CHICAGO TRANSIT AUTHORITY

JANUARY 2021 REGULAR BOARD MEETING

Held Via Videoconference

on

January, 13th, 2021

at

10:14 a.m.

at

567 West Lake Street, 2nd Floor,

Chicago, Illinois 60661

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

REPORTED BY: Margaret E. Mecklenborg, CSR

LICENSE NO.: 084-004495
APPEARANCES:

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

ALSO PRESENT:

MR. CHRISTOPHER BUSHELL,
Senior Vice President, Infrastructure;
MS. TAMMY CHASE,
Director of Communications and Media Relations,
MS. MICHELE CURRAN,
Vice President of Budget and Capital Finance;
MR. JEREMY FINE, Chief Financial Officer;
MS. CAROLINE GALLAGHER,
Chief Strategy, Data and Technology Officer;
MS. ERIN KLEIST-GAYNOR,
Director, Strategy and Business Operations;
MS. NORA LEERHSEN, Chief of Staff;
MS. ELLEN MCCORMACK, Vice President of
Purchasing and Supply Chain;
MR. WILLIAM MOONEY,
Chief Infrastructure Officer;
MS. APRIL MORGAN,
Chief of Staff, Office of the Chairman;
MR. HERB NITZ,
Director, Technology Engineering;
MR. JUANPABLO PRIETO,
Director of Diversity Programs and
Disadvantaged Business Enterprise Liaison
Officer;
MR. SAMUEL SMITH,
Vice President, Legislative Affairs.
MS. NANCY-ELLEN ZUSMAN, Senior Advisor to COO.
Whereupon, the following proceedings commenced at 10:14 a.m. via Zoom.)

SECRETARY LONGHINI: All right. It is now 10:14. So we can begin. We'll begin the meeting of the regular Chicago Transit Board meeting. Chairman Alva Rosales, whenever you wish to start.

VICE CHAIR ROSALES: Great. Good morning everyone and happy new year. At least I'm hoping this is going to be a happy -- happy year for all of us.

SECRETARY LONGHINI: Good morning.

VICE CHAIR ROSALES: I'd like to call to order the regularly scheduled meeting of the Chicago Transit Board for January 13th, 2021. Will the secretary call the role?

SECRETARY LONGHINI: I'd be happy to. Director Irvine?

DIRECTOR IRVINE: Here.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Here.

SECRETARY LONGHINI: Chairman Alva Rosales?

VICE CHAIR ROSALES: Here.

SECRETARY LONGHINI: We have a quorum of all five members of the Board present. Let the record show also that General Counsel Karen Seimetz and myself are actually in the 567 West Lake Street headquarters building. Thank you.

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

SECRETARY LONGHINI: No, ma'am. We will not. There is no public comment.

VICE CHAIR ROSALES: Great. Next business order of business today is the approval of the December 16th, 2020 Board minutes. The minutes were previously distributed. I will now entertain a motion to approve the minutes of the Regular Board Meeting of December 16th, 2020.

DIRECTOR IRVINE: So moved.

DIRECTOR JAKES: Second.

SECRETARY LONGHINI: Moved by Director Irvine. Seconded by Director Jakes. I will now take the roll call vote. Director Irvine?
DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Silva?
CHAIRMAN SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?
DIRECTOR ROSALES: Yes.
SECRETARY LONGHINI: The minutes are approved with five yes votes.

VICE CHAIR ROSALES: The next order of business is executive session. It's my understanding, Karen, that there is executive session today?
MS. SEIMETZ: Yes, Vice Chair. We will have executive session pursuant to Section 2, paragraph C, subparagraph 11, of the Open Meetings Act.
VICE CHAIR ROSALES: Thank you, Karen. I'll now entertain the motion to recess into executive session for the reasons stated from our general counsel.
DIRECTOR IRVINE: So moved.
DIRECTOR JAKES: Second.
SECRETARY LONGHINI: Moved by Director Irvine.
Seconded by Director Jakes. And we'll take a vote.

Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Chairman -- Director Silva?

CHAIRMAN SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

DIRECTOR ROSALES: Yes.

SECRETARY LONGHINI: Motion to recess into executive session is approved with five yes -- five yes votes. So we will now recess into executive session. Again we will return afterwards to open session. Thank you.

VICE CHAIR ROSALES: Thank you.

(Whereupon, the Board recessed into Executive Session at 10:17 a.m.)

(Whereupon the meeting reconvened at 10:54 a.m.

as follows:)
SECRETARY LONGHINI: Thank you. We can now reconvene for the Chicago Transit Board meeting.

Chairman Silva -- I'm sorry. Chairman Alva Rosales.

VICE CHAIR ROSALES: Great. Thank you. I will now entertain a motion to return to open session of the January 13th, 2021 CTA Regular Board Meeting.

DIRECTOR IRVINE: So moved.

DIRECTOR JAKES: Second.

SECRETARY LONGHINI: Moved by Director Irvine. Seconded by Director Jakes. I'll take a vote.

Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Thank you. Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva? Director Silva, are you --

DIRECTOR SILVA: Here. I'm sorry. Yes.

SECRETARY LONGHINI: That's okay. No problem,
Director. And Chairman Rosales?

VICE CHAIR ROSALES: Yes.

SECRETARY LONGHINI: Chairman, that motion to reconvene is passed with five yes votes.

VICE CHAIR ROSALES: Thank you. The Board will now consider agenda item number 4-A, an item discussed in executive session. Karen.

MS. SEIMETZ: Thank you, Vice Chair. In executive session we discussed the lawsuit brought by Christopher and Kathryn Straka, S-t-r-a-k-a, versus CTA and bus operator Sharon Jones. This lawsuit involves an accident that occurred on November 21st, 2017, at approximately 11:30 a.m., at Austin Boulevard and 55th Street, when a CTA bus collided with plaintiff Christopher Straka's vehicle. CTA admitted negligence in the case. The lawsuit was mediated this last week with former Judge Lynn Egan and Plaintiffs Christopher and Kathryn Straka have agreed to accept 1.1 million to resolve this litigation in its entirety. The law department recommends settlement in this amount.

