCEEDINGS via videoconference had in the above-entitled cause held at the Chicago Transit Authority Headquarters, 567 West Lake Street, 2nd Floor, Chicago, Illinois, Arabel Alva Rosales, presiding.

REPORTED BY: Margaret E. Mecklenborg, CSR

LICENSE NO.: 084-004495
APPEARANCES:

MS. ARABEL ALVA ROSALES, Vice Chair;
MR. GREGORY LONGHINI, Secretary;
MR. DORVAL R. CARTER, JR., President;
MS. KAREN SEIMETZ, General Counsel;
MR. ALEJANDRO SILVA, Director;
MR. KEVIN IRVINE, Director;
DR. L. BERNARD JAKES, Director;
REV. JOHNNY L. MILLER, Director;

ALSO PRESENT:
MR. CHRISTOPHER BUSHELL,
Senior Vice President, Infrastructure;
MR. JEREMY FINE, Chief Financial Officer;
MS. CAROLINE GALLAGHER,
Chief Strategy, Data and Technology Officer;
MS. ELLEN MCCORMACK, Vice President of
Purchasing and Supply Chain;
MR. WILLIAM MOONEY,
Chief Infrastructure Officer;
MR. HERB NITZ,
Director, Technology Engineering;
MR. JUANPABLO PRIETO,
Director of Diversity Programs and
Disadvantaged Business Enterprise Liaison
Officer.
Whereupon, the following proceedings commenced via Zoom at 9:30 a.m.

SECRETARY LONGHINI: Good morning. This is Greg Longhini again. We are about to start the December 16th, 2020, Chicago Transit Board regular meeting. Chairman Rosales, we are set to begin.

VICE CHAIR ROSALES: Great. Good morning, everyone. I'd like to call to order the regularly scheduled meeting of the Chicago Transit Board for December 16th, 2020. Will the secretary call the roll?

SECRETARY LONGHINI: Yes. Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Here.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Here.

SECRETARY LONGHINI: Director Alva Rosales?

VICE CHAIR ROSALES: Here.

SECRETARY LONGHINI: We have a quorum of the Board, Director, with five members present. And
let the record also show that General Counsel Karen Seimetz and myself are all participating -- are in this building and that President Carter is also participating in this meeting.

VICE CHAIR ROSALES: Great. Thank you. Our first order of business is public comment. Greg, do we have any today?

SECRETARY LONGHINI: No, ma'am. We have no public comment today. But previous correspondence was distributed to the Board and written public comment that I received earlier this week will be distributed to the Board.

VICE CHAIR ROSALES: Great. Thank you very much. Our next order of business today is the approval of the November 18th, 2020 board minutes. The minutes were previously distributed. I will now entertain a motion to approve the minutes of the regular board meeting of November 18th, 2020.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Director Jakes and Director Miller. I'll now take the vote on the minutes. Director Miller?

DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Director Alva Rosales?

VICE CHAIR ROSALES: Yes.

SECRETARY LONGHINI: On the minutes the motion is passed with five yes votes.

VICE CHAIR ROSALES: Great. Thank you. Our next order of business is executive session. It is my understanding, Karen, that there is no executive session today.

GENERAL COUNSEL SEIMETZ: That is correct, Vice Chair. No executive session today.

VICE CHAIR ROSALES: Thank you, Karen. Our next order of business today is board agenda item number 5A, a resolution that will finalize the Board's 2021 regular meeting schedule. Since the resolution was previously distributed, I will now enter a motion to approve a resolution setting the dates of the June, September, November and December 2021 Chicago Transit Board Regular Meeting
and the time of the November 21st regular board meeting.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: I'll take a roll call vote. Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

VICE CHAIR ROSALES: Chairman Alva Rosales?

VICE CHAIR ROSALES: Yes.

SECRETARY LONGHINI: That motion for 5A passes with five yes votes.

CHAIRMAN ROSALES: Great. Thank you. Our next order of business today is board agenda item 5B, a resolution of appreciation for Judge Gloria Chevere. I will now ask Greg to read the resolution.

