

1 COMMITTEE ON FINANCE, AUDIT AND BUDGET

2
3 IN RE THE MATTER:)
4 REGULAR MEETING)
5)
6)

7
8 Report of proceedings at the meeting of
9 the above-entitled cause, before Tabitha Watson, an
10 Illinois Shorthand Reporter, on the 10th day of
11 February, 2021, at the hour of 9:32 a.m., via
12 videoconference.

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19 Reported by: Tabitha Watson, CSR, RPR
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1 BOARD MEMBERS PRESENT:

2 ALEJANDRO SILVA, Chairperson

3 ARABEL ALVA ROSALES

4 KEVIN IRVINE

5 BERNARD JAKES

6 JOHNNY MILLER

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10 ALSO PRESENT:

11 DORVAL R. CARTER, JR., President

12 GREGORY LONGHINI, Secretary

13 KAREN SEIMETZ, General Counsel

14 MIKE CONNELLY

15 JEREMY FINE

16 ELLEN MCCORMACK

17 BILL MOONEY

18 JUAN PABLO PRIETO

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1 SECRETARY LONGHINI: Good morning. My name is
2 Gregory Longhini. I am the Secretary to the
3 Chicago Transit Board. On February the 3rd of
4 2021, this office issued a notice of changed format
5 of the meeting of the Committee on Finance, Audit
6 and Budget and the Transit Board -- the regular
7 Transit Board meeting scheduled for February 10th,
8 2021 due to the COVID-19 pandemic.

9 Due to the COVID-19 pandemic, on February
10 the 5th, 2021, Illinois Governor JB Pritzker
11 renewed the proclamation in effect in Illinois to
12 address this emergency. One second, please.

13 Because the disaster proclamation is still
14 in effect in the state of Illinois, this meeting is
15 being held pursuant to the amended provision of the
16 Open Meetings Act that is Section 7(e), which
17 allows for virtual public meetings as long as a
18 disaster proclamation is in effect.

19 with that, Chairman Silva, we may begin
20 the meeting of the Finance, Audit and Budget
21 Committee.

22 CHAIRPERSON SILVA: Good morning. I would like
23 to call to order the February 10, 2021 meeting of
24 the Committee on Finance, Audit and Budget. will



1 the secretary call the roll.

2 SECRETARY LONGHINI: Yes. Director Miller?

3 DIRECTOR MILLER: Here.

4 SECRETARY LONGHINI: Director Jakes?

5 DIRECTOR JAKES: Here.

6 SECRETARY LONGHINI: Director Irvine?

7 DIRECTOR IRVINE: Here.

8 SECRETARY LONGHINI: Director Alva Rosales?

9 DIRECTOR ALVA ROSALES: Here.

10 SECRETARY LONGHINI: And Chairman Silva?

11 CHAIRPERSON SILVA: Here.

12 SECRETARY LONGHINI: We have a quorum with all
13 five members of the committee present, sir.

14 CHAIRPERSON SILVA: Our first order of business
15 is the approval of the committee minutes of
16 January 13, 2021. May I have a motion to approve?

17 DIRECTOR JAKES: So moved.

18 DIRECTOR MILLER: Second.

19 SECRETARY LONGHINI: Moved by Director Jakes,
20 seconded by Director Miller. I will now take a
21 roll on that.

22 Director Miller?

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Jakes?



1 DIRECTOR JAKES: Yes.

2 SECRETARY LONGHINI: Director Irvine?

3 DIRECTOR IRVINE: Yes.

4 SECRETARY LONGHINI: Director Alva Rosales?

5 DIRECTOR ALVA ROSALES: Yes.

6 SECRETARY LONGHINI: Chairman Silva?

7 CHAIRPERSON SILVA: Yes.

8 SECRETARY LONGHINI: That motion is approved
9 with three -- five yes votes, sir. We may proceed
10 on the agenda.

11 CHAIRPERSON SILVA: Our next order of business
12 is the finance report. Jeremy Fine.

13 JEREMY FINE: Good morning. I'm Jeremy Fine,
14 your Chief Financial officer and I'll review the
15 December results. Next slide, please.

16 With regard to December revenues, we see
17 farebox and pass totals coming in approximately
18 where they have been over the last several months.
19 We see fare and pass totals down about \$32 million
20 to budget. We see the reduced fare subsidy coming
21 in at budget. We see nonfarebox totals coming in
22 similar to what we've seen over the last few month
23 as well, down about \$4 million.

24 We do continue to make aggressive efforts



1 to continue to bolster revenues, particularly on
2 this line and we're excited about, you know,
3 continuing to expand the number of advertisers,
4 particularly some new advertisers that we'll be
5 rolling out onto the system imminently. So, again,
6 we'll be looking to carve into the shortfalls that
7 we've seen there with some new advertising dollars
8 in the future.

9 But overall for the month of December, we
10 see total revenues down about \$36 million to
11 budget. The critical component here has been CARES
12 funding and we'll talk about that more in a moment.
13 Next slide, please.

14 With regard to year-to-date revenues, we
15 see a similar trend on the various line items. We
16 see fare and pass totals down about \$350 million.
17 The reduced fare subsidy coming in at budget.
18 Nonfarebox totals down about \$30 million. So
19 overall on a year-to-date basis, we see
20 system-generated revenues down about \$380 million
21 to budget.

22 On the next slides we talk about our
23 expenses and how we've done a great job of
24 continuing to control expenses throughout the



1 pandemic. We see labor here slightly unfavorable
2 on a monthly basis, you know, due to some end of
3 year adjustments that we always do. So, again, we
4 see unfavorability to the tune of 4.4 million.