VICE CHAIR ROSALES: Thank you, Karen. I'll now entertain a motion to approve an ordinance recommending a settlement of 1.1 million in the
case of Christopher and Kathryn Straka versus Chicago Transit Authority and Sharon Jones, Cook County Circuit Court, number 18 L 6951.

DIRECTOR IRVINE: So moved.

DIRECTOR JAKES: Second.

SECRETARY LONGHINI: Moved by Director Irvine. Seconded by Director Jakes. I'll take a -- take a vote now. Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Silva?

CHAIRMAN SILVA: Yes.

SECRETARY LONGHINI: Chair Alva Rosales?

VICE CHAIR ROSALES: Yes.

SECRETARY LONGHINI: The settlement motion is approved with five yes votes.

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

CHAIRMAN SILVA: The Committee on Finance, Audit and Budget met earlier this morning via Zoom
video teleconference. The committee approved the
December 16th, 2020. The committee reviewed the
finance report. The committee also reviewed the
following two ordinances. An ordinance consenting
to the assignment of a lease for property located
at 1909-11 North Western Avenue, Chicago, Illinois,
Blue Line. An ordinance authorizing the transfer
of real property located at 4331-4359 West
Chicago Avenue, Illinois, the city of Chicago. The
committee also reviewed eight purchase and sales
award recommendations. The committee approved all
items and recommends Board approval of all items.
The committee placed both ordinance and all eight
contracts on the omnibus. That concludes my
report, Chairman Alva Rosales.

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

DIRECTOR IRVINE: So moved.

DIRECTOR JAKES: Second.

SECRETARY LONGHINI: Moved by Director Irvine.
Seconded by Director Jakes. I'll take the roll
call vote now. Director Irvine?

DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?
VICE CHAIR ROSALES: Yes. The omnibus --
omnibus motion is approved with five yes votes.
VICE CHAIR ROSALES: Great. Thanks. Our next
order of business is the construction report. Bill
Mooney.
SECRETARY LONGHINI: Yes. Herb, are we ready
for Bill?
MR. NITZ: We are ready.
SECRETARY LONGHINI: All right, Bill.
MR. MOONEY: Good morning. Bill Mooney, your
Chief Infrastructure Officer. And I have the
construction report for you today. Moving to our
first project which is where we normally start our
yearly review of Jefferson Park to O'Hare signals
project. The project remains on budget and tight
to schedule. And it has had some significant
milestone events since we last met. We've
commissioned the Foster relay house and the Central relay house as well as put into service the interlockings associated with the Foster middle track. Last month I showed you a bunch of infrastructure work going on in that area. This is just north of Jefferson Park Station on the Blue Line. It was a pretty big turnover of work and we've received Nagle relay house and have started preparations to install and cut over that house in the upcoming week. If we can flip to the pictures. This first picture here is what we call a tie in rack. This is actually at Harlem on the Blue Line. This actually is a temporary installation that will allow us to communicate with the new signal system at Nagle which is just south of this location. So when we install the new signal systems, we actually have to create some bridge connections to the old signals so they communicate together and function as one cohesive unit until that -- that house gets replaced in the future. So with each of these installations, we have to go into these older facilities and make some temporary work as part of that. So this is the new work at Harlem. Next slide, please. Here is an installation what we're
calling -- it was called a wheel detector. It's -- it's associated with how we communicate information back to control center about occupancy of trains as well as how we do some of our diagnostic equipment. It's a newer technology we're using with this project as well as Chris's signal job on RPM. And it really is important for some of the -- the advancements we're making in -- in how we envision use of signal and leveraging that technology for management of the railroad as a whole. Next picture, please. Here they're installing the new power feeds for the Nagle house that we'll -- is upcoming in the installation. You've seen that at Jefferson Park and other places. We're bringing two new Commonwealth Edison lines to support these facilities. Next slide, please. And here is a new signal in service at Foster. As this came on line it -- it shows you a signal for the entrance into the middle track there but also the orange box on the right is what we call a worker ahead system. So this is one of the overlays we have in our signal system when workers are in the area of curbs predominantly or other blind spots. We activate
this system and it provides a flashing light to the operators to let them know there are workers on the right of way ahead of them and also reduces the speed of the allowable train movement to restrict to fifteen in this circumstance.

Next slide, please. My next project is our E bus en route charging station. I'm very excited to report this will be the last time I'm reporting on this project. It has certainly been a challenge bringing this first-in-nation technology here and getting it commissioned and really getting it -- it approved to be used in the United States on this project which has been one of the larger hurdles. As we came to completion on the Navy Pier portion of this project, I think you'll see in the photos it's a really beautiful site to add kind of to that facility. So next slide, please. So here is the electric bus charging station with new mast on site with the electric bus for part of the commissioning process. You can get a sense of how that -- how that will work is there's a pantograph system actually that comes down from that mast that makes the connection to the top of the bus and cause -- and allows that
charge to occur on the bus. Next slide, please.
Here is the new substation on site and you can see kind of the -- the turnaround is around that building. And you can see Navy Pier kind of in -- in the background there. It's a very -- you know, as of the nature of a lot of our substations they tend to be a little more nondescript. But it does have some nice kind of fine architectural features that augment off the rest of the complex. Next slide, please. And here it's a little pulled back so you can get a sense of kind of it's existence in relationship to the rest here. It's kind of a neat photo from a drone view of the turnaround itself in relationship to Navy Pier. So I really congratulate my team and the work they did to see this through fruition. It was a very challenging project for them but in the end I think will be, you know, a large step in our commitment towards an electric fleet.

