CHICAGO TRANSIT BOARD

IN RE THE MATTER: 

REGULAR MEETING 

Report of proceedings at the meeting of the above-entitled cause, before Tabitha Watson, an Illinois Shorthand Reporter, on the 10th day of February, 2021, at the hour of 10:29 a.m., via videoconference.

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

- ARABEL ALVA ROSALES, Chairperson
- KEVIN IRVINE
- BERNARD JAKES
- JOHNNY MILLER
- ALEJANDRO SILVA

ALSO PRESENT:

- DORVAL R. CARTER, JR., President
- GREGORY LONGHINI, Secretary
- KAREN SEIMETZ, General Counsel
- CHRIS BUSHELL
- TOM MCKONE
- BILL MOONEY
- JUAN PABLO PRIETO
SECRETARY LONGHINI: Chairman Alva Rosales, we may begin the meeting.

CHAIRPERSON ALVA ROSALES: Thank you, Greg. Good morning, everyone. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for February 10, 2021. Would the secretary call the roll?

SECRETARY LONGHINI: 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?

CHAIRPERSON ALVA ROSALES: Here.

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

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

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

Ms. Garcia?

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

Specifically, the Diversey and Narragansett bus was given an F with an average rate of speed of 8.2 miles an hour compared to the City's recommended 13. So our buses are performing
extremely low and that is directly affecting the work, the social lives, and the health of our community members.

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

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

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

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

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

CHAIRPERSON ALVA ROSALES: Ms. Garcia, thank you so much for taking the time and I've got to
tell you, not only taking the time to give a very thorough presentation of what's going on there, but also giving us some suggestions of what can be done. It is very, very much appreciated by us, you doing that.

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

MINERVA GARCIA: The Active Transportation Alliance.

CHAIRPERSON ALVA ROSALES: Got it.

MINERVA GARCIA: They perform the grades of the buses.

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

President Carter, I don't know if you want
to mention anything else. I see you wanting to.

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

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

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

Ms. Garcia, thank you again for taking the time. Thank you for coming to us with some
recommendations and we'll keep you abreast of this, but thank you so much. We appreciate it.

SECRETARY LONGHINI: Thank you, Ms. Garcia.

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

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

Today, I will be talking about cleanliness. Relating off of Minerva's story with her friend, I was also that friend on the bus. My main route to school is the Fullerton route. I take Fullerton all the way to Oz Park, which is the end of the Fullerton route and it drops me right off at the park to school. Traveling from Balmoral and Fullerton where I live to Oz Park, I see pregnant women, babies, and all types of ages up to senior citizens. The buses are constantly packed with people who take the bus from Lincoln Park
High School, Lane Tech High School, the Blue Line on California and Fullerton, Clemente High School on Western and Fullerton, and Lake View on Clybourn and Fullerton and the Brown Line on Fullerton and I forgot the other street, but the Brown Line and Lincoln Park High School students as well.

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

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

Relating on cleanliness, I would like to speak upon the fabric on the seats. The fabric on the seats collects dust, dirt, bacteria and there is trash all over them. Especially now during an ongoing pandemic, it's important that we keep these seats specifically cleaned and as sanitary as possible.
I can tell at 6:00 o'clock in the morning that the buses weren't cleaned. The minute I walked in, my throat would sometimes start to itch and I couldn't get off the bus because I would have been even more late to school. I couldn't wait for another bus because waiting for another bus will put me into more situation where I'll be later for school.

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

I also would like to suggest some express buses like the ones on Western or the big streets and stops like the way Diversey does with Narragansett and Harlem. I know with Diversey, from my experience, there are buses that stop on Narragansett and that's the end of their route and that's also the (inaudible) buses that drop off on Harlem. With a street as big as Fullerton, I devise that this is a big solution or can be a big solution to the traffic and to the time the buses come.
I would also like to give the solution to the seats to be switched to the new plastic seats. It will also be easier to clean and it will be easier to wipe down compared to the fabric seats. I have been to D.C. and different places and I was shocked by how clean everything was and to have one of the top transportation systems in the world, ours is very dirty. Thank you.

