

1 CHICAGO TRANSIT BOARD

2
3 IN RE THE MATTER:)
4 REGULAR MEETING)
5 FEBRUARY 9TH, 2022)
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 9th day of
11 February, 2022, at the hour of 10:26 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 LESTER BARCLAY, Chairperson

3 BERNARD JAKES, Vice Chairperson

4 KEVIN IRVINE

5 JOHNNY MILLER

6 ROSA ORTIZ

7 ALEJANDRO SILVA

8
9
10 STAFF PRESENT:

11 DORVAL R. CARTER, JR., President

12 GREGORY LONGHINI, Secretary

13 CHRIS BUSHELL

14 BRAD JANSEN

15 BILL MOONEY

16 JUAN PABLO PRIETO



1 (whereupon, the following
2 proceedings were had via
3 videoconference.)

4 SECRETARY LONGHINI: Good morning. We are
5 going to begin the February meeting of the Chicago
6 Planning Board. Chairman Silva -- Chairman
7 Barclay, you may begin whenever you wish.

8 CHAIRPERSON BARCLAY: Good morning. I would
9 like to call to order the regularly scheduled
10 meeting of the Chicago Transit Board for
11 February 9th, 2022.

12 would the secretary call the roll?

13 SECRETARY LONGHINI: Yes.

14 Director Ortiz.

15 DIRECTOR ORTIZ: Here.

16 SECRETARY LONGHINI: Director Miller.

17 DIRECTOR MILLER: Here.

18 SECRETARY LONGHINI: Director Irvine.

19 DIRECTOR IRVINE: I'm here.

20 SECRETARY LONGHINI: Director Silva.

21 DIRECTOR SILVA: Here.

22 SECRETARY LONGHINI: Director Jakes.

23 DIRECTOR JAKES: Here.

24 SECRETARY LONGHINI: Chairman Barclay.



1 CHAIRPERSON BARCLAY: Here.

2 SECRETARY LONGHINI: We have a quorum with six
3 members of the Board present, sir.

4 CHAIRPERSON BARCLAY: Our first order of
5 business is public comment. Greg, is there any
6 public comment?

7 SECRETARY LONGHINI: Actually, there is a
8 letter that was sent to the Board office late last
9 night which I have been asked to read. This is
10 from Revered Thomas Gaulke of the Gethsemane
11 Lutheran Church in Cicero and a Bridgeport Alliance
12 founding member.

13 Dear members of the CTA Board. When I was
14 a new pastor, I spent my first several months of
15 ministry answering knocks on the church door. On
16 the other side of the door was quite often one
17 person or another asking for a ride to Mercy
18 Hospital in need of urgent medical care.

19 As time passed, I started to hear from
20 community members who attended our clothing pantry
21 and community meals. These communities' members
22 would quite often get groceries at the Bethany
23 House food pantry. The walk between the two
24 spaces, though straight down 31st Street, was not



1 possible for many. For some, it was not advisable.

2 It was Bridgeport resident Benjamin
3 Huey (phonetic) who first brought the possibility
4 of fighting for the return of the 31st Street bus
5 to my attention. You see, a sign at the
6 McKinley Park library caught his attention. At the
7 time, LVEJO was working on the full restoration of
8 the old route that was to be funded by JRC dollars.
9 This was to extend from Cicero Avenue following
10 31st Street and then extending north to the museum
11 campus.

12 We had no idea when we began lobbying for
13 a bus that the campaign would last so long and take
14 so many strange and at times seemingly hopeless
15 turns. We also had no idea that the hope for a bus
16 would galvanize a large portion of the
17 neighborhood's informed coalitions across neighbor
18 organizations.

19 Throughout the campaign, residents of
20 Little Village, Brighton Park, McKinley Park,
21 Bridgeport, Bronzeville, Chinatown and beyond
22 joined forces for a simple bus that would come to
23 reconnect them all. LVEJO, Coalition For a Better
24 Chinese-American Community, Bridgeport Alliance,



1 SOUL, The People's Lobby and others all stepped up
2 to the plate. For a minute, our neighbors up north
3 working for the restoration of the number 11 bus
4 joined forces with us as well. Real communities
5 made a real effort.