Next project, please. The next project is our transformer replacement project which remains on schedule, on budget. We've completed the last -- the one transformer at Douglas Substation in the last month and we've moved on to planning
for Franklin. Franklin actually has three replacement transformers. They are actually oil
type transformers. So they're a little different than the ones we've been installing at these other locations. It's also a pretty critical piece of infrastructure so those are actually in a different procurement path and testing right now in commissioning. So next slide, please. So here's the new transformer being installed at Douglas. It's being dropped on the pad of the exterior of the building and the photo on the right shows the cabling being brought in to connect that transformer to the rectifier and the other pieces of equipment in the facility.

Next slide. This is another project I'll be reporting on for the last time. This is our 98th Rail Shop bridge, deck and drainage project. I -- this is one of my favorite projects that we've done over the last year. It's been a great little project that wouldn't necessarily draw a lot of fanfare as it's a maintenance facility but it's really kind of a neat structural project. It was a great team with a newer project manager that's been homegrown out of the CTA. It's a veteran person
that's -- that's taken a role as a project manager
so it was one of her first major projects and did a
great job in navigating it to success. If you can
move to the pictures, please. So here's a before
and after of the surface level of that bridge deck.
It services the shop which is a multi-story
facility. This is the top floor where you actually
enter it from street level. So you can see
the -- the drastic appearance difference there.
What is most notable is that -- that bridge was
actually getting to the point that it was
structurally deficient and we were not going to be
able to use it, continue much longer without this
investment. So you can see that -- that investment
up there and the improvement up there. Next slide.
Here you can see a side angle and you get a better
sense of that structural challenge of that bridge
and that deterioration point. And kind of that
difference. You can also see all that
deterioration on the facade of the building so this
was caused over water damage after many, many years
kind of running down the side of the building due
to lack of drainage. And so, you know, you can see
kind of that improvement that we made to the side
of the building to repair that water damage. Next slide, please. This is the interior of that top deck. This is what we call the penthouse. So we -- we broke out that entire floor, replaced it all and that's new topping coated floor there. Next slide. And this is the side of that facade underneath the bridge. Again you can kind of see the change in -- in that water damage and replacing all those windows as well as the underside of the deck. Next slide. And then this is actually underneath that penthouse floor. So this is actually the penthouse floor was the ceiling to these two rooms. And so we actually came in and ended up replacing -- as we replaced the floor, updating that structural steel, replacing the lighting and the -- and the locker room actually got new lockers as part of the project. Next slide, please. And then this is ground level where we actually ended up having to rebuild a portion of that wall and replacing all the doors associated with that. So again it was a great little project that came to success.

President Carter asked me to highlight some of the accomplishments we had. And I think
this felt like an even longer year than normal. And we often kind of lost sight of some of the things that happened early in the year and so it was great to take a chance and highlight some of the great things we did. So did over $125,000,000 worth of construction projects to come to conclusion this year. The most notable was our East Lake and Milwaukee Illinois Substation upgrade which was completed in the early part of the year kind of right before the pandemic. It was a very complicated technical project as we kept these substations on line. We also completed our Logan Square Station rehab. The rehab out of Grand, Chicago and Division. A couple of our quick moving fast track projects. One in the southbound State Street and Ravenswood 2 investments.

If we can move to the photos, please. So here's some photos from the completed East Lake. This courtyard used to be kind of a rundown -- it was a collapsed actually courtyard. It was structurally unstable because it was vaulted with all the cable vaults. It was completely rebuilt. As well as the facade of that building was completely rehabbed. It's a gorgeous old building
in downtown Chicago. And then there is that new
equipment that is really the heart of our -- our
system that keeps the train powering. Next slide.
Here's before and afters of Logan Square. It
was -- it was a lighter project than a lot of our
station rehabs but it got a pretty heavy cosmetic
overlift and a refresh as well as some -- some
water remediation work that our -- our customers
can appreciate that and new fresh look. It really
brightened up the place.

The next slide. And Grand, Chicago,
Division was a much larger investment of the
project. So here's a picture of Grand before the
project. Next slide. And here's the after. And,
you know, kind of one of those unique things we did
do at Grand was the contrasting stair treads. It's
a pilot as a request coming out of our ADA
committee. That's something we're looking at
advancing and we're very anxious to see the results
of this project and incorporating it into our ASAP
projects as we go forward. The next slide. And
then kind of one of the more notable features of
the project was the improvements at street level.
Enclosing these entrances from the weather and kind
of making them identifiers in a vibrant neighborhood off the Blue Line. So this is replacement of the head house. You can see here's the existing head house at Grand on the left and then the new ones after on the after side. Really notable architectural piece.

Next slide, please. And then here's our southbound State Street track project. We went in and did a bunch of the remediation work on the track and really a lot of water mitigation work as these subways are underneath the water table in downtown Chicago and we are at a constant battle to keep water out of them and protect the tracks. So this was a quick moving project. It was on our fast track program to mitigate slow zones and it was a good investment of dollars and base infrastructure in the heart of our -- our city.

Next slide. And here's another one our fast track projects. This one the large focal piece of it was the replacement the Kedzie grade crossing on the Brown Line. Kedzie being one of the higher traffic routes we experience at grade level. That grade crossing was really, really beat up and, you know, it was suffering a lot of damage from the truck
movement and the car movement in the area and it is
very heavily used as even a bike and pedestrian
routes. We've invested in a concrete tub here
which will provide us a much longer lasting life.
It's a really nice investment and a good little
project.