SECRETARY LONGHINI: Resolution of appreciation for Judge Gloria Chevere. Whereas Judge Gloria
Chevere has ably served on the Chicago Transit Board since her appointment in 2019. And whereas Judge Gloria Chevere brought to the Chicago Transit Board her vast knowledge and experience having worked for the Chicago Transit Authority, the City of Chicago and the Circuit Court of Cook County during her -- during her career. And whereas Judge Gloria Chevere has been a consistent rider of CTA buses and trains throughout her long, tenet career. And whereas Judge Gloria Chevere brought insight, perspective and humor in all her official duties serving the Board. And whereas Judge Gloria Chevere appreciated -- appreciated and highlighted the many CTA employees who served the ridership public. Now, therefore, be it resolved that the members of the Chicago Transit Board extends to Judge Gloria Chevere their sincere thanks for the dedication and foresight she has put at the service of the Board and the Authority and they wish her the best in all her future endeavors. Be it further resolve that the rest -- that this resolution be spread of record upon the minutes of this meeting and a suitable copy be presented to Judge Gloria Chevere as expression of both our
vice chair rosales: well, greg, i know that she's going to be greatly missed. on behalf of the board i know that all of us already miss her. and there were a few tears i think last month when it was announced that she was going to be leaving but i know wherever judge chevere will go she will do a fantastic job like she did here. from the beginning to the end, she did full circle here at cta. but our hearts go with her and i know, you know, she's going to do great things as always. so thank you. i will now entertain a motion to approve the resolution.

director jakes: so moved.

director miller: second.

secretary longhini: the resolution moved by director jakes. seconded by director miller. i'll take a roll call vote. director miller?

director miller: yes.

secretary longhini: director jakes?

director jakes: yes.

secretary longhini: director irvine?

director irvine: yes.

secretary longhini: director silva?
DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

VICE CHAIR ROSALES: Yes.

SECRETARY LONGHINI: That motion is approved with five yes votes.

VICE CHAIR ROSALES: Thank you, Greg. So our next order of business is a report from the Committee on Finance, Audit and Budget. Director Silva?

DIRECTOR SILVA: The Committee on Finance, Audit and Budget made earlier this morning via Zoom video teleconference. The Committee approved the November 18th, 2020 minutes. The Committee reviewed the finance report. The Committee also reviewed the four ordinance. An ordinance authorizing the experimental University Pass, U-Pass, Program agreement with the University of Illinois at Chicago UIC for certain part-time students for the spring 2021 term. And an ordinance authorizing an amendment to the sublease between Sterling Racine, LLC and Shipbob, Inc. for property located at 120 North Racine Avenue, Chicago, Illinois. An ordinance authorizing an amendment to the Small Business Enterprise, SBE,
Program with the Authority's Disadvantaged Business Enterprise, DBE, Program. The Committee also reviewed five purchases and sales award recommendations. The Committee approved items and recommended to Board approval of all items. The Committee placed all three ordinances and all five contracts on the omnibus. That concludes my report, Chairman Rosales.

VICE CHAIR ROSALES: Well, thank you, Director Silva. May I now have a motion to approve the omnibus as stated by Director Silva?

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved by Director Miller -- I'm sorry. Moved by Director Jakes. Seconded by Director Miller. And I'll take a roll call vote on the omnibus motion. Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?

VICE CHAIR ROSALES: Yes.

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

VICE CHAIR ROSALES: Thank you. Our next order of business is the construction report. Bill Mooney?

MR. MOONEY: Good morning, Directors. Okay. We'll get going this morning where we usually do with Your New Blue signals project. Herb, if you can advance to the third slide, please. So the project is moving forward. We've had some good gains in the last month. We received on -- in Chicago our third and fourth relay house. The third one being on Central on the Blue Line which was actually set and in place and is in the process of being wired up and prepared for cutover. We also began the cutover at Foster relay house which was a second received relay house made for Central. And we received Nagle relay house which is being prepared to be delivered towards the end of this year, beginning of next year and set in place. Nagle is just north of I'd say between Jefferson Park and Harlem. Kind of at the midpoint. We also
did some larger civil work on this project which was a renewal of the track what we call Foster middle which is where during a peak Blue Line a.m. service return the trains to be able to facilitate moves and needed service downtown. So this was a heavily used area just north of Jefferson Park and so we've optimized the special track work that allows us to do that move and be able to use it more fluidly into the future.