6 Throughout that long stretch of time,
7 starting for us in 2011, many residents spoke up,
8 (inaudible) their voice and made it heard.

9 Together, the community was empowered as a result.

10 As you vote today to make this portion of
11 the 31st Street route permanent, I am certain that
12 their voices, multiplicitous and unrelenting, were
13 heard. I would like to thank you for responding to
14 them and at last fully realizing the hopes that our
15 communities have carried for over a decade. I'm
16 grateful for your decision today. Thank you.

17 May God's peace go with you in your work
18 and in your day-to-day life. In God's peace,
19 Reverend Tom Gaulke.

20 That was the letter sent last night,
21 Chairman Barclay.

22 CHAIRPERSON BARCLAY: Thank you, Greg, for
23 reading that letter.

24 Our next order of business is the approval



1 of the minutes. I will now entertain a motion to
2 approve the minutes of the regular board meeting of
3 January 12th, 2022.

4 DIRECTOR MILLER: So moved.

5 DIRECTOR ORTIZ: Second.

6 SECRETARY LONGHINI: Moved by Director Miller,
7 seconded by Director Ortiz. I'll take the vote.

8 Director Ortiz.

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY LONGHINI: Director Miller.

11 DIRECTOR MILLER: Yes.

12 SECRETARY LONGHINI: Director Silva.

13 DIRECTOR SILVA: Yes.

14 SECRETARY LONGHINI: Director Jakes.

15 DIRECTOR JAKES: Yes.

16 SECRETARY LONGHINI: Chairman Barclay.

17 CHAIRPERSON BARCLAY: Yes.

18 SECRETARY LONGHINI: That motion is approved
19 with six yes votes, sir.

20 CHAIRPERSON BARCLAY: Our next order of
21 business is Executive Session. My understanding,
22 Greg -- I'm sorry, Brad, is that there is no
23 Executive Session today.

24 ATTORNEY JANSEN: That is correct, Chairman.



1 There is no Executive Session today.

2 CHAIRPERSON BARCLAY: Then our next order of
3 business is board matters. I will now entertain a
4 motion to approve Board Agenda Item 5A, an
5 ordinance appointing an Acting General Counsel of
6 the Chicago Transit Authority.

7 DIRECTOR MILLER: So moved.

8 DIRECTOR ORTIZ: Second.

9 SECRETARY LONGHINI: Moved and seconded. I
10 will take the vote.

11 Director Ortiz.

12 DIRECTOR ORTIZ: Yes.

13 SECRETARY LONGHINI: Director Miller.

14 DIRECTOR MILLER: Yes.

15 SECRETARY LONGHINI: Director Irvine.

16 DIRECTOR IRVINE: Yes.

17 SECRETARY LONGHINI: Director Silva.

18 DIRECTOR SILVA: Director Jakes.

19 DIRECTOR JAKES: Yes.

20 SECRETARY LONGHINI: Chairman Barclay.

21 CHAIRPERSON BARCLAY: Yes.

22 SECRETARY LONGHINI: That motion is approved
23 with six yes votes, sir.

24 CHAIRPERSON BARCLAY: Our next order of



1 business is a report from the Committee on
2 Strategic Planning and Service Delivery.

3 Director Irvine.

4 DIRECTOR IRVINE: Thank you, Chairman Barclay.

5 The Committee on Strategic Planning and
6 Service Delivery met earlier this morning via Zoom
7 video-teleconference. The Committee approved the
8 January 12th, 2022 committee minutes.

9 The Committee also reviewed three
10 ordinances. An ordinance authorizing the permanent
11 adoption for bus route Number 31, 31st Street, an
12 ordinance authorizing the permanent adoption for
13 the realignment of bus route Number 52 Kedzie and
14 94 South California, and an ordinance authorizing
15 the permanent adoption for the extension of bus
16 route Number 157, Streeterville/Taylor.

17 The Committee approved the three
18 ordinances, placed them on the omnibus, and
19 recommended board approval of the omnibus.

20 That concludes my report, Chairman
21 Barclay.

22 CHAIRPERSON BARCLAY: Thank you, Director
23 Irvine.

24 Our next order of business is a report



1 from the Committee on Finance, Audit and Budget.