5 We see materials coming in essentially at
6 budget. Fuel and power have been a great performer
7 for us throughout the year, including this month.
8 We see about a half a million dollars of positive
9 variance for fuel and a little under a million
10 dollars, about 800,000, for power.

11 Injuries and damages and security services
12 coming in essentially at budget and then other
13 expenses was favorable by about \$4.3 million for
14 the month. So overall for the month of December,
15 we end up positive to budget by about \$1.2 million.

16 If you flip to the next slide, you see how
17 we've been able to continue this trend throughout
18 the year. We see labor coming in essentially at
19 budget, slightly down. Same with materials. Fuel
20 and power have been very strong performers
21 throughout the year where we've been able to garner
22 over 7, \$8 million on each of those line items
23 throughout the year.

24 IND and security services coming in



1 essentially at budget. And the other expenses
2 coming in at a little less than \$20 million, about
3 \$19 million of favorability on that line item.

4 So overall for the year, we are favorable
5 by about 32, \$33 million. So, again, a great
6 effort by the various departments at CTA to
7 continue to control expenses in a very, you know,
8 trying time, but this has allowed us to stretch the
9 CARES dollars, which I'll talk about more in a
10 moment, as far as we can. Next slide, please.

11 With regard to our public funding, again,
12 we see the trends continuing that we've seen over
13 the last several months. We've seen sales tax --
14 you know, just as a reminder, we receive sales tax
15 three months in arrears. So we'll -- it will still
16 take a couple more months for us to finalize the
17 results for public funding for 2020. But, you
18 know, here in October results, we see those
19 unfavorable down about \$7 million.

20 PTF, which attributed to January of 2021
21 is positive by about \$3 million and the RETT, the
22 cumulative RETT, is down about \$2 million. So,
23 overall, we're down about \$6 million, 5.7 million.
24 Again, in line with what we've seen in the last



1 several months, but if you flip to the next page,
2 that trend -- that recent trend is better than what
3 we saw at the earlier part of the pandemic where we
4 saw a more unfavorable stance on our public
5 funding.

6 As you see here, sales tax through October
7 is down a little over 50 million, PTF down about 37
8 million, and then RETT down about 20 million in
9 aggregate. So, overall, we're down in public
10 funding about \$112 million on a year-to-date basis.
11 Again, CARES funding is the critical component here
12 to stop the bleeding on both the system-generated
13 revenue as well as public funding.

14 We'll turn the page to the CARES Act
15 draws. For the month, we're doing about
16 \$45 million. Again, that's been the trend here
17 recently. Overall for the year, we will have drawn
18 \$450 million, which equates to about 55 percent of
19 the total CARES One Act allocation of \$817 million.
20 So, again, that effort to control our expenses
21 allowed us to carry over funds into 2021.

22 In addition to that, you know, there was a
23 CARES Two package that was passed at the end of
24 2020, beginning of 2021. We're still working with



1 the RTA for the allocation of those funds. But,
2 again, we will have carryover funds from 20 -- from
3 the original \$817 million and, again, that was
4 bolstered by the fact that we were able to, you
5 know, control our expenses in a very meaningful
6 way.

7 On the next slide, we talk about our
8 commodities. We continue with the RFP process for
9 fuel and natural gas. We've been able to lock in
10 at very favorable rates on fuel, power, and natural
11 gas. You know, fuel has come up a little bit, you
12 know, but we're currently -- and it dipped back
13 down slightly. We're currently at about \$2.05 a
14 gallon to kind of put that in perspective. You
15 know, we locked in 2021, you know, at \$2.25. We
16 locked in 2020 at \$2.67. So even with a slight,
17 you know, increase recently that has added a little
18 bit, we're still at very historically low rates.
19 So, again, we'll look for selective opportunities
20 to continue to buy fuel, power, and natural gas as
21 those opportunities afford themselves.

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

24 CHAIRPERSON SILVA: In the last weeks, we have



1 been seeing, okay, that some -- the government is
2 focusing more, okay, on the vaccination than
3 restrictions. Do we see that, okay, ourselves,
4 okay, that -- that -- that we are getting close,
5 okay, to lift some of the restrictions that we have
6 been having?

7 JEREMY FINE: So with regard to, you know, the
8 ridership or ...

9 CHAIRPERSON SILVA: That will increase
10 ridership, okay, if --

11 PRESIDENT CARTER: Director Silva, let me try
12 to answer that. We haven't gotten any indication
13 from the City that we are, you know, on the edge
14 of, you know, reopening or removing restrictions
15 that are currently in place around our ridership or
16 our capacity limits.

17 There is a lot of work being done right
18 any to prepare for reopening. CTA is doing a lot
19 of work in that arena as well in terms of preparing
20 to welcome customers back onto CTA when the city
21 reopens. But I think that we're still a little
22 ways away, just given what I understand to be the
23 path for the vaccination process and the amount of
24 time it's going to take to get through both 1B,



1 which we're in now, and then 1C. So we are not
2 anticipating in the immediate future any
3 significant change in the restrictions that are in
4 place with CTA.