If we can move to the next slide, please. So here's the central relay house being craned in placed. It's an elevated pedestal house. The old house actually was set on that pedestal base so they actually had to cut out the old house, rehab the pedestal quickly and then set the new house all in an overnight shutdown.

Next slide, please. In this picture you can see the special track work going in at Central. They're craning in pre-panelized track segments to allow for that movement between the northbound and southbound tracks to this middle track and allows us to move a train out of the way of regular service and reverse its operational direction.

Next picture, please. Here's some more of
that work going on place. We did this over two
fifty-four hour weekends. Single tracks. One for
the northbound direction. One for the southbound
direction. So you can see here this special track
work being wired in on the main line that
ultimately connects to that middle track. Next
slide, please. Here they're installing a thermite
weld. I -- I've shown you this on some other track
recently done. This is where we actually melt
metal between the two segments of running rail to
make a continuous section of running rail. It's a
pretty neat operation to see and it makes for a
longer term maintenance piece of work. As well as
a smoother ride for our operators -- or customers.

Next slide, please. And here they're
installing the switch machine to facilitate that
train movement from the northbound track to the
center track. So our next project is our electric
bus en route charger station. This project is
quickly coming to a close this year. It remains on
budget and tight to schedule. All the work is
focused entirely at Navy Pier as I look for last
month that the Chicago-Austin Chicago garage has
been turned over for operating use.
Move to slide ten, please. So most of the work at Navy Pier is really about the finishes and technology at this point. The mast has been installed on site and are in the process of being wired up as you can see in the picture on the left side of the screen. As well as all the interior finishes such as the sinks and other faucets and eye wash stations and other safety features are being prepared on site.

Next slide, please. Here they're installing -- they're wiring up the pantograph to the mast. This is where the bus will pull up and ultimately make the connection with the quick charging station. Next slide. And here is some finished site work photos. So you can see the landscaping around the building there, some of the finished ornamental work on the building itself, as well as the pouring -- kind of the finished concrete around those mast installations. This project is steadily coming to completion and it's getting ready to go into commissioning in the next upcoming weeks and be turned over for operating use towards the end of this year.

Our next project is our transformer
replacements or traction power upgrades. All the work has been completed at Edmunds in the last month and the shift has now moved over to Douglas substation for its one transformer replacement.

Move to the pictures, please. At Edmunds we did the last transformer number three in the last month. Here you can see it being set on the pedestal ultimately to be installed for the substation. Next slide. And here they are wiring it up that anode bus that allows it to connect the equipment inside the building. This project is moving forward on budget and on schedule without any issues and it's looking to come to completion at the beginning of next year.

Our next project is our 98th Rail Shop Bridge, Deck and Drainage Replacement Project. This is kind of a wonderfully successful project and it remains on budget and on schedule and moves to completion towards the end of this month. As we finish up on the site, a lot of the work has been just kind of finish work up on that new bridge deck canopy as well as kind of there was a bunch of remediation to the building exterior due to water damage to it so they've been doing window
replacement. I've showed you some work around as well as grading for ground level of that and repair to the tuckpointing to the building.

Move to the photos. Here they are doing ultimately the roofing installation on the bridge deck on this slide as well as next photos, please. Here's kind of that finished roof product on the canopy. The next slide shows the penthouse doors before and after on the finished product. So what was there kind of in a worn exterior of that building to the new stainless steel long-lasting light doors so we could be able to access that facility for many years to come. Here is some of the ground level demolition of that masonry work that I was talking about having to do rehab on.