2 DIRECTOR SILVA: The Committee on Finance,
3 Audit and Budget met earlier this morning via Zoom
4 video-teleconference.

5 The Committee approved the January 12,
6 2022 committee minutes. The Committee reviewed the
7 finance report. The Committee also reviewed nine
8 contracts, approved them, and placed them on the
9 omnibus for board approval.

10 That concludes my report, Chairman
11 Barclay.

12 CHAIRPERSON BARCLAY: Thank you, Director
13 Silva.

14 May I now have a motion to approve the
15 omnibus as stated by Directors Irvine and Silva?

16 DIRECTOR MILLER: So moved.

17 DIRECTOR ORTIZ: Second.

18 SECRETARY LONGHINI: Moved and seconded by
19 Directors Ortiz around Miller -- Director Miller
20 and Ortiz. I will now take a rollcall vote.

21 Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 SECRETARY LONGHINI: Director Miller.

24 DIRECTOR MILLER: Yes.



1 SECRETARY LONGHINI: Director Irvine.

2 DIRECTOR IRVINE: Yes.

3 SECRETARY LONGHINI: Director Silva.

4 DIRECTOR SILVA: Yes.

5 SECRETARY LONGHINI: Director Jakes.

6 DIRECTOR JAKES: Yes.

7 SECRETARY LONGHINI: Chairman Barclay.

8 CHAIRPERSON BARCLAY: Yes.

9 SECRETARY LONGHINI: That motion is approved
10 with six yes votes, sir.

11 CHAIRPERSON BARCLAY: Our next order of
12 business is the construction report.

13 Bill Mooney.

14 BILL MOONEY: Good morning, Directors. Bill
15 Mooney, your Chief Infrastructure Officer, with
16 your monthly construction update.

17 We'll start where we normally do, our Your
18 New Blue signals project. We've had kind of a huge
19 milestone in the project as we've begun the O'Hare
20 terminal cutover. This is the largest portion of
21 interlocking that we'll be implementing as part of
22 the terminal there. It has been a huge kind of
23 effort to get to this point in time and the cutover
24 started a few weeks back and will go on for about



1 120 days as we do a series of phase kind of changes
2 to allow for them to do major infrastructure
3 installation similar to what I've shown you on the
4 right away where we're pulling cable and
5 apparatuses to wire that up and ultimately
6 commission this new kind of next generational
7 signal system. We can move kind of to the photos.

8 For the last couple months, I've shown you
9 kind of the temporary signal system we've put in
10 place here to run operations while we dismantle
11 kind of all the existing infrastructure around it.

12 So what happens here is actually in the
13 background of the picture on the right, you can see
14 that temporary signal system there. There's a
15 series of kind of test panels that simulate an
16 operational situation in preparation for the
17 cutover and on the left is actually a starter block
18 panel in the supervisor's booth. So this is how we
19 actually identify which directions the trains are
20 going on those tracks as we go in and out of that
21 terminal while taking the tower out of service.
22 Next slide, please.

23 And then here's the other side of that
24 kind of operation, which is Old Mannheim. This is



1 a crossover we commissioned about six months ago
2 just outside O'Hare terminal subway there and this
3 is actually how we sort the train going in and out
4 of the terminal to the other side. This is what
5 the towerman (phonetic) operation looks like from
6 there.

7 So, again, over the next couple months
8 I'll show you a series of kind of improvements that
9 we're making down there, some of that heavy
10 infrastructure work, but this is a pretty exciting
11 milestone. The project remains, you know, tight to
12 schedule and on budget and I'm really, really, you
13 know, grateful to my team for all the effort to
14 drag it and pull it forward at this point. We've
15 got a good bit of work ahead of us still, but this
16 was a big win. So next slide, please.

17 My next projects are Jackson Park track
18 and structure improvement project. So we've
19 predominantly finished all the track work between
20 59th and 61st. We're working in the interlocking
21 at 61st Street, which is a kind of complicated
22 series of switches that allow us to make movements
23 from lower yard, which is where we bring out work
24 equipment from and material storage as well as kind



1 of movements on the Jackson Park branch there.

2 We have also started really advancing the
3 structural program over 63rd Street, which has kind
4 of been a very significant amount of work the way
5 the nature of these girders and cross girders are
6 designed. So we've got photos around that work.