And moving forward to 2021, it's a really
big year. We spent a lot of 2020 planning these
projects coming out of the state capital program.
And these are projects that we're looking to launch
in some form or another. So we have the
non-revenue vehicle shop which the Board just
awarded which we're very excited to start
construction on that design-build project. And it
will -- it will provide us a maintenance facility
for our -- our equipment that helps us maintain the
tracks and -- and our rail born. We will be
looking to award a construction contract for Barry,
Damen and Canal substations. These are a part of
our investment into the Blue Line infrastructure to
provide for more train traffic as well as the
advancement of the 7000s on those lines. We will
be doing a northbound State and Dearborn fast
tracks project similar to the one I just talked
about on southbound State. This will be on the northbound side as well as investment in the Dearborn subway. We'll begin construction on a new canopy at Irving Park on the Blue Line as well as replacements of the two escalators there. We will launch the design for our largest project on the infrastructure side of the state capital program which is the renewal of the Congress branch on the Blue Line which will be basically replacing all the track down to the dirt out to the Illinois Medical District from the subway. And we lunched the ASAP program. We're very excited to begin the phase one of the ASAP. And so Austin we've already identified the design contractor and begun design on Austin really pitching the full design at the beginning of this year. We will launch design task orders for Montrose, California and Racine. So that -- and with the four stations being done in RPM covers actually a little more than what was envisioned in phase one of ASAP because Racine is kind of a bonus station. And we will do Harlem -- up at Harlem and O'Hare. We will start design on a new bus station. That station sits in a median on the highway and we have a bus
turnaround that -- that sits over the highway and we have a bridge associated with that bus turnaround at this point that needs a major structural renewal. So it's a pretty large scale structural project for us and a very interesting project.

All said and done it's -- it's over, you know, $400,000,000 worth of projects that we'll be kicking off in some form of this year so it's a very busy year and we're excited to get going on it. Herb, can you flip to the next slide? Here's a rendering of the non-revenue shop to give you a sense of kind of what that facility is going to look like. It's a really great investment in the neighborhood. This currently is a warehouse and storage yard we use -- we have for material. We're planning on reorganizing the material to make way for the space and -- and reducing the shop. The shop will also have a lot of landscape on the public frontage which will be a major visual improvement for the neighborhood as well as we'll be incorporating public art as is the nature of our commitment to the public art program. Next slide, please. And here's a couple renderings of the
substations that are tied to -- this is Damon and Barry substation. They are different than any substation we've done before. They are in the heart of two very populous neighborhoods right on very noticeable frontages that we own there and so we -- we looked very deeply and the team tried to be very creative about how they interact with the neighborhood and their appearance. So the top slide is -- the facility is designed by Carol Ross Barney who did the canopy at Belmont on the Blue Line as well for us and she calls -- Carol refers to this as a lantern. It's actually a glass top of the facility. It's a very heavy, insulated sealed glass that will allow the building to be slightly backlit and kind of with a light glow at night. Nothing more intrusive than what streetlight is creating. And it has a terra cotta facade that kind of dampers that. It gives it this very neat feeling as you approach it and it's very symbolic of the neighborhoods. Very Chicago elements in brick and terra cotta which is probably the most predominant elements of the architecture of Chicago. It's a really neat facility and we're very excited to -- to see it built. And the bottom
is Damen and Damen actually will also have glass as well. So again it's designed by Carol Ross Barney Architects. And the overall engineering firm leading is T.Y. Lin and the facility actually will have these glass fronted windows on the second floor that will be viewable from the Damen Blue Line Station. So you'll actually be able to look from the edge of the platform into the top floor of the station and be able to see some of the tracks and power equipment which is kind of a neat peek behind the scenes. They are still hard and secure facilities. Well protected for the infrastructure that's in them. But we try to be very conscious about how they interact in these neighborhoods. Damen actually has a courtyard that will be right there on North Avenue that will have some public art in that courtyard. This will be the first time we're incorporating public art in an infrastructure project like this. And that concludes my portion of the construction report. I'll be glad to take any questions at this time.

VICE CHAIR ROSALES: Well, thank you. Well, I just want to say thank you for the summary as well because honestly we vote on these throughout the
year and just to see it all in one place it's -- it's pretty astounding. I mean all the work that was done. Especially with the kind of year that we had 2020 being. Right? Such a difficult year. So thank you for that. It's -- it's a lot. And so much that's coming also. That's -- that's really great to hear. I also just want to comment that you called it notable architectural pieces which is great because not only are they great at functioning and improving, you know, the work that's being done in those areas on the service that we provide but they're esthetically pleasing as well which is not -- I don't think people realize how difficult that is to do. But that -- that takes a lot of collaboration. So thank you for that. I've got to -- just going way back to the beginning, you -- you mentioned something called a wheel detector that is now being used. I know that was like way, way at the beginning. Is that a --

MR. MOONEY: Yeah.

VICE CHAIR ROSALES: Is that something that's attached now to the wheel? What does that measure?

MR. MOONEY: So as we continue -- so as we've
advanced signal technology, part of the goal of these installations is to bring down the length of what we call a track circuit. Which is -- so we have kind of this fixed blocked signal system so they have very defined segments of track in the signal system and when a train enters that track, it communicates to the rest of the system and says I have a train in this location and here's how -- how fast the trains behind it can go to not come up and approach it. As the technology evolves, we try and shorten up those track circuits so that we can run more trains and run them faster and speed up the railroads. The next kind of evolution of that has been a lot of what they call computer-based technology or CBTC where it's a communication-based system that trains communicate with each other and wayside where an older system it's a lot harder for us to advance that. So digital is kind of that in between for us. It allows us to have a much more finite track circuit that has smaller segments that can be identified so you know exactly where in this 1,000 foot segment of track that train is. Is it at the far end? Is it at the near end? Which allows us to refine the
system. The only place it gets a little more challenging is around the interlockings. Because the way that they're set up with all their divergent routes which is what we cross our trains over. So we use this technology these wheel sensors that actually tell us when the wheel of the train passes that point which allows us to make assumptions about how -- how it's moving through the interlocking and move that through the -- the system. And it's really -- it also allows us to tell like when the train is in relation to actual elements of the interlocking itself like where the signals are or the switch points. And so it just allows us to continue to refine that technology and allow us to report that information in much more detail back to the control center. The more detail we have on where the train is the more information we can provide and make decision-making tools and -- and help us managing the system as a whole.

VICE CHAIR ROSALES: Uh-huh. No. It's a little thing that does a lot. Right? In the long run.

MR. MOONEY: Yeah.

VICE CHAIR ROSALES: It can really have a long
MR. MOONEY: Absolutely.