And next slide. There's that brick -- new brickwork going in at that same location. You can see kind of the above exterior windows. Can you go back to the slide real quick? At the top you can see that before those above exterior windows and the damage those windows have taken from that water exposure. Go ahead. And here they are being replaced. They're receiving new windows and boards sealed up as part of that. And that concludes my
portion of the construction report. And I will be
glad to take any questions at this time.

VICE CHAIR ROSALES: Thank you, Bill.

Incredible work. Especially the rehab. Thanks for
pointing out all those details. I don't have any
questions but I'm wondering if the rest of the
Board does. Director Miller? Possibly no
questions. Director Jakes? Do you have any
questions?

DIRECTOR JAKES: No questions.

VICE CHAIR ROSALES: Director Irvine?

DIRECTOR IRVINE: No questions.

VICE CHAIR ROSALES: Director Silva, do you
have any questions? We might have lost the
connection there. But I -- I'm thinking no
questions either. But once again --

DIRECTOR MILLER: No questions. Miller, no
questions.

VICE CHAIR ROSALES: No questions. Okay.

Director Silva?

DIRECTOR SILVA: No questions.

VICE CHAIR ROSALES: Okay. Thank you. Bill,
once again thank you. Because again everything is
running smoothly, on time and on budget which is
huge. Especially during this very difficult time.
Thank you so much for that and thank you for the
report.

MR. MOONEY: Thank you.

VICE CHAIR ROSALES: Thank you. And I would
like to call now both Chris Bushell and Juanpablo
Preito. I know both of them have a separate
presentation but if we can have those presentations
on the RPM and on the diversity presentation
following that.

MR. BUSHELL: Great. Chris Bushell here, your
RPM Officer. I just want to wish everyone a happy
holidays. The RPM project continues tight --
excuse me. Tight to schedule but on budget. As a
design build project design is still very much an
effort for us. We have advanced that effort. In
the main body of the design it's about 75 percent
complete for the main group of designs. On the
signal design is lagging that. It is about
45 percent complete. The construction effort
continues. We are in the process of putting up
some of the major steel components on the bypass.
So you have seen us drill caissons, put columns on
top of that, prepare those columns for steel and
now the steel is going up. In addition, you -- we
have seen various advances on the DG or the overall
signal project. We have installed a test area in
the revenue track in the area of Clark junction for
the new digital track circuit. A track circuit
similar to what Bill is putting in on the Blue
Line. A different manufacturer. But we are
testing it. It's been successful so far. It's
been in service for a while with no issues.
Pre-stage work this is the work to install the
interlockings which you've seen several photographs
of and the signal system ahead of the segmented box
girder in the Lawrence to Bryn Mawr segment. That
work is wrapping up. We're in the process of
commissioning that signal system right now and
expect to move into the construction of the major
bridges in the Lawrence to Bryn Mawr segment in the
end of the first quarter, beginning of the second
quarter of next year. And in general we're -- in
that same segment were doing a lot of work on
construction of temporary stations. So that effort
is advancing.

Herb, if you can advance the slide,
please. So as part of the track work that we've
done this year to get ready to build that big
bridge -- segmented box girder bridge in the area
of Lawrence to Bryn Mawr the final major piece of
track work that we've done has been to take one of
the interlockings. The older version of Thorndale
we put in two interlockings this past summer. One
at Montrose replacing the existing one there and
then one at Thorndale. Thorndale really replaces
Granville so we've now come in and taken Granville
out of service and we will remove the rest of the
remnants of that track work as we go into the
staged construction associated with the segmented
box girder. So you can kinda see here before and
after as we've taken out various pieces. We
straight railed this area which means we sort of
took out the special work and just put in
straight -- straight track so that we can run
through and commission the new signal system.

Next slide. We continue on this -- yeah.
We talked about segmented box girders. So you seen
various segments. This is probably the most
complex of the segments. Each -- each band that we
have up there has sort of end caps on it. This is
really the end cap where the -- the tension -- we
put these segments up and then we run tendons or
cables through them in order to get the full
structural strength. And this is a piece at either
end of the -- of a particular span where we put
those -- we anchor those cables in. So it gets a
lot of concrete and a lot of steel. It takes a lot
of stress at the end of the day. This is how much
steel gets into it and obviously we pour the
concrete around it to create the segment. This is
a pier segment so it sits at either end of each of
these individual 100-foot spans.