5 CHAIRPERSON SILVA: Thank you.

6 SECRETARY LONGHINI: Any further questions,
7 Chairman Silva?

8 CHAIRPERSON SILVA: No, no more questions from
9 me.

10 SECRETARY LONGHINI: Thank you.

11 Director Alva Rosales?

12 DIRECTOR ALVA ROSALES: No, I guess it's almost
13 the opposite side of what Director Silva asked, but
14 in line with that. Because we still have to
15 promote masks and, you know, washing hands and
16 everything amongst our employees and the public, so
17 will that -- do you anticipate that incurring any
18 additional expenses, I guess that's more my
19 question, or do we stay status quo until we get
20 through this?

21 PRESIDENT CARTER: Well, we've already sort of
22 factored into our budget for this year the PPE and
23 other equipment we're going to need as the pandemic
24 continues. As you all are aware, the Federal



1 Government recently imposed a Federal mandate
2 requiring people who are using public transit to
3 wear masks. That's consistent with the policies
4 and the code of conduct that this board approved,
5 you know, almost a year ago with regards to masks.

6 So while we're updating some of our
7 customer information to inform of the Federal
8 mandates and the potential fines that are
9 associated with that, there's no additional direct
10 expense that we believe is going to come out of
11 that process that will add to the expenditures that
12 we're already making in terms of both the masks we
13 provide to our employees as well as the masks that
14 we're providing to customers through our pilot
15 program and through our healthy safety kits.

16 So at this point, no, I don't see anything
17 that should significantly impact our budget around
18 this one particular issue.

19 DIRECTOR ALVA ROSALES: Okay. I guess my only
20 other comment then, again, Jeremy and the whole
21 team, you know, thanks on the work done on
22 controlling the expenses and extending the CARES
23 Act money as much as possible. That's really great
24 to see that. That's all. Thank you.



1 PRESIDENT CARTER: I would point out to the
2 Board as Jeremy mentioned, we are expecting another
3 tranche of money for CTA under the ERISA Act, which
4 was the second emergency relief fund that Congress
5 passed about a month or two ago. We're still
6 waiting for RTA to determine how those funds will
7 be divided up. We expect to know that between now
8 and March. But at that point in time, you know, we
9 will be able to significantly address the budget
10 deficit that I know we're carrying right now in
11 anticipation of the receipt of those funds.

12 So we'll continue to keep the Board
13 updated as to the progress on that conversation
14 with RTA and, obviously, when we get -- when we get
15 final, you know, determination on what the numbers
16 will be for CTA, we will inform the Board of what
17 that means in terms of the deficit that we're
18 currently identifying in our budget, which
19 hopefully will no longer be an issue going forward.
20 I'm very optimistic that that's where we're going
21 to end up, but we still have to wait for RTA to
22 make the final decisions on how the funds should be
23 allocated.

24 CHAIRPERSON SILVA: Is RTA the one in charge,



1 okay, to make the decision --

2 PRESIDENT CARTER: Yes. Yes. Because the
3 funds are allocated to the entire region and not to
4 CTA directly, RTA has to then decide how the funds
5 get redistributed through CTA, Metra, and Pace.

6 CHAIRPERSON SILVA: Thank you.

7 SECRETARY LONGHINI: Any questions, Director
8 Miller?

9 DIRECTOR MILLER: No questions.

10 SECRETARY LONGHINI: Director Jakes?

11 DIRECTOR JAKES: President Carter, as far as
12 vaccination is concerned -- this is not dealing
13 with finances, but as far as vaccination is
14 concerned, is there any conversation regarding rail
15 and bus operators being put into that essential
16 list to move them ahead?

17 PRESIDENT CARTER: Yes. The public
18 transportation workers are actually in the 1B
19 category, which is the group that we are in right
20 now. We are in the process of working
21 collaboratively with the City of Chicago and the
22 Chicago Department of Public Health to put in place
23 the vaccination program for our employees, which we
24 anticipate that program starting up in the next



1 couple of weeks. Obviously given the size of our
2 workforce, it's going to take some time for us to
3 get through getting all the employees vaccinated
4 themselves, but I am very excited that we are
5 really on the brink of being able to get the
6 vaccination to our employees directly and start to
7 address the concern about the coronavirus and its
8 impact on our workforce. I expect that we'll have
9 more news on that in the upcoming days.

10 CHAIRPERSON SILVA: Does this include office
11 people?

12 PRESIDENT CARTER: It does, but we are
13 prioritizing, initially, those customer-facing
14 employees who are most at risk for contracting the
15 virus. So that will be our primary focus for, you
16 know, several weeks into the program, if not
17 longer, before we focus on the administrative
18 employees who are really all, as you know,
19 basically working from home right now and are in a
20 much safer situation in terms of risk of exposure
21 to virus than our frontline employees.

22 DIRECTOR JAKES: Thank you.

23 CHAIRPERSON SILVA: Thank you.

24 SECRETARY LONGHINI: Director Irvine, any



1 questions for Jeremy or Dorval?

2 DIRECTOR IRVINE: No questions. Thanks.

3 SECRETARY LONGHINI: All right. Thank you.

4 Chairman Silva, there are no further
5 questions on the finance report, so you may proceed
6 to Agenda Item Number 4.

7 CHAIRPERSON SILVA: Our next order of business
8 is the review of an ordinance authorizing an
9 intergovernmental agreement with the City of
10 Chicago through its Department of Assets,
11 Information, and Services for the fuel services and
12 maintenance and repair of Authority non-revenue
13 vehicles and equipment.

14 BILL MOONEY: Bill Mooney, your Chief
15 Infrastructure Officer. Staff recommends approval
16 of an ordinance authorizing an intergovernmental
17 agreement with the City of Chicago through its
18 Department of Assets, Information, and Services.
19 The IGA will provide the CTA's non-revenue fleet
20 with fuel supplies and maintenance and repair
21 service.