CHAIRPERSON ALVA ROSALES: Ms. Rivera, thank you also for presenting today and sharing with us some of your concerns, a variety of your concerns. With regards to the cleanliness, I do want to tell you that we have been cleaning our buses even more even though in the past, you know, we had been doing a good job, we actually just voted on another contract where we will even upgrade even more our cleanliness and I appreciate your comments.

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

And I appreciate, very much, all of your comments and suggestions. We will take them all
into account. I do want to have someone from our
team, executive staff-level, Chief Transit Officer
Donald Bonds, follow up with you on all the
concerns that you presented. But we are very
grateful that you came before us today and
expressed your concerns and expressed some
suggestions. So thank you very much for that,
Ms. Rivera.

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

CHAIRPERSON ALVA ROSALES: That's a good idea.
Thank you.

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

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

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

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

SECRETARY LONGHINI: Thank you all.

Chairman, our third speaker is named Val, V, as in victory, Zimnicki. So I will turn it over
Mr. Zimnicki, are you on?

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

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

SECRETARY LONGHINI: Yes, we can, sir.

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

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

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

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

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

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

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

VAL ZIMNICKI: Okay. Thank you.

If we -- I think that most of the bureaucrats and legislators say, if we build it, maybe they will come, but for sure, we will tax them to pay for it.
The Red Line extension is unnecessary and expensive. Projections are always optimistic and always seem to fall short. At a staggering $410 million a mile, will it pay for itself? In the last five years, general transit ridership fell by 2.8 million trips while ride hailing grew by 30 -- 30 million.

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

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

For these reasons and others, we oppose the Red Line extension and I thank you very much for hearing me out. I do appreciate it.
CHAIRPERSON ALVA ROSALES: Thank you, Mr. Zimnicki, and your oppositions are noted. We really appreciate you coming before us and sharing your thoughts and the concerns of the organization that you're involved with, Taxpayers United of America as well.

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

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

CHAIRPERSON ALVA ROSALES: Michael Connelly. Okay.

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

CHAIRPERSON ALVA ROSALES: Okay.

PRESIDENT CARTER: So I'd ask that Mr. Connelly, our Chief Planning Officer,
follow-up.

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

PRESIDENT CARTER: Yes.

CHAIRPERSON ALVA ROSALES: All right. Great.

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

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

CHAIRPERSON ALVA ROSALES: Thank you.

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

That concludes the speaker portion of the public comment section, but just for the record, let the record show that two written submittals were submitted to my office to forward to the Board. One by Susan Hurley, Executive Director of Chicago Jobs with Justice and the other one from Lonnie Stevenson, who is the International President of the International Brotherhood of Electrical Workers and I have forwarded those. So with those comments, Chairman, the public comment
section of today's meeting is concluded.

CHAIRPERSON ALVA ROSALES: Great. Thank you, Greg.

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

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved by Director Jakes, seconded by Director Miller. I'll 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: Chairman Alva Rosales?

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

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

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

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

DIRECTOR JAKES: So moved, Director.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Director Jakes and Director Miller. I will now take a vote on the 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?

CHAIRPERSON ALVA ROSALES: Yes.

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

(A break was had for Executive Session.)

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

CHAIRPERSON ALVA ROSALES: Great. Thank you, Greg.

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

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Directors Jakes and Miller. I'll take a rollcall 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?
CHAIRPERSON ALVA ROSALES: Yes.
SECRETARY LONGHINI: That motion is approved, ma'am.
CHAIRPERSON ALVA ROSALES: Thank you.

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

COUNSEL SEIMETZ: Thank you, Vice Chair.

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

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

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

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by Directors Jakes and Miller. I'll take a rollcall 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?
CHAIRPERSON ALVA ROSALES: Yes.

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

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

The Board will now consider Agenda Item Number 4-B, an item discussed in executive session. Karen, can you elaborate?