Next. And this is it with all the
cement on it. So you can kind of see how it gets
transformed after we bend all the rebar and then
pour the concrete around it and then of course this
gets set on top of a column in the future in the
area of Lawrence to Bryn Mawr. Next. Temporary
stations. You've seen these advance in the various
photographs I've shown in the past few months. So
you can see we're -- we're in the process here at
the Bryn Mawr temporary station of flying in a
piece of platform. So we've created -- assemble
the platform on the ground and then it gets hoisted
into place. It gets hoisted into place up on the
right-of-way.

Next. So I talked a little bit about the bypass area. The installation of steel. So this -- this photograph is sort of deceptive. It looks like a small piece of steel. It's actually massive. But if you see my photograph, you see pieces of the steel behind me in my photograph on the Zoom call. But in any case we're in the process of putting this steel up in the bypass area and starting to build the -- the platform from which we'll do precast decking on top of that and then put the track work in after that in the -- in the course of the winter and early spring.

Next. Cabling. Lots of cabling everywhere. This tends to be a part of the signaling. And the ballast we bury it and the elevated structure we string it up. So you'll probably see a few pictures of this but it does -- it is a major effort for us and an indication of progress as we advance the work associated with turning the signal system on ahead of doing -- ahead of doing the segmented box girder at Lawrence to Bryn Mawr.

Next. Advance contracts. I'm pleased to
say that the advance utilities are in substantial completion. We will continue to do punch lists through the first quarter. Mostly with AT&T work. The rest of the utilities are really wrapping up at the end of year here. So we're -- we're pleased with that effort. This -- this slide will probably last for another month or so as we complete that punch list work into January and February and then we'll take it out. So I'm -- I'm pleased to say substantial completion for AUR is part of our achievements over this past year. Advanced utility relocation, AUR.

Next. So of course we've been very busy with RPM community outreach. You know, as we put these big pieces of steel in you can imagine that we need to make sure that the community around them is aware that we're bringing these in. They come in very big trucks and we want to make sure that the community is aware of that. If there's any business impacts, we can mitigate those. So we meet in particular with the ward -- ward -- the alderman in and around the bypass, the 44th ward. We did some test work. We're driving some piles or we're vibrating some piles into place in the next
segment of Lawrence to Bryn Mawr. We tested those out in Evanston. The production and some technical details relative to that. So we met with the folks in Evanston and explained what we were doing. Of course their major questions are when are we going to get our RPM. But we deferred those and told them that we were just working on the current phase and coordinated any impacts associated with that. And then of course at Granville we met with that community, the alderman and -- and various -- we did a meeting with the community to explain the impacts associated with that Granville work that I showed you earlier. And then we had an office hours meeting and otherwise we're just working to keep the community informed in a virtual environment of all the construction that's under way. And I know Juanpablo has been busy as well. So I can stop here and take any questions before we move on to his presentation.

CHAIRMAN ROSALES: Thank you, Chris. Do any of the Board members have any questions? Director Miller? Hearing none.

DIRECTOR JAKES: Director Miller is not on.

CHAIRMAN ROSALES: He's not on. Okay. We'll
get him back on. Director Jakes, do you have any questions?

DIRECTOR JAKES: No questions.

PRESIDENT CARTER: Director Irvine?

DIRECTOR IRVINE: No questions. Just it's exciting to see the steel go in on the bypass. I was on the Brown Line recently and a rare trip on the Brown Line and it was very cool.

MR. BUSHELL: We get a fair amount of community feedback that as people are staying home instead of impacting them in the case of the assembly of the steel they all seem pretty interested in it and it appears periodically on social media as one of the more entertaining things to do during quarantine to watch the assembly of the bridge so.

DIRECTOR IRVINE: Yeah.

MR. BUSHELL: Glad we're providing some positive impacts ahead of actually being able to use the bridge to the complete advantage of our employees and customers.