7 So this is some of the steel we're
8 replacing. You know, this steel dates back
9 typically 60 or 70 years. You can see the
10 deterioration on these built up members here.

11 So the photo on the left is kind of a
12 close-up as well as in the background is the larger
13 piece of that member. Then you can see the new
14 piece of steel that's going up in its place and you
15 get a sense of kind of what's different and what's
16 the improvement we're making and the longevity of
17 that structure. Next slide, please.

18 Here is some of that work going in. As
19 I've kind of mentioned before, this is really kind
20 of a kind of complicated piece of work. This is
21 what we consider a built-up member where it's
22 actually a series of pieces of steel bolted
23 together and it's all over 63rd Street. So unlike
24 a lot of places where we have access on property



1 that we own, we'll spend a few days prepping it
2 before we go in and take the track out of service
3 to renew that steel, all this has to happen under
4 one line cut now because we can't shut down the
5 street.

6 So we get a temporary closure for the
7 weekend while we do the track outage to be able to
8 take apart all the old steel, put back in new steel
9 and return the tracks to service, you know, 36
10 hours later. So it's a significant piece of work.
11 We have to shore the entirety of the structure
12 while we're taking it apart here. You can see some
13 of those beams holding up the structure on the
14 side. They're yellow there. You know, it's a
15 really advance kind of piece of work. It's
16 actually something we're trying to target to get
17 through winter because of the downturn of activity
18 in the area allows us to get better access. Next
19 slide.

20 So this is our Dan Ryan inverter project.
21 I'm happy to say that we are complete with all the
22 installations here and we're just finishing up the
23 commissioning. So this will be the last month I
24 discuss the project. We can move on to some of the



1 slides.

2 This is really a kind of unique project
3 because it's a technical installation where we're
4 installing really an electrical system that
5 supports our signal system and it's really just to
6 conform to the electrical system. There is really
7 no housework that goes with it other than the
8 wiring.

9 So we've been -- we've had these inverters
10 now installed. I've showed you the last one at
11 23rd last month and they're all in the
12 commissioning phases where we work between
13 regulating the power supplies between the AC ComEd
14 feeds we take to supply the signal system and the
15 (indiscernible) we take from our robust third rail
16 network and then we have to work on the balance and
17 wavelengths and make sure that is a transfer back
18 and forth, that the signal system sees that as a
19 seamless transfer and it doesn't disrupt that
20 operation.

21 So here is some of that testing,
22 commissioning, and equipment going on with that and
23 here is kind of the cut over of the feeds for those
24 routes as they kind of transfer over that power



1 permanently to that system.

2 With that, I'll pause for the DBE
3 participation with this project.

4 J.P. PRIETO: Thanks, Bill. We set a DBE goal
5 of 10 percent and the contractor committed to 10.3
6 percent. Given the payments on the project, we are
7 confident that they will meet that commitment.

8 BILL MOONEY: Thank, J.P.

9 Head back to the presentation. We're
10 moving forward to our Irving Park station escalator
11 and canopy replacement project. It's advancing on
12 budget and on schedule.

13 We've moved predominantly into the
14 escalator installation to Irving Park as we've
15 closed the main entrance there on the south side of
16 Irving Park to plan for that. So if we can move to
17 some of the photos.

18 Here is a temporary CA booth. So while
19 we've closed the Irving Park entrance, we've moved
20 most of the operation to the station and primary
21 access points to the Pulaski side. The station
22 actually has four different entrance locations.
23 Two main ones. One at Irving Park and one at
24 Pulaski. And here is a temporary CA post so that



1 the CA can operate out of that side of the station
2 while we're doing the major work in the main
3 station house. Next slide.

4 Here they are fencing off the escalator
5 access to that main station house in preparation of
6 the demolition of the escalator. This is a pretty
7 exciting time period for this project. A large
8 goal of this was the replacement of the escalators
9 here. Next slide.

10 Here is the escalator and fabrication. So
11 this is a Kone brand escalator. We have not had a
12 Kone escalator installed in our system in about
13 20 years now. As the nature of the competitive
14 market around escalators has changed over the
15 years, Kone often was not the low bid in the
16 market, but it is a really, really valuable,
17 durable escalator. The ones that we installed 20
18 years ago, we've had a great life cycle on.
19 They've been really friendly to maintenance. So
20 we're really excited to be able to see that type of
21 equipment installed again on this project. Next
22 slide.