22 The CTA entered into an initial fuel
23 supply service IGA with the City of Chicago in 2004
24 and entered into a separate agreement for repair



1 services in 2018. This intergovernmental agreement
2 will consolidate the two prior IGAs into one
3 agreement.

4 The fuel surcharge and hourly maintenance
5 rates stay the same as under the prior agreement.
6 A provision allowing the City to lease space at
7 CTA's Beverly garage has been removed in this
8 agreement, as the City no longer uses this
9 location.

10 Both parties have the option to terminate
11 the IGA in whole or in part within 180-days'
12 notice. I'll be happy to take any questions.

13 CHAIRPERSON SILVA: The rate is \$115 per hour?

14 BILL MOONEY: That's the labor rate for the
15 City mechanics who do the work on the vehicle.

16 CHAIRPERSON SILVA: Is that the same rate that
17 we were having before?

18 BILL MOONEY: That's the same rate we had under
19 the prior IGA.

20 CHAIRPERSON SILVA: So you're comfortable with
21 the ...

22 BILL MOONEY: Yes, sir.

23 CHAIRPERSON SILVA: Thank you.

24 SECRETARY LONGHINI: Director Alva Rosales?



1 DIRECTOR ALVA ROSALES: No questions. I mean,
2 this is really just a combination of the two that
3 we previously had, correct?

4 BILL MOONEY: That's -- that's correct.

5 DIRECTOR ALVA ROSALES: Thank you.

6 SECRETARY LONGHINI: Director Miller?

7 DIRECTOR MILLER: No questions.

8 SECRETARY LONGHINI: Director Jakes?

9 DIRECTOR JAKES: No questions, Greg.

10 SECRETARY LONGHINI: Director Irvine?

11 DIRECTOR IRVINE: No questions.

12 SECRETARY LONGHINI: Chairman Silva, there are
13 no further questions on this matter.

14 CHAIRPERSON SILVA: Okay. So we continue.
15 Item Number 5.

16 SECRETARY LONGHINI: Chairman Silva, we will
17 need leave to place this item on the omnibus,
18 Agenda Item Number 4.

19 CHAIRPERSON SILVA: If there are no further
20 questions, may I have leave to place this item on
21 the omnibus for board approval?

22 DIRECTOR JAKES: So moved.

23 DIRECTOR MILLER: Second.

24 SECRETARY LONGHINI: Moved and seconded by



1 Directors Jakes and Miller. Chairman Silva, we may
2 proceed now to Item Number 5.

3 CHAIRPERSON SILVA: Our next order of business
4 is a review of an ordinance authorizing a
5 subsidized agreement with Civic Staffing L3C for
6 Bus Route Number X98 Avon Express. Mike Connelly.

7 MIKE CONNELLY: Good morning, Directors, Vice
8 Chair Rosales, and Chairman Silva. I'm Mike
9 Connelly, your Chief Planning Officer.

10 The item before you this morning would
11 authorize a new three-year contract between CTA and
12 Civic Staffing L3C in support of the X98 Avon
13 Express bus route. This route operates between the
14 Jefferson Park Blue Line station and the Avon
15 manufacturing facility in Morton Grove. CTA has
16 had a contract to support this necessary
17 first-mile-last-mile service, which carries
18 production workers between a suburban job center
19 and our bus and rail terminal here in Chicago since
20 2002.

21 Upon approval by the Board, this contract
22 would be effective for three years from April 1st,
23 2021 through March 31st, 2024. The contract is
24 structured so that Civic Staffing L3C pays for the



1 hourly operating cost for the route, net any fare
2 revenues collected from customers. The hourly rate
3 is set to fully cover CTA's actual operating costs
4 and include a 2 percent annual increase in 2022 and
5 2023 to cover cost escalations.

6 I'll be happy to answer any questions you
7 could have about this ongoing public-private
8 partnership, which increases mobility for our vital
9 manufacturing sector here in the Chicagoland.

10 CHAIRPERSON SILVA: Do we make money with this?

11 MIKE CONNELLY: Yes, we do.

12 SECRETARY LONGHINI: Thank you.

13 Director Alva Rosales?

14 DIRECTOR ALVA ROSALES: Good idea. No
15 questions.

16 SECRETARY LONGHINI: Thank you.

17 Director Miller?

18 DIRECTOR MILLER: No questions.

19 SECRETARY LONGHINI: Director Jakes?

20 DIRECTOR JAKES: No questions.

21 SECRETARY LONGHINI: Director Irvine?

22 DIRECTOR IRVINE: No questions.

23 SECRETARY LONGHINI: There are no further
24 questions, Chairman Silva.



1 CHAIRPERSON SILVA: If there are no further
2 questions, may I have leave to place this item on
3 the omnibus for Board approval?

4 DIRECTOR JAKES: So moved.

5 DIRECTOR MILLER: Second.

6 SECRETARY LONGHINI: Moved and seconded by
7 Director Jakes and Miller. Chairman Silva, we may
8 now proceed to the contracts starting with Number
9 A1.

10 CHAIRPERSON SILVA: Next order of business is
11 Contract A1, bus purchase contract.

12 SECRETARY LONGHINI: And, Chairman, we're going
13 to have a presentation on this, correct?

14 CHAIRPERSON SILVA: Yes. We're going to have a
15 presentation.

16 SECRETARY LONGHINI: By Chief Operating Officer
17 Donald Bonds.

18 DONALD BONDS: Good morning, Directors. This
19 is Donald Bonds. I'm the Chief Transit Officer
20 here at CTA. I'm going to go over some of the
21 customer-facing improvements that these buses will
22 have once they're delivered to CTA. Next slide.