DIRECTOR IRVINE: And make sure you give plenty of advanced notice before you move that box girder you're installing.

MR. BUSHELL: Oh, yeah. We're going to set up
some bleachers.

DIRECTOR IRVINE: Awesome.

MR. BUSHELL: People will really like that.

DIRECTOR IRVINE: Very cool.

VICE CHAIR ROSALES: Thank you.

MR. BUSHELL: Thank you.

VICE CHAIR ROSALES: Director Silva?

DIRECTOR SILVA: No. No questions.

VICE CHAIR ROSALES: I'm not sure if Director Miller is back on. Maybe if he's not, I just want to thank you, Chris, because -- and I'm on the Brown Line so I agree. Hard work, you know, but also -- also interesting. I think a lot of people sort of are -- gawk a little bit. You know, they find it very interesting all the work that's being done. Just a -- I guess the only question. With the signal design you were saying we're at 45 but that overall won't affect -- 45 percent overall that won't affect anything as far as the project goes, right?

MR. BUSHELL: No. The fact that those two designs aren't at the same level I mean I would certainly in a perfect world I would like signal to be at the same level of completion if not at a
little more advanced. But signaling is a big
challenge. It is a high tech industry that has
seen some impacts due to Covid. You know, in our
case we have recently seen some impacts due to
workers who are -- crews that are working out there
having miscellaneous sicknesses. I think we've all
probably experienced Covid creeping closer in our
personal lives. Certainly in the projects we've
seen it. But even back before that this technology
is produced across the world. In our case we
have -- a lot of the technology comes from Italy
that we're installing here so on that of course is
a country early on that was impacted by it -- by
Covid. And then just in general the industry is
very tight. There's a fair amount of work
particularly with the -- combining with some of the
freight work that's going on, PTC work. And then
some of the major transit projects happening on
both of the coasts. This industry is very tight in
general for resources. So I'd like it to be
further along. It's not impacting the schedule any
more than other major issues that are -- that are
out there. And we're mitigating those delays to
the best of our ability in concert with the
contract.

VICE CHAIR ROSALES: Great. Thank you.

SECRETARY LONGHINI: Chairman -- Chairman Rosales, could we take a slight pause as we bring Reverend Miller back into the meeting?

VICE CHAIR ROSALES: We sure can.

SECRETARY LONGHINI: Okay.

VICE CHAIR ROSALES: Thank you, Chris.

SECRETARY LONGHINI: Thanks, Chris. Herb, just let us know when Reverend Miller is back in.

MR. NITZ: Okay. Stand by.

SECRETARY LONGHINI: Okay.

(A recess was taken at 10:40 a.m.)

(Proceedings resumed at 10:43 a.m.)

MR. NITZ: Director Miller is on the phone.

VICE CHAIR ROSALES: Okay. Great. Thank you.

Welcome back, Director Miller.

DIRECTOR MILLER: Thank you. I don't know what happened.

VICE CHAIR ROSALES: I just wanted to make sure you don't have any question. You may not for Chris Bushell. You're good.
DIRECTOR MILLER: No, I didn't. I'm good. Thanks.

VICE CHAIR ROSALES: Okay. Great. All right. Great. Thank you so much. Again, Chris, thanks so much. And then next the presentation will be by Juanpablo Prieto on diversity.