23 This is our non-revenue vehicle
24 maintenance facility. The project moves on



1 schedule and on budget. We can move onto some of
2 the photos.

3 In preparation for kind of the big shop
4 move, I've been showing you as we've been clearing
5 material out of the yard, we've been doing
6 earthwork exploration with the soil
7 boardings (phonetic).

8 Here we've done some advance demolition.
9 So in the footprint of where the shop was going to
10 go was a series of old rail tracks that we used to
11 use to load materials on the work trains.

12 So CTA forces came in on advance of the
13 project and started demoing out those tracks so
14 that when the contractor hits the ground, we've got
15 kind of a clean work area. So here's some of that
16 track being removed.

17 Next slide. And here is that track. So
18 once they pulled it out of the ground, they pulled
19 it out in large sections of panels and they craned
20 it on the truck and will ultimately haul it off for
21 disposal. Next slide, please.

22 With that, I'll pause for any questions.

23 Okay. I'll turn it over to Chris. Thank
24 you.



1 CHRIS BUSHELL: Thank you, Bill. Thank you,
2 J.P.

3 Chris Bushell, your RPM Chief.

4 The RPM Phase One design-build contract
5 continues tight to schedule but on budget. If we
6 go to the next slide, please. And the next slide.

7 So the main focus of our work has been
8 predominantly in the area of both the Red Purple
9 Bypass as well as Lawrence to Bryn Mawr
10 modernization.

11 In the bypass area, we've been doing
12 various pieces of track work setting up for the
13 next major piece of work in this area, which is the
14 holistic reconstruction and modernization of the --
15 of the tracks on the west side of the structure --
16 the two tracks on the west side of this four-track
17 corridor. I'm going to explain a little bit about
18 that. You've seen some pictures of this track
19 work. I wanted to give a little bit more of a
20 holistic explanation of how we're creating a work
21 area for that larger modernization work. So you'll
22 see that in some of those slides to come.

23 And then in the Lawrence to Bryn Mawr
24 segment, we continue to do various pieces of heavy



1 civil construction and demolition as well as
2 construction of the segmented box girder bridge.
3 So that's an exciting piece of work as well. Next
4 slide.

5 So speaking of exciting, we did have a
6 grand opening -- a public grand opening for the
7 bypass. It has been in service for some time, but
8 in recognition of that work as well as the start of
9 the work on the -- in that area on the
10 modernization on the tracks on the west side, we
11 had a great press event with various public
12 officials, Federal and local, as well as President
13 Carter and, of course, the mayor. So you see some
14 nice photographs here of that event. We had that
15 on January 24th. Next.

16 So focusing a little bit on the side of
17 the slide that has to do with the
18 Belmont-Southport, you know, portion of this
19 diagram, you can see here that we've put the bypass
20 in place and in service and you can see the bypass
21 is colored brown for the Brown Line trains that are
22 going on it. The other two routes are all -- the
23 other four routes rather are color coded as well
24 for how we're currently running.



1 On the Lawrence to Bryn Mawr segment, you
2 can see we're running on two tracks in this area
3 while we construct and tracks -- reconstruct and
4 modernize the tracks on the east side. That's the
5 segmented box girder we'll talk about in a moment.

6 And then you'll see two areas that are
7 shaded yellow and those areas are -- when I talk
8 about track work, most of that we technically would
9 call cut and throws, but it is just really a piece
10 of track work that enables us to shift trains from
11 one track to the other on the elevated structure --
12 actually, on any structure in the absence of a
13 switch. It really is instead of putting a piece of
14 special work there and interlocking, we can
15 literally just move the tracks over and it will
16 create a work zone for the contractor to pursue a
17 larger scope of construction.

18 If we go to the next slide, we can sort of
19 see how that routing is manifested. So as you see
20 here, we have in that -- in those two areas, we've
21 installed, you know, kind of transfer tracks or cut
22 and throws to move that service, in this case, over
23 to the east so that we can start construction on
24 the -- on the western two tracks.