VICE CHAIR ROSALES: Yeah. Thank you. I don't have any further questions but I'm wondering if any of the directors do. Director Irvine? Do you have any questions?

DIRECTOR IRVINE: Sure. Well, first, I love the report and all the detail. And congratulations to you and your team on all the accomplishments in the past year. You know, it's a tough year to get stuff done and you really accomplished a great deal. So I was happy to see that, you know, the ASAP station is getting on the board and moving along. One question with the -- the Blue Line Racine that's -- when I used to go to my office pre-pandemic, that's where my office is near. When that gets started, do you have a sense if the -- the station will stay open or will it be closed for a period or maybe just like the main entrance closed or do you have a sense at this point?

MR. MOONEY: So we're looking at a phased construction very similar to what we did with Illinois Medical District. A large portion of that
station work we'll try and couple with the track program. Some of the most obtrusive construction periods we'll try and do in relation to the -- will all be tied to the track construction because they're right there. Which is why it got pushed up in the ASAP program because our commitment was as we renew track on the -- on that Congress branch that's when we'd take on station renewals to be able to accommodate the out basin for the elevators. So as we're just launching the design task orders some of that phasing and details will be worked out through design. You know, right now we're looking at an elevator side and a ramp adjustment to be able to make the station fully accessible. As the designer refines those understandings we'll also be able to work through our constructability plans but the intention is to keep the station functional for the most part.

DIRECTOR IRVINE: And then do you have a sense of the timeline for State and Lake? I know that's a CDOT project and not a CTA project.

MR. MOONEY: Yeah.

DIRECTOR IRVINE: Do you have a timeline?

MR. MOONEY: So CDOT is advancing in design
documents on State and Lake. They're at about 15 percent design right now. President Carter and I were privileged enough to see an early concept design around the station. It will -- I can tell you this just from the early concepts it will be another really brilliant landmark station in downtown Chicago. It really is breathtaking in its design features. So they're -- they're pretty early in design concepts right now. I would expect, you know, probably another twelve months or eighteen months worth of design there and then they, you know, would move forward to preparing a construction contract for that so. But it's -- it's pressing forward. It's a funded project out of the City of Chicago. It's one that's definitely getting picked up.

DIRECTOR IRVINE: Okay. Well, at this -- and again since it's not our project and I know it's not within your control but I'd love -- whenever there is an appropriate time, I'd love to get, you know, a presentation to the Board and kind of an update, you know, of where it is and especially if -- you know, when you see any preliminary designs.
MR. MOONEY: Yeah. I think we certainly can -- can touch on some of these, you know, projects that we collaborate with CDOT on. Damen on the Green Line is another one that they're actually out for procurement on their construction contract for that station right now. And so as that moves into construction phase, we do a lot of the construction management oversight as we almost treat CDOT as our contractor. So we do actually get pretty engaged and we can certainly provide some updates on those projects to the Board as they go out.

DIRECTOR IRVINE: Thank you so much, Bill. No other questions. Thank you. Good work.

VICE CHAIR ROSALES: Thank you. Director Miller, any questions?

DIRECTOR MILLER: Well, just to note. Thank you. Thank you. Great -- great work for the team and thank you, President Carter, for requesting that he give such an update and just to know in spite of the difficult time on schedule and on budget and still an exciting project. Thank you so much.

VICE CHAIR ROSALES: Thank you. Director
DIRECTOR JAKES: No questions.

VICE CHAIR ROSALES: Director Silva?

CHAIRMAN SILVA: No questions.

VICE CHAIR ROSALES: All right. Great. Thank you. I just -- one other comment. The -- the E-bus electrical bus charging stations they look really cool by the way and the way they charge the buses looks really great too. A question on those. Is there -- I wouldn't anticipate it but are there any issues with security with that like with the stations themselves?

MR. MOONEY: So -- so the substations are very -- so there are no -- we modeled them after our rail, track and power substations.

VICE CHAIR ROSALES: Okay.

MR. MOONEY: So they have all the features that we include in those facilities and actually as a newer advancement of them they actually include cameras on the facility. All the doors are alarmed and secure. Plus some other features kind of associated with them. But they really are kind of hard and bunkered facilities even with their neat architectural features. So one of the big
challenges in this project and I talked about this in the other months that the team had to overcome was that this was first in kind use of this technology especially in the system. We did a really deep driven hazard analysis and -- and worked with the designer and the technology developer really who is the main contractor to work through kind of all the management tools around those hazards to come up with them. I mean it was a really complex hazard matrix that went with that solution. And that's kind of what delayed the project in development and for design work. And so there was a lot of thought put in on that as that was the first time we'd be using this technology out in the public like this. Unlike a rail right-of-way we have electric is there but there's a much more concise thing that people don't generally walk on. This is out actually in the -- in the forbearance of the system so we spent a lot of time thinking about how we're going to secure it and protect.

VICE CHAIR ROSALES: Okay. So it's all been well thought out well in way in advance and -- and it sounds -- it sounds like we're in good shape in
that area. So thank you. Thank you, Bill. Thank the team for all their hard work. We really --

MR. MOONEY: Absolutely. I mean not enough credit goes to the team who really trudged through without missing a step throughout the pandemic. I really -- I feel blessed to be with such a strong team and have the support of President Carter and the Board as well. So thank you.

VICE CHAIR ROSALES: Thank you. All right. I guess next we're going to have a presentation by Chris. Chris Bushell.

SECRETARY LONGHINI: Herb, let us know when you're ready.