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

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

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

CHAIRPERSON ALVA ROSALES: Thank you, Karen.
I will now entertain a motion to approve
an ordinance recommending a settlement of $2
million in the case of Mary Wilson, as Supervised
Administrator of the Estate of Latasha Wilson,
deceased, versus Anthony A. Wells, the Chicago
Transit Authority, a municipal corporation, and the
City of Chicago, a municipal corporation, Case
Number 2018-L-2681.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded by
Directors Jakes and Miller. I will now take a
rollcall 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?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: The motion to approve
Agenda Item Number 4-B is approved with five yes votes.

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

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

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

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

We also reviewed five purchases and award -- sales award recommendations. The Committee approved all items and recommends board approval of all items. The Committee placed both
ordinances and all five contracts on the omnibus.

That concludes my report, Vice Chairman Alva Rosales.

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

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

SECRETARY LONGHINI: Now we can hear you.

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

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

TOM MCKONE: Yeah, definitely, Director Rosales. We'll be happy to. And as part of the
contract, we require ongoing reporting from the contractor. So we are going to be monitoring that closely and we'll be happy to provide that information to the Board as well and, as you said, we were really excited that we were able to use the US Employment Plan on this contract for the first time ever on one of our bus procurements. So we'll be happy to keep you updated on the status.

CHAIRPERSON ALVA ROSALES: Great. Thank you so much for that. Again, thank you, Director Silva. Now I would like to ask for a motion to approve the omnibus as stated by Director Silva.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

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

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?

CHAIRPERSON ALVA ROSALES: Yes.

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

CHAIRPERSON ALVA ROSALES: Thank you.

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

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

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

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

We flew in Nagel relay houses elevated pedestals a few weeks back and began the terminations and connections to the wayside apparatuses and ultimately they're beginning the
conditioning there. We are operating under active cab signals out of that house, which is what we use to control train movements on the normal tracks. We will be putting the interlocking back in service under the new equipment in the upcoming week.

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

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

Here is some of the wiring I was talking about. What ends up happening is we bring very
large bundles of cables into the house and they have, you know, 40 or 60 wires in each of the bundles and those are terminated at those localized junction boxes where they are connected to other cables that go to wayside apparatuses and the interlockings that help communicate the signals, the train movement, and other things. Next slide, please.

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

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

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

So here you can see kind of in the backdrop of the downtown area, we've got this substation buried and so we've had to do some
opening up of the side itself to be able to facilitate the construction on the site. That's the first piece of work we're seeing here, which is the temp (phonetic) removal of that fencing.

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

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

So I'm bringing forward a series of kind of art installation today that were tied to historical construction projects that have been
completed. The first one I wanted to share with you is Constant Flow Into Multitudes of Specific Forms by Francesco Simeti. Mr. Simeti took inspiration from (indiscernible) Sullivan's book of the same name and his -- it has inspired a lot of his work about the interrelationship of nature and art form lines and buildings. So one of the things that Mr. Sullivan was really well known for, he was really believed to be the father of modern architecture. So very form over function buildings, clean lines. But he did use a lot of ornamentation, especially when it was -- dealt with agricultural. You know, he would add a lot of floral embellishments on the edges of his buildings as kind of that ornamentation that added that unique feature.

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

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

The (indiscernible) installation at Montrose I'll be bringing forward today is by Chris Cosnowski. It's called the Windy City Odyssey. Mr. Cosnowski takes us on a journey through Chicago by some symbols, toys, and other elements that he uses to kind of talk about features of Chicago as a whole as a representation in art glass again. Very similar style and installation in the head house at Montrose. You can see it from the exterior of the station as well as the interior. It's very bright, it's playful. If we flip to the next slide, please.
Here you can see more kind of that design there. And it calls for and tells you kind of what each of those symbols represents as a piece of the city of Chicago. So the body builder trophy, part of the Chicago's name of being the city of big shoulders. Some other elements that are really kind of -- you know, the red lips being an iconic landmark, which was adjacent to the Blue Line stop there and pulling all these little elements of Chicago, these toys and other elements of symbol. It's a very fun little piece.