1 So we now have, as you can see from the
2 overall diagram, a two-track service that runs from
3 just south of Thorndale to just north of Belmont.
4 And, again, this really sets us up on the area
5 around Belmont with the ability to do -- with the
6 ability to do a large scale scope of work. It
7 creates, if you will, a larger work envelope for us
8 when we do these pieces of work. So that's kind of
9 what the press conference was celebrating, the
10 larger scope of modernization, the finishing of the
11 bypass, as well as the starting of the larger piece
12 of work to reconstruct those two tracks in that
13 area.

14 Next slide. So, here, this is sort of a
15 detailed picture of what in this area that cut and
16 throw work involves. In a closed deck such as we
17 have in the area of Belmont and we'll have north of
18 here in the future, we really just have to
19 reconfigure that closed deck. In this case, it has
20 some -- some curbs and other things that need to be
21 cut away so we can lay the track across it and
22 connect it to the existing track with a new one
23 that sort of shifts all the trains over a little
24 bit to create the work window that you saw in the



1 diagram earlier. Next slide.

2 And in preparation for that new structure
3 we're putting in various types of foundations. In
4 this particular case, we're doing micropiles.
5 Generally in this area, we'll do caissons rather
6 than micropiles. It's just the micropiles is a
7 smaller machine and in some places where we can't
8 get the larger caisson drill rig, we'll use a
9 micropiles foundation, which is sort of a series of
10 smaller holes that still go down all the way to
11 bedrock and they get kind of unified at the top
12 with a cap. But our general procedures is really
13 caissons rather than micropiles, but there are some
14 in this area because of constraints relative to
15 access for the contractor. Next.

16 And then up at Lawrence to Bryn Mawr, work
17 continues on the new bridge there. This bridge is
18 on the east side, the segmented box girder. This
19 is really a column, which will accept first the
20 gantry on top of it, and then subsequently the
21 structure as the gantry passes. We'll see some
22 pictures of how that works in just a second as
23 well. Next.

24 So here you kind of see the whole



1 gantry -- gantries. There are actually two
2 gantries here and the transporter that moves some
3 of the pieces between those two gantries along the
4 new bridge deck.

5 So the smaller one and the slightly taller
6 one, that actually lifts the segments which come in
7 on a truck. You've seen pictures or diagrams of
8 those segments in the past and you'll see some
9 pictures of them in just a second. But those come
10 in on a truck. They are then loaded into the
11 taller structure and then they are set and picked
12 up by the transporter, which is the little orange
13 device down there, the (indiscernible) looks a
14 little bit like Star Wars, but -- and it is. It's
15 a pretty sophisticated construction equipment.

16 So the segment is ultimately picked up
17 with the transporter and then it's moved to the
18 larger gantry, which is the long horizontal
19 structure and that structure puts those pieces in
20 place and while that construction is finalized, it
21 supports them, and subsequently moves on. In this
22 case, it will move further to the south. So it's
23 actively building. We've got two spans and we're
24 in the middle of putting our third span in place.



1 Next.

2 Some more details here is one of the
3 segments coming up from the street. You could
4 imagine how it's trucked in there on a flatbed
5 truck. Then it's connected to this loading gantry
6 and then lifted up. Next slide.

7 Handed off to the transporter and then
8 it's moved over the launching gantry. Then go to
9 the next slide. We can sort of see the launching
10 gantry at the end of one of the spans putting those
11 pieces into place.

12 So that's the process that we're using for
13 this segmented box girder. It avoids the use or
14 minimizes the use of other types of cranes, which
15 have all sorts of impacts to the community around
16 them. It minimizes some of the assembly that's,
17 you know, required when we do a steel structure. A
18 bunch of benefits you'll hear me talk about as we
19 advance this bridge over time. Next slide.

20 Our outreach continues with various
21 coordination meetings with the impacted wards. We
22 also have started an Open For Business campaign and
23 we're doing some -- distributing some
24 door-hanger -- door-hangers to various constituents



1 informing them of not only construction impacts,
2 but also associated business opportunities. You
3 know, as people are being rerouted in a certain
4 area while businesses are still open, specials
5 relative to those businesses for our customers and
6 the community as a whole.

7 We continue with virtual office hours
8 answering various constituent and community
9 questions relative to the project. We did just
10 have this -- as we kicked off some of the
11 construction on the -- down in the bypass area
12 because we're impacting another community in a
13 slightly different area, we had a virtual meeting
14 explaining some of those impacts to that community.