MR. BUSHELL: Happy new year, Directors. Okay. RPM phase one, design-build contract 2020 achievements. So we continued the construction of the bypass bridge in the area of the Belmont Station. We completed the foundations and columns and started the installation of the steel. You'll see some photographs to come as well -- as well as the one over my shoulder. We had a very busy summer and early fall installing track work at Montrose and Thorndale. As I've explained in the past, those two interlockings are very complicated
pieces of track work were installed during extended reroutes. That was some of the lemonade we made out of the Covid lemons, you know, that resulted from impacted ridership. We were able to get some extended closures. We're very close to the front office, our media team and to create those opportunities to -- to advance the work in larger chunks instead of weekends which probably would have increased the impacts on our customers in the communities we serve. Following the completion of that track work we also have advanced the signaling portion of that. So the part that we completed was really the heavy civil part. It was tearing out the existing tracks, putting in new tracks. Complicated tracks as can -- you've seen from photographs. And we followed up that portion of the heavy civil work with signal work. So the installation of the relay houses. As you've seen in Bill's project, that in and of itself was very complicated and we sometimes joke that RPM is really an accessibility and a signally project predominantly. Although it does have those big bridges in there. But this signaling work advanced. We installed four of the relay houses
and began the commissioning of that work ahead of the upcoming stage A. And speaking of that, of the goals we have for 2021, we want to start the construction of the new bridge. We call that stage A between Lawrence and Bryn Mawr. We anticipate that in the second quarter of this year. In order to do that, we need to complete the testing and the commissioning of the -- of the signaling system of those four relay houses as well as open up the -- the temporary stations which again I think the Board has seen numerous photographs and they're coming along quite well.

So one of the other major things again kind of looking over my shoulder here, and we'll have some photographs here in second, is we will complete the construction of the new bypass bridge and this is the bridge in the area of the Belmont Station. That's not -- the -- that RPB or that Red/Purple bypass segment has -- has a couple of elements into it. One is of course the bypass which we'll finish this year and the other one is that's the bridge over and then there is a reconstruction of the track -- the four track corridor under. That will continue through the end
of 2024. So those are both our accomplishments and
our goals. We did have impacts due to Covid but we
also tried to work and -- and look at some of those
challenges as opportunities and in -- in just
significant degree we were able to minimize the
impacts associated with Covid and advance the
project successfully.

If we could go to the next slide. So I
talked about finishing the columns. I talked a lot
over the past year about the esthetics that are
associated with that. This is a major bridge in a
dense urban context. We looked to a large degree
where this bridge impacted neighborhood streets,
where it impacted commercial streets over -- where
it impacted commercial streets. We looked at kind
of the rooms that those bridges created and tried
to avoid dark, dank spaces where people felt
intimidated. We tried to create light and
decoration and -- and, you know, in the columns you
see a design that really helps kind of break up the
scale of that very large piece of concrete. You'll
also see lighting that increases the sense of
security. So it wasn't just about putting a bridge
in. It was also about doing it in a way that's
sensitive to the community around it.

Next picture. The interlockings. This is -- this was a big part of last year at both Thorndale and Montrose. I'm just showing you a picture of Thorndale. You -- you've seen plenty of them at Montrose. Next. And then again the signaling portion of that. So there's the heavy civil putting the tracks in and then there's the signally overlay turning that on. Next. So progress on the work it's still very much a design project. We have advanced the design a little bit beyond 75 percent. For the main part of the design that work continues remotely and we are working very closely with the design-build contractor to advance it and also to take advantage of DBE opportunities that are within that design work. This is a part of the contract that we had a separate goal on. JP will talk a little bit more in summary about some of the great work we did for DBE and community outreach and workforce development at the end of my presentation but it was very much integrated into our efforts. And again on the bypass we continue to do steel work. You see over my shoulder a major beam that spanned
over four tracks. This is what we call a straddle beam and it was installed over the past weekend during a line cut. We have another line cut this weekend to detail it. So that work continues.

Corridor signal improvements there is work beyond the four relay houses that we talked about. Testing of that work and completing design continues relative to that. Pre-stage is mostly getting the signaling -- the smaller signaling system in the area of those interlocking and temporary stations up and running. And that work is going well. And then the larger Lawrence to Bryn Mawr modernization is really what I talked about in terms of the goal for stage A to start building that bridge. You've seen pictures over the past year of these -- these big pieces of concrete, the segmented box girder that will go through the Lawrence to Bryn Mawr segment. A different bridge from the one over my shoulder. A different type of bridge rather. That will start this year with the start of that stage A. If we go to the next. So are there any questions?

VICE CHAIR ROSALES: Well, once again, Chris, thank you again so much for the work that you and
your team does and thanks for the summary. Again that really helps. I think similar -- at least my comments similar to what, you know, we said to Bill. I'm curious though because I know you also do a lot of community outreach things on -- even on the designs. You're including, you know, feedback that over the years that you've gotten from the community kind of what they want to see and what -- not only on the efficiency side but what seems to help, right, the community. Because we know when we get in there we also help the economy with the -- the work that's being done by you. But any lessons learned -- rough year but any lessons learned that you think we should be applying going forward, you know, in some of the other -- not only in projects that you're doing but that we're -- that we're continuously going to be doing?

MR. BUSHELL: In terms of the outreach, you know, there -- in a project -- in a design-build project things happen in a slightly different sequence and they happen pretty quickly. So establishing a way to communicate with the various community partners has been critical. I actually worked very closely with the front office and
with -- with Veronica on some of the reports that we had issued to various community members and they've been very successful, well received. It is -- it is hard to communicate some aspects of design-build. It does bring us I think a lot of value as a -- as an owner. It -- things move pretty quickly. And sort of explaining and understanding that is a slightly different process from something we spend a lot of time designing. Bill, talked about several design projects that we'll start this year. When we kind of start an independent design project, it's a little different dynamic in terms of engaging the community and taking their input and incorporated it into construction. So I would say one take away I have from this past year is especially on large design-build projects is understand that dynamic, understand the community. It's important to understand that dynamic and the communities that you're providing information to and how they want that information and what's important to them. You know, this has been an unusual year in -- in many respects. Though I think permanently we'll probably change some of the things that we do. In
many cases I think it's easier in some ways to get some types of public input from on-line sources, from Zoom meetings and -- and other things because people aren't forced so much out of the ordinary path of their lives. They can go home, make dinner for their kids, make sure everyone gets their homework done and still attend a public meeting. So, you know, some of that input in outreach will probably stay with us because it really enables more people to get more involved. So those are a couple lessons on the public outreach and design-build side.