MR. PRIETO: Thank you, Vice Chair. We continue to hold our monthly meetings with the prime to discuss workforce and DBE outreach compliance. As we close out 2020, we've established tentative dates for outreach in 2021 and the contractor continues to identify opportunities for DBEs. The contractor is also working closely with our workforce partners to identify potential hiring needs as work ramps up next year. On November 18th, the Walsh-Fluor design build team served as the guest speaker for the ACE trades day hosted by ACE Mentor Chicago. The ACE Mentor Chicago program is an after-school program designed to attract high school students to pursuing -- into pursuing careers in architecture, construction and engineering. This marks the first time ACE Mentor Chicago had done an introduction to the building trade and about forty students
participated. During the presentation the Walsh-Fluor team provided an overview of the RPM phase one project, discussed applying to the building trade, had Chicago Women in Trade and Revolution Workshop do a pre-apprentice introduction, hosted a trivia session and completed an introduction to Walsh and included testimonials from individuals working the building trades. The presentation also included a virtual tour of the construction site. Also in closing out the year CTA along with the Walsh-Fluor team and our workforce partners hosted a virtual DBE and outreach event yesterday. During the event we presented opportunities for both DBE firms and individuals interested in the careers in the building trades. Our workforce partners also presented on the services and resources they offer. We took questions from the participants and provided contact information so everyone could stay connected. We had about sixty individuals attend the event.

Although it is not directly related to RPM, I did want to update the Board on our small business educational series. As you may remember,
we began the small business education series in 2017 when President Carter wanted to engage small businesses who had not done CTA work for projects that were scheduled on the Green Line. From there we have run the series annually focused on different projects as Your New Blue in 2018 and RPM in 2019. This year we decided to incorporate the series as a permanent part of our programing and it is now the CTA Small Business Educational Series. We have also expanded it from a six class series to and an eight class series taught by several clients. Given the pandemic, we have postponed the series from our planned launch in March until later in the year and moved the entire series virtually. We graduated ten firms in November of this year and we are in the planning stages for our series next year. We look forward to providing updates to the Board with our future initiatives. That concludes my portion of the construction report. I'm happy to answer any questions.

CHAIRMAN ROSALES: So I have a question. So with regards to those ten firms that graduated, the Small Business Educational Series, the CTA Small Business, that's great. I love that. So what do
they come out with? Like what -- what does it say that they learn? And it is a certificate or something that they get?

MR. PRIETO: We do send them a certificate. They get classes on estimating, on pursuing work, financing, how to invoice, how to market their firm. So different aspects of business -- of how to run their business and how to compete for work. Specifically public work and CTA work which can be different than -- than private sector work.

VICE CHAIR ROSALES: It usually is. Yeah. It usually is. And then you said that there are several firms that are participating. Client firms that participating in some of these?

MR. PRIETO: Yes. All of our classes are taught by -- by businesses, by contractors. The majority of them are prime contractors that participate on -- on our contracts. We also have two small businesses that also teach classes.

VICE CHAIR ROSALES: And then are these businesses that have never done work with the CTA or is there a mix now of businesses that have and haven't?

MR. PRIETO: Now there is mix. The intention
when we started in 2017 with the Green Line series was to focus on firms that had never done CTA work. We still try and target firms that want to move in to public work or move into CTA work. But we accept firms that have done CTA work as well.

VICE CHAIR ROSALES: Okay. And then of the sixty that participated yesterday on the virtual event that you had, are those all new or are those again a mix?

MR. PRIETO: It's a -- they were a mix of DBE firms and individuals interested in careers in construction.

VICE CHAIR ROSALES: Okay. It sounds like it's being well received. And again our communication for that, the vehicles to communicate these different programs --

MR. PRIETO: We -- we regularly use social media so you'll see them on LinkedIn, Twitter and Facebook and we also communicate out via our technical assist agencies and our workforce partners.