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

This substation is directly on the corner of Chicago and Austin. It is very well exposed and it has this great brick facade. Shinique Smith envisioned what -- the piece called Sun Burst, which is sole of -- touches on the fact that we're bringing clean energy, solar energy, this green
sense of energy with the e-buses at the substation
is a symbol, but also that the sun burst is
essential -- draws upon -- almost like a phoenix
emerging from the ashes showing a re-invigerment
(phonic) of the community out at Chicago and
Austin as it's going for a formative change on the
west side and building out a very retail corridor
right there as you broach into Oak Park into
Chicago proper and the business is starting to
thrive out there again.

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

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

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

CHAIRPERSON ALVA ROSALES: Thank you. I just
want to make a comment. I love the -- I love the art glass work. Beautiful. Just beautiful. And very unique and very distinct too. So that brings a lot, I think, to the community -- to the communities that they are in. I don't know if the Board has any questions.

Director Jakes?

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

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

I have two women that work for me on staff that are curators of our art program that are by far more knowledgeable in its existence and have been kind of with it since its birth when it was part of the City of Chicago and they have deep ties
into the communities that -- and the artistic community as a whole. They have a great sense and probably one of their best abilities is they have a really great sense of picking the up-and-coming artist. So the artist that's just right on the verge of kind of that piece that's going to breakout and so we often times get art from those artists that are going to be the artist in five years. We have some of their original pieces that are really monumental pieces.

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

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

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

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

DIRECTOR JAKES: Thank you, Bill.

PRESIDENT CARTER: I just also want to just explain that there is a community engagement piece that goes along with the creation of the art so that we don't -- we don't just create the art in our own little vacuum and then say here it is. There's actually a significant amount of community
engagement around the art itself that ultimately feeds into the final product that allows us to really make sure we have community buy-in in terms of what we identify as the final piece.

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

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

Art is a personal thing and no two people tend to like or see a piece the same way. You -- rarely ever do you have a formed community that
sits there and says, oh, this is absolutely the
greatest piece. I would tell you that most of the
time, those that were doubters of the piece, once
they see it in reality become converse and are
inspired by how strong and great those pieces are,
once you see them kind of in their environment.

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

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

CHAIRPERSON ALVA ROSALES: Great.

BILL MOONEY: We also have a wonderful art book
that you can procure through our website that,
actually, it's a great -- you know, very, very
voluminous cover that goes through our gallery of
art on our system, which is unique to the public
art culture with over 80 pieces that the public can
buy. It's a gorgeous book. It has amazing amounts
of information and photos.

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

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

CHAIRPERSON ALVA ROSALES: Now I will.

Director Miller, do you have any
questions?

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

CHAIRPERSON ALVA ROSALES: Thank you.

Director Irvine?

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

CHAIRPERSON ALVA ROSALES: Thank you.

Director Silva, any questions? No
questions, Director Silva?

DIRECTOR SILVA: (Inaudible response.)

CHAIRPERSON ALVA ROSALES: Okay. Thank you.
Bill Mooney, thank you for your presentation and for all the hard work and keeping us up to date on it.

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

CHRIS BUSHELL: Thank you very much, Directors.

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

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

In the bypass itself, as you have seen in recent photographs, we continue to advance the structural steel and assemble some of the largest pieces of that steel. In addition -- in addition,
we are starting to pour the concrete deck that goes
on top of that steel that ultimately will hold the
track, the signals, and the power traction
elements.

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

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

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

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

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

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

So since the last time we've met, we have released President Carter -- President Carter and the mayor released the designs of these stations and I just want to go over some of the renderings ahead of construction so the Board can also see them in the presentation.
So this is Lawrence. If you could advance to the next slide. Argyle. The Argyle station. Next slide, Berwyn. And then the final one, Bryn Mawr.

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

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

So I mentioned on the bypass we're continuing to advance the structural steel. We've
installed a major piece of steel over the
four-track corridor. This is, of course, just to
the north of the Belmont station. This is really
the bypass, goes over that, and sort of -- it
begins the untangling of the flat junction that is
just behind us in this photograph.