VICE CHAIR ROSALES: I'm curious. Anything with the workers, those working on the project?

MR. BUSHELL: Yeah. The -- you know, the -- the biggest challenge obviously has been -- has been Covid. And, you know, work -- working to stay safe yet advance the project. And, as I said before, when we realized that we had impacted ridership and how we could potentially work -- work around that by instead of doing work on weekends we could do work on an extended reroute. Something that wouldn't be possible in ordinary times with normal passenger
loads. So those extended reroutes were an important, you know, component that we brought forward in this year and it was a testament to the flexibility of and skill of our own operations department led my Don Bonds as well as President Carter's vision, you know, of trying to make -- make lemonade out of lemons if -- if you want to use that term. I've used it several times. But, you know, we wanted to -- to mitigate some of the delays we were seeing in materials and as crews inevitably had impacts due to Covid. So, you know, we -- we tried to be as smart as we could and communicate that within our team and outside the team to the community.

VICE CHAIR ROSALES: That was smart. I'll ask the other directors if they have any questions. Director Irvine?

DIRECTOR IRVINE: No questions. Just, you know, keep up the good work and I hope 2021 is a fantastic year.

VICE CHAIR ROSALES: Thank you. Director Miller? Questions? Okay. Director Jakes?

DIRECTOR JAKES: No questions.

VICE CHAIR ROSALES: Director Silva?
CHAIRMAN SILVA: No questions.

VICE CHAIR ROSALES: Great. Chris, thanks.
Thanks again for all the hard work and -- and thank the team. We really appreciate it. Great job.

MR. BUSHELL: Will do.

VICE CHAIR ROSALES: Thank you. Next, we're going to have a presentation by JuanPablo Prieto.

MR. PRIETO: Thank you, Vice Chair. Good morning, Directors, and a happy new year.

JuanPablo Prieto, Director of Diversity Programs.

Before covering the diversity programs 2020 outreach recap, I wanted to cover the DBE attainment for two projects that Bill is closing out this month. First, on the electric bus project we set a 30 percent goal on the design and construction of the charging stations. Through their subcontracting awards the contractor has committed to 33.54 percent and is currently attaining 29.72 percent. We are confident that the contractor will meet their commitments on this contract. Next on the 98th Rail Shop bridge deck we set is 25 percent goal and the contractor committed to 31.37 percent and is on track to meet that commitment. So next I will cover our outreach
for 2020. Last year we hosted or attended seventy outreach events which given the pandemic restrictions show our commitment to making sure the DBE community knows about opportunities with the CTA. Some highlights include twenty of those events were procurement focused which includes pre-bid and pre-proposal meetings, meet and greets and vendor fairs. Fifteen events were focused on training and education including our CTA small business educational series. And eighteen were in partnership with our technical assistance agencies. Because of these efforts, CTA is happy to report that we certified thirty-eight new DBE firms in 2020. We awarded thirty-nine small business enterprise contracts for over $5,000,000 and thirty-two DBE contracts or subcontracts for over $65,000,000. On slide thirty-nine you can see some flyers for a few of the events that we held in 2020. We have used virtual meetings to continue providing training and education and networking opportunities for the DBE community and have used our social media platforms to get the word out about our events.

On the workforce side, if you can flip to
the next slide, we have provided opportunities for individuals on our projects through our workforce goals. In 2020 WIOA eligible workers logged over 15,000 hours and earned over $745,000. Apprentices logged over 17,000 hours and earned $631,000 and economically disadvantaged area residents logged over 61,000 hours and earned over $2,000,000. These figures do not include RPM labor hours and dollars which I'll -- I'll cover a little later. We also developed and added the careers opportunity goal to our workforce goals in 2020. That goal -- the first project that will have that goal is the project that the Board approved today for our non-revenue rail maintenance facility. The careers opportunity goal combines the already existing WIOA goal and adds the ability to hire section three residents. Additionally we started a series called construction talks in which we partnered with the building trade unions and other government agencies to talk about careers in construction. Five out of the eight modules were hosted with the building trades as we toured their apprentice facilities. As you can see on slide forty-one, here are some examples of our
announcements of our construction talk sessions. Like with our small business outreach we also used webinars to get the information out to the individuals interested in a career in the construction industry and used our social media platforms to get the word out.

Separately I would like to cover our RPM outreach. On the small business side we awarded six of the eleven RPM communication contracts in 2020 for over 3.4 million dollars. The rest were awarded in 2019. Also in 2020 we conducted seventeen RPM events with Walsh-Flour. Three were our traditional meet-the-contractor events where Walsh-Flour provided an update on the project and upcoming opportunities that were scheduled to be advertised. We hosted two educational outreaches. One being the HACIA cohort which was part of our building small businesses program and the other to cover payment applications and how to get an invoice submitted and paid. We also hosted four sessions of our building small businesses or BSB program which is a financial capacity program that connects small businesses with assistance to access capital and resources such as technical and back
office support. In order to build awareness for BSB, we also conducted eight informational sessions with some of our technical assistance agencies. To date on the RPM design-build contract fifty-three unique DBEs have been awarded over $139,000,000 with over $100,000,000 still to be awarded. On the next slide I'll cover RPM workforce. On the project to date WIOA eligible workers logged over 19,000 hours and earned over $921,000. Apprentices -- apprentices logged over 31,000 hours and earned 1.3 million dollars. And EDA residents have logged over 53,000 hours and earned over $3,000,000. We also launched the elevating futures scholarship in partnership with Walsh-Flour and CPS and awarded the first round of scholarships. The applications for the second round of scholarships are available right now and close on March 1st. They're available at Chicagoscholars.org/elevatingfutures. We participated in two subcontractor sessions that Walsh-Flour held to introduce the RPM workforce partners and the resources they can provide subcontractors to find individuals to meet the workforce goals. And, finally, we hosted two
virtual workforce training and outreach sessions
for individuals interested in working in RPM. That
concludes my portion of the report. I'm happy to
answer any questions.