VICE CHAIR ROSALES: Great. Thank you. No questions more from me but I'll ask the directors. Director Miller, do you have any questions?
DIRECTOR MILLER: No, I don't.
VICE CHAIR ROSALES: Okay. Director Jakes?
DIRECTOR JAKES: No questions.
VICE CHAIR ROSALES: Director Irvine?
DIRECTOR IRVINE: No questions.
VICE CHAIR ROSALES: Director Silva?
DIRECTOR SILVA: No questions.
VICE CHAIR ROSALES: Okay. Great work by everyone. Thank you.
MR. PRIETO: Thank you.
VICE CHAIR ROSALES: Juanpablo, I appreciate your presentation. So our next agenda I have is new business. Greg, do you have any new business?
SECRETARY LONGHINI: I do not have any new business, Chairman.
VICE CHAIR ROSALES: So I think with no further business to come before the Board I -- I would like to say before I ask for a final motion just happy holidays to everyone. I think this has been an incredible year both good and bad. I think because we've really seen -- I know that this team at the CTA, the Board, everyone has really stepped it up in a very, very difficult year. And so I think it's been the worst of times but in many instances
we've seen the best of people, you know, that has come out. Just the very best that has come out. And I'm happy that we're ending -- I think that we're ending the year with a lot of hope. I think this vaccine is at least giving people hope that we can get through this. That there's a light at the other end of the tunnel. And I don't know about everybody else but at least for me it's really changed my perspective a lot, you know, with regards to what we as humanity can do together and what -- the things that are really important. You know, health is so important. I -- I've always been a healthy person but to put that at the front I think of everything else. As well as working together, you know, people just have come out to help each other. And I know that so many people are talking about that we're going to come out of this better people but what being a better person represents I think for a lot of us has changed. At least for me it really represents helping others and being the best that I can be. So I want to thank all of you because I think everybody has really been the best that they can be at the CTA. So in that light it's been a great year and I think
we're ending it hopefully with a lot of hope. And for good things to come. I don't know if anyone else, you know, before we adjourn would like to make any comments with regard to the end of the year and wishing everybody a happy year. Any of the directors?

DIRECTOR MILLER: Ditto to what you said. I think you said it well. And I just want to say a blessed and happy holiday to everybody in spite of what we're going through now. We're going to come out of it all right. So just keeping the faith. I thank all of you.

VICE CHAIR ROSALES: Thank you very much for that. Anyone else?

PRESIDENT CARTER: Director Rosales, I just want to say on behalf of the staff I want to thank you and all the members of the Board for your support of us as we've dealt with this difficult year. And I know that many of you have reached out personally to -- to talk to us about how the employees are holding up during the pandemic and have, you know, really embraced the essential nature of the work that our employees have been doing? And -- and obviously to say this year has
been challenging is probably an understatement.
Our employees have -- have really stepped up to the
plate and performed heroically during this year.
And I echo your sentiment about next year and
seeing it as a way of light in the future here in
terms of what we -- what we can expect and
hopefully what we can accomplish in a -- in an
environment where the pandemic starts to receive a
vaccine and the vaccinations increase. But I think
we're all very proud of the work CTA has done and
we're equally proud and happy for all the support
that all of the workers have given us. So thank
you. And I hope everybody has a very healthy and
restful holiday season.

VICE CHAIR ROSALES: Thank you, President
Carter. And, please, I know we only get to
see -- a lot of times we only get to see the
executive staff and if you can share with everyone
else at the CTA, you know, that we're really,
really grateful for the -- for the great work
that's being done. It helps to move this city
forward and keep it going. So that means so much
to so many people. Thank you.

PRESIDENT CARTER: Absolutely.
VICE CHAIR ROSALES: Thank you. Well, with no further business to come before the Board, may I have a motion to adjourn?

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Motion to adjourn moved and seconded.

DIRECTOR IRVINE: Yes. And happy holidays, everyone.

SECRETARY LONGHINI: Thank you. Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes. And merry Christmas to everybody.

SECRETARY LONGHINI: Thank you, sir. And, Chairman Alva Rosales?

VICE CHAIR ROSALES: Yes. And thank you. And merry Christmas and happy new year. Thanks, everybody.

SECRETARY LONGHINI: Motion passes. We are adjourned. Thank you.
(Which were all proceedings had
in the above-entitled cause at
this time.)
(Whereupon, the 2020 Chicago
Transit Board Meeting
adjourned at 10:55 a.m.)
STATE OF ILLINOIS

COUNTY OF COOK

MARGARET E. MECKLENBORG, as an Officer of the Court, says that she is a Certified Shorthand Reporter doing business in the State of Illinois; 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 via videoconference.

IN TESTIMONY WHEREOF: I have hereunto set my verified digital signature this 17th day of December, 2020.

Margaret E. Mecklenborg

Illinois Certified Shorthand Reporter
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