23 First up is the infotainment system.
24 Buses will be equipped with the latest infotainment



1 screens which can be displayed to show realtime
2 route information, stop requests, advertisement,
3 and passenger updates.

4 As you can see in the picture here, there
5 will be a sign near the driver's area and also one
6 will be placed rear -- near the rear doors of the
7 bus. Next slide.

8 Okay. These buses will also be equipped
9 with ramps manufactured by Fedco. The new ramps
10 increase the flat area to 31 inches to prevent
11 mobile devices from rolling back. Ramps also
12 feature an improvement of 1.6 ramp angle, which
13 have an entrance angle of about 9.5 angles. And
14 you can see in the pictures here of how that would
15 be installed on the bus. This is an improvement to
16 help prevent some of the issues that we've had with
17 our customers that are in mobile devices from
18 rolling back when they're trying to board the bus.
19 Next slide.

20 Also, these buses also feature a high buoy
21 function, which allows a bus not only to kneel, but
22 also to raise above normal ride height to allow the
23 ramp to sit flat when the curbs are elevated, such
24 as where we have buses that are in the Loop Link



1 area to allow the bus to raise up so the ramp is
2 flat when it comes out, which will give the
3 customer in the wheelchair better access to the
4 bus. Next slide.

5 Also, the buses will be equipped with
6 enhanced safety systems. The pedestrian detection
7 system. This system provides both operator and
8 pedestrians alerts, visual strobe, alarm when
9 pedestrian, vehicles, cyclists are in the danger
10 zones of the buses.

11 As you can see on the picture to the left
12 there, these various things the operator would see
13 from the driver's seat as they're operating, which
14 will give them the alert of someone in the danger
15 zone of the bus. And, also, you'll see in the
16 other picture at the bottom, it will show the
17 various blind spots the system will pick up, which
18 will alert the operator also.

19 Now, there's a speaker that will be placed
20 at the front door area, which will give the audible
21 alarm and, also, you have visual strobes on both
22 sides of the bus near the mirror areas that will
23 also send out signals to anyone in the danger zone.
24 Next slide.



1 These buses will be equipped with the
2 latest HD high-definition cameras systems with
3 improved video quality and retention. The hard
4 drive capacity has been enlarged to 8 terabytes,
5 which is an improvement from what we currently
6 have, which is a 2-terabyte on our camera systems.

7 It will also include the latest on HD
8 cameras, which will include ten cameras, as you can
9 see inside the picture to your right. It gives
10 kind of the areas that will be covered by these
11 cameras. With the 8-terabyte hard drive, it will
12 allow us to potentially save video for an incident
13 for up to 30 days on the bus. Each terabyte -- the
14 8-terabyte system will give us a lot more capacity
15 in terms of saving events that may have occurred
16 after they have been reported to us. Next slide.

17 Also, we will be making some improvements
18 with our vinyl -- with our seats. Based on some of
19 the customer feedback that we had received on our
20 previous fleet where we had some hard shell seats
21 that were installed, customers had some feedback
22 where they felt that they were not fully secured
23 when they sat in the seats. So we are now
24 installing vinyl cover seating, which they give



1 them more traction when they sit in their seat of
2 the bus. So this is definitely something that the
3 customers gave us a lot of feedback on and we made
4 some changes here on this new procurement.

5 And I believe that's our last slide on the
6 presentation. Thank you.

7 PRESIDENT CARTER: Mr. Chairman, before you go
8 forward, let me just say a few words about this
9 particular contract.

10 As you know, as we just got finished
11 talking about, the pandemic has obviously had a
12 major impact on CTA's operations over the course of
13 the past year. However, in spite of that, we
14 recognize the importance of continuing to make the
15 necessary investments into our fleet to modernize
16 it, which not only will save us money in the long
17 run, but will also add, as Mr. Bonds just went
18 through in his presentation, a number of customer
19 improvements, which we hope will be beneficial to
20 retaining and bringing new customers onto CTA.

21 The buses that we'll be replacing here are
22 the oldest buses in our fleet and are way beyond --
23 way, way beyond their useful life. So this is
24 something that we have to do, you know, no matter



1 what the future holds for CTA. It's something that
2 will be a vast improvement over the buses that
3 they're going to replace. I'm excited about this.
4 This is certainly in sync with what we're doing
5 with the rail side of our system with our new
6 railcars. We're doing some of the same things as
7 we're talking about here on the bus side.

8 And I think it certainly shows our
9 continued commitment to improving the quality of
10 service that we provide to our customers and
11 another example of how we are basically looking
12 forward to getting our customers back on CTA when
13 this pandemic is over and we're in a position to
14 see our ridership continue to return and our
15 revenues continue to increase over time.

16 CHAIRPERSON SILVA: Our long goal was electric
17 buses. Is there -- is there a way we can change
18 some of these ones we're receiving right now for
19 electric ones?

20 PRESIDENT CARTER: Not these buses. This was a
21 bus procurement for diesel engine buses, but we are
22 obviously on the way towards transitioning to a
23 zero-emissions all-electric bus fleet. These
24 buses -- these buses will have been purchased,



1 used, and retired before we get to the goal that
2 we've established for going to an all-electric bus
3 fleet.