VICE CHAIR ROSALES: Well, great work again.
Fantastic work actually. Thank you so much. A
question for you on the -- could you -- could you
reiterate -- I remember the Chicago scholars but
could you reiterate who those are going to like who
is the target market for that?

MR. PRIETO: Yes. We're -- we're targeting
students that are from economically disadvantaged
areas that are looking to go into a career in
construction whether it be construction management
or engineering.

VICE CHAIR ROSALES: And how many have we
gotten so far?

MR. PRIETO: So the first round we awarded
three. Three individuals were awarded
scholarships.

VICE CHAIR ROSALES: Okay. Great. And we're
going to continue doing this. What -- what's the
size of the scholarships?

MR. PRIETO: Walsh-Flour committed $250,000 to
the effort so we're spreading that out over the
life of the project.

VICE CHAIR ROSALES: And are we potentially
looking for even more?

MR. PRIETO: Yes. You know, we would encourage
any -- any contractor that wishes to set up a -- a
similar -- similar fund or similar initiative. You
know, this was placed in the diversity outreach
plan for RPM. And we include that diversity
outreach plan in our larger contracts. So it's an
opportunity for contractors to work with us to
help, you know, create opportunities for -- for
individuals in economically disadvantaged areas.

VICE CHAIR ROSALES: I just want to say, you
know, before I -- I came to this board what I used
to hear before and I'll say this to President
Carter about CTA is that there -- there weren't a
lot of opportunities for DBEs. That it was really
difficult. That it was -- you know, we were
always -- or the CTA was only using a limited
amount. And it's -- it's great to see that we're
doing everything possible to not only utilize as
many DBEs as possible to encourage, you know, the
primes to utilize them but that we're also putting
into place opportunities so that they can better fine tune themselves as businesses. You know, that's great to see. And then with the scholarships it's even more so like, you know, building up long term opportunities. So that really makes me, you know, very happy to see all this because it's changed I think the perception. I'm also hearing the perception has really changed over the years which is great.

PRESIDENT CARTER: That's -- that's very good to hear. And -- and as you know and as I've discussed with the Board members in general, my real focus has been on building capacity and not just creating opportunities for DBEs but creating a pathway for them to increase those opportunities over time. And so, as you know, a lot of the ways in which we pursue our procurements today a lot of the provisions that we're putting in our contracts are all intended not only to maximize the opportunities for DBEs to get business with CTA but in addition to that, you know, we're creating both educational programs to support them and to help them develop their capacity. We're working with outside groups to increase their credit capacities
so that they can pursue financially the other
opportunities that are available and we're creating
procurement tasks with our task order contracts and
others that are designed -- like our Mid-Con
contract and things like that that are designed to
create smaller parts of the contract that they can
pursue, not just as subs but also possibly as
primes. So, you know, a big part of what I sort of
seen as my vision for diversity at CTA has really
been focused on expanding the opportunities and
improving the pool of DBEs to participate at CTA
and similarly setting them up to be able to pursue
other contracts with other public agencies
throughout the city. And obviously with -- with
the work that -- that Mayor Lightfoot is doing
right now there's a lot more coordination occurring
between CTA and our sister agencies and our sister
departments to make sure that we're leveraging the
work that each of us are doing to create
opportunities throughout the city that are intended
to enhance and improve the diversity pool of -- of
companies that can benefit from the work that we're
doing whether it be here or whether it be at the
airports or whether it be in CDOT work or elsewhere
in support of the ongoing attempts to improve diversity and inclusivity in the city.

VICE CHAIR ROSALES: That's what long-term economic development is about. For the city, you know.

PRESIDENT CARTER: Absolutely.

VICE CHAIR ROSALES: Director Irvine, do you have any questions?

DIRECTOR IRVINE: No questions but just kudos to President Carter you and JuanPablo you and your team. Great work.

MR. PRIETO: Thank you.

VICE CHAIR ROSALES: Director Miller?

DIRECTOR MILLER: No questions. Thank you.

VICE CHAIR ROSALES: Director Jakes?

DIRECTOR JAKES: No questions.

VICE CHAIR ROSALES: Great. Director Silva?

CHAIRMAN SILVA: No questions.

VICE CHAIR ROSALES: All right. Well, thank you. Thanks for the three presentations that we just had. I really appreciate all the work and, President Carter, great team effort I think by everybody. So -- and thanks again for the summaries. I think those were really, really
helpful. So if we have no further questions, our
next agenda item is new business. Greg, is there
any new business?

SECRETARY LONGHINI: No, ma'am. There is not.
VICE CHAIR ROSALES: Okay. Great. Well, with
no further business to come before the Board, may I
have a motion to adjourn?

DIRECTOR IRVINE: So moved.
DIRECTOR JAKES: Second.
SECRETARY LONGHINI: The motion is moved by
Director Irvine and seconded by Director Jakes. I
will now take a roll call vote. Director Irvine?

DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Silva?
CHAIRMAN SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?
VICE CHAIR ROSALES: Yes.
SECRETARY LONGHINI: Chairman, that motion is
approved with five yes votes.
VICE CHAIR ROSALES: Great. Thanks
everybody.

(Proceedings concluded at 11:48 p.m.)

(Whereupon, the Board meeting adjourned at 11:48 a.m.)
STATE OF ILLINOIS  
)  
) SS:
COUNTY OF COOK  
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MARGARET E. MECKLENBORG, as an Officer of the Court, says that she is a Certified Shorthand Reporter doing business in the State of Illinois; that she reported in shorthand the proceedings of said meeting, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said meeting via videoconference.

IN TESTIMONY WHEREOF: I have hereunto set my verified digital signature this 14th day of January, 2021.

[Signature]

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