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

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

More details in regard to that effort.
This is temporary construction. Temporary by CTA measures means -- means probably more permanent than many people, but we take the safety and structural requirements very seriously when we're building even a temporary station. Next.

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

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

We are installing various open-for-business marketing banners throughout both of the project areas, making sure that we're supporting many of our businesses that are struggling with significant COVID impacts. So that has been a big effort for us particularly in the Lawrence to Bryn Mawr segment where there are so many retail businesses that have been impacted.
We are relocating some pavers in the area of Bryn Mawr that are important to the community that were installed in an earlier effort with the City. So we're working with the community to make sure those are reinstalled in a way that respects the original intent of the work.

We have virtual office hours. If someone from the community has a question and they want to ask it to the staff, it gives them a safe and good venue to do that. And then, of course, we continue to meet with various community-based business organizations throughout the project area, in this case Lawrence to Bryn Mawr project area, informing them of the new station -- of the temporary stations, of the upcoming bridge construction of the segmented box girder and other factors that they would be concerned about. Really at this point focusing on coordinating our construction efforts with any efforts they have regarding promoting their businesses, so that we make sure they are free and clear to address any concerns they have regarding COVID and programs that they're bringing forward and that we're not stepping into that as a major constructor in the area.
So with that, I'll turn it over to Juan Pablo -- or can we take questions now or do you want to go to Juan Pablo?

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

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

So no, I'm not aware of any criticism that
we've had on these and, you know, to the extent that folks are bringing us comments -- reasonable comments that we can address, we're endeavoring to do so. So we have a town hall meeting coming up with Lawrence to Bryn Mawr community. So we'll probably hear more there.

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

CHAIRPERSON ALVA ROSALES: Great. Thank you.

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

DIRECTOR JAKES: No questions.

CHAIRPERSON ALVA ROSALES: Thank you.

Director Miller?

DIRECTOR MILLER: No questions.

CHAIRPERSON ALVA ROSALES: Director Irvine?

DIRECTOR IRVINE: Just one is, the Lawrence station, the station house is moving to the north side of Lawrence, is that correct, Chris?
CHRIS BUSHELL: Yes.

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

CHAIRPERSON ALVA ROSALES: Thank you.

Director Silva? No questions?

DIRECTOR SILVA: (Inaudible response.)

CHAIRPERSON ALVA ROSALES: Okay. Thank you.

Thank you so much, Chris. We appreciate your presentation and all the hard work that everyone is doing. Thank you, everybody.

I would like to ask Juan Pablo Prieto.

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

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

We also announced the application for the second round of the Elevating Futures Scholarship for the Chicago Scholars. We received coverage from multiple media outlets and continue to
encourage students interested in the opportunity to apply and applications are due by March 1st.

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

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

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

CHAIRPERSON ALVA ROSALES: That's very good.

J.P. PRIETO: Yes.

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

J.P. PRIETO: Correct. Yes.

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

Director Jakes, do you have any questions?

DIRECTOR JAKES: No, no questions.

CHAIRPERSON ALVA ROSALES: Director Miller?

DIRECTOR MILLER: No questions.

CHAIRPERSON ALVA ROSALES: Director Irvine?
CHAIRPERSON ALVA ROSALES: Director Silva?

DIRECTOR SILVA: No questions.

CHAIRPERSON ALVA ROSALES: No questions.

DIRECTOR SILVA: (Inaudible response.)

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

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

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

CHAIRPERSON ALVA ROSALES: Great. 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: Moved by Director Jakes, seconded by Director Miller. I will now take a rollcall 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: And Chairman Alva Rosales?
CHAIRPERSON ALVA ROSALES: Yes.
SECRETARY LONGHINI: Chairman, that motion passes with five yes votes.
CHAIRPERSON ALVA ROSALES: Great. Thank you everybody.

(Meeting adjourned at 12:11 p.m.)
STATE OF ILLINOIS

COUNTY OF COOK

Tabitha Watson, 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 via videoconference 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 on said date via videoconference.

Certified Shorthand Reporter