4 Before we start making substantial
5 investments in our electric fleet, we need to, one,
6 complete a plan that we are already developing on
7 how we'll transition our system from the current
8 diesel fuel fleet to an electric fleet. We also
9 need for the bus manufacturers to develop the
10 capacity to meet the size of orders that we're
11 going to need to place in order to do that.

12 Currently, that capacity is way below even
13 what this contract would be able to accommodate.
14 We just don't -- the bus manufacturers themselves
15 just haven't gotten to the point yet where they're
16 able to meet a demand of a major transit system
17 like CTA.

18 Having said that, we are continuing to buy
19 electric buses and expand our small fleet of
20 electric buses. We have an order on the way right
21 now for a delivery of buses. We have plans over
22 the course of the next several years to buy more
23 buses along with putting in place the
24 infrastructure for charging stations that will



1 allow us to utilize those buses in a greater area
2 of our service.

3 As you've seen from Bill Mooney's
4 construction reports, the building of charging
5 stations is a project in and of itself. So not
6 only do we have to deal with the reality of buying
7 the vehicles, we also have to deal with the reality
8 of the cost of putting in place the infrastructure
9 to support those vehicles. So, you know, we still
10 have a ways to go before we get to that point.

11 But these buses will not in any way impact
12 our goal or our deadline for going to a
13 zero-emissions all-electric bus fleet under our
14 current stated plans.

15 CHAIRPERSON SILVA: So the problem is that they
16 don't have the capacity to build them?

17 PRESIDENT CARTER: Yeah. That's one of the
18 problems. The other problem, of course, is we
19 don't have the infrastructure to support them. You
20 know, we don't have enough charging stations yet to
21 even utilize these buses in any great number. The
22 stations we're putting in place are going to
23 support the small -- you know, an increasing number
24 of electric buses that we're buying. So compared



1 to our overall bus fleet, we're talking about
2 electric buses that are in the neighborhood of 20
3 or 30 buses and that -- you know, that will start
4 to grow exponentially in the upcoming years. But
5 we're not ready to start doing that yet.

6 In the meantime, I have to continue
7 replacing my bus fleet for all the reasons that we
8 just discussed, both in terms of the cost and
9 efficiencies we get from newer buses. And I will
10 point out, these diesel buses are much more
11 efficient and cleaner than the buses we're
12 replacing, so we are getting some benefit,
13 environmental benefit, for what we're doing, but
14 also just recognizing the fact that we can't
15 continue to run these buses too much longer. So in
16 order to maintain the reliability of our fleet,
17 which is something Don, you know, views as his big
18 challenge as our fleet gets older, it's necessary
19 for us to buy these buses at this point in time.

20 CHAIRPERSON SILVA: Thank you.

21 SECRETARY LONGHINI: Director Alva Rosales?

22 DIRECTOR ALVA ROSALES: No, just great job on
23 the purchase of these buses. I mean, it's -- the
24 safety, the visual, audible, that's great on the



1 security side, the accessibility.

2 Question on the cameras, the visual -- the
3 video cameras that are inside, are the police able
4 to access them from outside if they need to?

5 DONALD BONDS: No. We're not set up for that
6 yet. You said to be able to tap into the system
7 itself?

8 DIRECTOR ALVA ROSALES: Yeah.

9 DONALD BONDS: No. The only thing we have is
10 currently we can do that at our control server, be
11 able to tap into a bus and see live what may be
12 happening in an incident.

13 DIRECTOR ALVA ROSALES: But we're able to
14 access it from the control center?

15 DONALD BONDS: Yes.

16 DIRECTOR ALVA ROSALES: Okay. If they need
17 access, they could do that. Okay. And then the
18 seats are great. They're easy to clean and to keep
19 clean, which is fantastic I think. That's one of
20 the big -- and I know that you mentioned before in
21 the briefing that as we're going through this,
22 we're showing it to the -- you know, individual
23 pilots just to make sure we're on the right track.

24 DONALD BONDS: Yes. Yes, we are.



1 DIRECTOR ALVA ROSALES: Great. Thank you.

2 Those are my comments.

3 DONALD BONDS: Thank you.

4 SECRETARY LONGHINI: Director Miller, any
5 questions?

6 DIRECTOR MILLER: Yes. With these new buses,
7 the opportunity for -- you know, in case of another
8 pandemic as far as the cleaning, does it have
9 opportunity with that already or we would be doing
10 the same type of cleaning that we're doing on the
11 old buses? And then, lastly, are we using the old
12 buses as we've done in the past for any particular
13 programs?

14 DONALD BONDS: Well, I can tell you the
15 cleaning process will remain the same because we
16 have a pretty standard cleaning process that we use
17 for all our buses and trains right now. So that
18 will not change.

19 As far as your other question, as far as
20 what we'll do with the old buses as they're
21 retired, well, they have reached the end of life,
22 which we cannot go and sell them or, you know, use
23 them for other purposes other than maybe to -- as
24 far as parts or things like that. But there's



1 no -- no way to put it back into service somewhere
2 else for another purpose, no.

3 DIRECTOR MILLER: Okay. Thank you.

4 SECRETARY LONGHINI: Director Jakes, any
5 questions?

6 PRESIDENT CARTER: Director Miller, just to
7 clarify Mr. Bonds' report. Usually what we do with
8 those buses is scrap them. CTA will strip them for
9 parts that we think are helpful for the rest of the
10 fleet and then we will sell it for scrap, basically
11 collect some money back from the buses at that
12 point in time. We don't usually keep old buses
13 around for any other purpose at that point. We
14 basically feel that it's better to get them off the
15 property. We don't have any place to store them,
16 but we get what little bit of revenue we can by
17 scrapping the metal parts at that point.