15 Very well attended. Some of the lemonade
16 that has come out of the lemons of COVID. We get
17 really good attendance, lots of good questions, and
18 the ability to increase our database of people we
19 can reach out to in terms of getting e-mail
20 addresses or phone numbers for alerts and so forth.

21 Open For Business planning meeting with
22 the 48th ward. The ward up there is seeing a lot
23 of COVID impacts. We're trying to work with them
24 to minimize those impacts as well as to minimize



1 the impacts associated with construction of our
2 project.

3 And then as you saw the pictures earlier
4 and then in here as well, this is President Carter
5 with a couple of our DBE partners. We had the
6 groundbreaking for that work in the area of the
7 bypass.

8 So with that, I'll turn it over to Juan
9 Pablo.

10 J.P. PRIETO: Thanks, Chris.

11 Good morning, Mr. Chairman, Directors.
12 Juan Pablo Prieto, Director of Diversity Programs.

13 We're very excited to see (indiscernible)
14 that are new to CTA at the bypass grand opening and
15 North Main Line groundbreaking last month.

16 Both Air & wellness and Smelly Fresh are
17 Building Small Businesses program participants.
18 They actually attended the inaugural session in
19 2019 and are now successful subcontractors in RPM.
20 It serves as a good reminder of why we continue to
21 meet monthly with the prime to ensure DBE and
22 workforce opportunities are being communicated to
23 the community.

24 As of January 31st, DBEs have been awarded



1 over \$179 million dollars. That includes 71 unique
2 firms and 27 of those new to CTA.

3 On the workforce side, the design-build
4 contract has produced over 624,000 hours and
5 workers have earned over \$35.5 million. This
6 represents 1,340 individuals that have performed
7 trade union labor on the project.

8 That concludes my portion of the report.
9 Happy to answer any questions.

10 SECRETARY LONGHINI: Thank you, J.P.

11 Chairman Barclay, do you have any
12 questions for Bill or for Chris or for J.P.?

13 CHAIRPERSON BARCLAY: No questions.

14 SECRETARY LONGHINI: Director Jakes, do you
15 have any questions?

16 DIRECTOR JAKES: No questions, Greg.

17 SECRETARY LONGHINI: Director Silva.

18 DIRECTOR SILVA: No questions.

19 SECRETARY LONGHINI: Director Irvine.

20 DIRECTOR IRVINE: The only question I have is
21 Chris, wasn't there a contest to name the gantry
22 and, if so, does it have a name now?

23 CHRIS BUSHELL: It doesn't yet, but that is in
24 the works. You'll hear more about that in the



1 future.

2 DIRECTOR IRVINE: All right. I'll hang back
3 and I'll tamp down my excitement some. Thank you.
4 No more questions.

5 SECRETARY LONGHINI: Director Miller.

6 DIRECTOR MILLER: No questions.

7 SECRETARY LONGHINI: Director Ortiz.

8 DIRECTOR ORTIZ: No questions.

9 SECRETARY LONGHINI: There are no further
10 questions on the construction report, Chairman
11 Barclay.

12 CHAIRPERSON BARCLAY: Thank you.

13 Our next order of business is new
14 business. Greg, any new business today?

15 SECRETARY LONGHINI: No, sir, there is not.

16 CHAIRPERSON BARCLAY: Since there is no further
17 business to come before the Board, may I have a
18 motion to adjourn the Chicago Transit Board meeting
19 of February 9th, 2022?

20 DIRECTOR MILLER: Moved.

21 DIRECTOR ORTIZ: Second.

22 SECRETARY LONGHINI: Moved by Director Ortiz --
23 moved by Director Miller, seconded by Director
24 ortiz. I'll take the vote.



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Director Ortiz.

DIRECTOR ORTIZ: Yes.

SECRETARY LONGHINI: Director Miller.

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Irvine.

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva.

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Director Jakes.

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Chairman Barclay.

CHAIRPERSON BARCLAY: Yes.

SECRETARY LONGHINI: That motion is approved
with six yes votes. We are adjourned.

(which were all the proceedings
had in the above-entitled
cause.)

(Adjourned at 10:55 a.m.)



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