18 DIRECTOR MILLER: Okay. Thank you.

19 SECRETARY LONGHINI: Thank you, President
20 Carter.

21 Director Jakes, any questions?

22 DIRECTOR JAKES: No questions. As I said to
23 Mr. Bonds and I'll now say to our president, great
24 job. I think that it's very important that we



1 continue to progress. You know, we talk about
2 being a world class city, we need world class buses
3 and make sure we are environmentally friendly. So
4 kudos to you.

5 DON BONDS: Thank you.

6 SECRETARY LONGHINI: Director Irvine?

7 DIRECTOR IRVINE: Yeah. First, I love the new
8 buses. I love all the new features. I'm really
9 excited to see the ADA Advisory Committee members
10 get a chance to, you know, kick the tires and check
11 out all the features when we get a prototype. I
12 know it's a little ways down the road, but ...

13 One question I had, that high buoy
14 feature, is that something that's already pretty
15 common on buses that Nova has made?

16 DONALD BONDS: Yes. Yes, it is. And also, we
17 already are using the high buoy on the current new
18 Nova buses that we have that we bought, the 450.
19 We have updated those to be able to use the high
20 buoy feature on those. So it's just a matter of
21 programming the bus to be able to do it because it
22 just kneels -- it brings it all the way up higher
23 than what it normally is. So it's all programmed
24 into the bus.



1 DIRECTOR IRVINE: Okay. That's great. Thank
2 you. No other questions.

3 SECRETARY LONGHINI: Thank you, Directors.

4 Chairman Silva, there are no further
5 questions on A1. So we may proceed to the next
6 item, which is A2.

7 CHAIRPERSON SILVA: Our next order of business
8 is Contract Number A2, a cleaning services
9 contract.

10 SECRETARY LONGHINI: Any questions, Chairman
11 Silva?

12 CHAIRPERSON SILVA: Can you tell us, okay,
13 about the DBE ...

14 J.P. PRIETO: Yes --

15 CHAIRPERSON SILVA: (Indiscernible.)

16 J.P. PRIETO: Yes. Good morning, Director
17 Silva. The proposed DBE had several prime and
18 subcontracts with CTA, so they do have a history
19 performing on our contracts.

20 CHAIRPERSON SILVA: What percentage is it? Can
21 you repeat?

22 J.P. PRIETO: Yeah. 30 percent is the
23 commitment.

24 CHAIRPERSON SILVA: 30 percent.



1 J.P. PRIETO: Yes.

2 CHAIRPERSON SILVA: Thank you. And they have
3 been complying with that, right?

4 J.P. PRIETO: This is a new contract. So they
5 have committed to the 30 percent.

6 CHAIRPERSON SILVA: Okay. Thank you.

7 SECRETARY LONGHINI: Thank you.

8 Director Alva Rosales?

9 DIRECTOR ALVA ROSALES: No. I guess my only
10 question is, I'm assuming a lot of the workers are
11 located in Chicago, even for the prime? Not
12 absolutely, but just double checking.

13 ELLEN MCCORMACK: Yes. That is our assumption.
14 The employees that they're using had currently been
15 working on a project located in the Chicagoland
16 area. They're no longer needed for that contract,
17 so they were furloughed from there. So we -- so
18 they're going to be now transitioned to this
19 contract. We did ask them, since you're out east,
20 are you going to be bringing people in and they
21 said no, they will definitely be people from the
22 local area.

23 DIRECTOR ALVA ROSALES: Great. Thank you,
24 Ellen.



1 SECRETARY LONGHINI: Director Miller, anything?
2 DIRECTOR MILLER: No questions.
3 SECRETARY LONGHINI: Director Jakes?
4 DIRECTOR JAKES: No questions, Greg.
5 SECRETARY LONGHINI: Thank you.
6 Director Irvine?
7 DIRECTOR IRVINE: No questions.
8 SECRETARY LONGHINI: All right. Then all the
9 questions are finished, Chairman Silva. So we may
10 proceed to Contract B, as in boy, 1.
11 CHAIRPERSON SILVA: Our next order of business
12 is Contract Number B1, a change order to an
13 electric transit bus contract.
14 SECRETARY LONGHINI: Chairman Silva, any
15 questions?
16 CHAIRPERSON SILVA: No, I don't have questions
17 on this.
18 SECRETARY LONGHINI: Not on this one?
19 Director Alva Rosales?
20 DIRECTOR ALVA ROSALES: No questions.
21 SECRETARY LONGHINI: Director Miller?
22 DIRECTOR MILLER: No questions.
23 SECRETARY LONGHINI: Director Jakes?
24 DIRECTOR JAKES: No questions.



1 SECRETARY LONGHINI: No questions?

2 Director Irvine?

3 DIRECTOR IRVINE: No questions.

4 SECRETARY LONGHINI: Thank you.

5 Chairman Silva, we're finished with this
6 item, so we may proceed to B2.

7 CHAIRPERSON SILVA: Our next order of business
8 is Contract Number B2, a change order to a
9 sanitation contract.

10 SECRETARY LONGHINI: Chairman Silva?

11 CHAIRPERSON SILVA: Is this and the Contract
12 A2, okay, are they similar contracts?

13 ELLEN MCCORMACK: So this contract is for
14 portable restrooms and we are just extending it --
15 we're adding additional funds. We went out for
16 solicitation and we only got one contractor to
17 respond. So we contacted some of the other
18 contractors and they told us they hadn't seen it,
19 so we're going back out again. But this is for
20 portable restrooms -- I'm sorry. B2?

21 CHAIRPERSON SILVA: Yes.

22 ELLEN MCCORMACK: Yes. This is for portable
23 restrooms.

24 PRESIDENT CARTER: There is no connection --



1 CHAIRPERSON SILVA: That --

2 (Indiscernible cross-talk.)

3 PRESIDENT CARTER: They're not connected in any
4 way.

5 SECRETARY LONGHINI: Any more questions,
6 Chairman Silva?

7 CHAIRPERSON SILVA: Yeah, is -- Contract B2
8 doesn't have a supplier right now or we do?

9 ELLEN MCCORMACK: we do have a supplier. It's
10 the Service Station, Inc. and that contract is
11 coming to an end. So we did go out for a
12 procurement, as I said. We are having to rebid it.
13 So what we're asking for now is for additional
14 funds so we can keep this contractor on until we're
15 able to procure a new vendor.

16 CHAIRPERSON SILVA: Okay. Thank you.

17 SECRETARY LONGHINI: Thank you, Ellen.

18 Director Alva Rosales?

19 DIRECTOR ALVA ROSALES: No questions.

20 SECRETARY LONGHINI: Director Miller?

21 DIRECTOR MILLER: No questions.

22 SECRETARY LONGHINI: Director Jakes?

23 DIRECTOR JAKES: No questions.

24 SECRETARY LONGHINI: Director Irvine?



1 DIRECTOR IRVINE: No questions.

2 SECRETARY LONGHINI: We're finished with B2,
3 Chairman Silva, so we may proceed to B3.

4 CHAIRPERSON SILVA: Our final order of business
5 today is Contract Number B3, a change order to a
6 fire prevention contract.

7 SECRETARY LONGHINI: Chairman Silva?

8 CHAIRPERSON SILVA: No. No questions.

9 SECRETARY LONGHINI: Director Alva Rosales?

10 DIRECTOR ALVA ROSALES: No questions.

11 SECRETARY LONGHINI: Director Miller?

12 DIRECTOR MILLER: No questions.

13 SECRETARY LONGHINI: Director Jakes?

14 DIRECTOR JAKES: No questions.

15 SECRETARY LONGHINI: Director Irvine?

16 DIRECTOR IRVINE: No questions.

17 SECRETARY LONGHINI: Finished with the
18 contracts then. Chairman Silva, we may proceed to
19 6A.

20 CHAIRPERSON SILVA: If there are no further
21 questions on the contracts, may I have leave to
22 place all five contracts on the omnibus?

23 DIRECTOR JAKES: So moved.

24 DIRECTOR MILLER: Second.



1 SECRETARY LONGHINI: Moved and seconded by
2 Directors Jakes and Miller. Chairman, you may
3 proceed to Number 6B.

4 CHAIRPERSON SILVA: Since there is no further
5 business to come before the Committee, may I have a
6 motion to approve the omnibus and recommend the
7 omnibus for board approval?

8 DIRECTOR JAKES: So moved.

9 DIRECTOR MILLER: Second.

10 SECRETARY LONGHINI: Motion was moved by
11 Director Miller, seconded by Director Jakes. I
12 will now take a roll --

13 DIRECTOR MILLER: Reverse it.

14 DIRECTOR JAKES: Greg, reverse is it.

15 SECRETARY LONGHINI: Oh, reverse it. It was
16 Director Jakes moved it and Director Miller
17 seconded it, correct?

18 DIRECTOR MILLER: Yes.

19 SECRETARY LONGHINI: Okay. Thank you. Let's
20 see if I can get the five of you correct here.

21 Director Miller?

22 DIRECTOR MILLER: Yes.

23 SECRETARY LONGHINI: Director Jakes?

24 DIRECTOR JAKES: Yes.



1 SECRETARY LONGHINI: Director Irvine?

2 DIRECTOR IRVINE: Yes.

3 SECRETARY LONGHINI: Director Alva Rosales?

4 DIRECTOR ALVA ROSALES: Yes.

5 SECRETARY LONGHINI: Chairman Silva?

6 CHAIRPERSON SILVA: Yes.

7 SECRETARY LONGHINI: All right. That motion is
8 approved with five yes votes, sir. So we may
9 proceed to Number 7 of the agenda.

10 CHAIRPERSON SILVA: Finally, may I have a
11 motion to adjourn?

12 DIRECTOR JAKES: So moved.

13 DIRECTOR MILLER: Second.

14 SECRETARY LONGHINI: Moved by Director Jakes,
15 seconded by Director Miller. Let's take the vote.

16 Director Miller?

17 DIRECTOR MILLER: Yes.

18 SECRETARY LONGHINI: Director Jakes?

19 DIRECTOR JAKES: Yes.

20 SECRETARY LONGHINI: Director Irvine?

21 DIRECTOR IRVINE: Yes.

22 SECRETARY LONGHINI: Director Alva Rosales?

23 DIRECTOR ALVA ROSALES: Yes.

24 SECRETARY LONGHINI: Chairman Silva?



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CHAIRPERSON SILVA: Yes.

SECRETARY LONGHINI: That motion is approved
with five yes votes. So we are adjourned.

(Meeting adjourned at
10:16 a.m.)



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