

1  
2 CHICAGO TRANSIT AUTHORITY  
3 JANUARY 2021 REGULAR BOARD MEETING  
4

5 Held via videoconference

6 on

7 January, 13th, 2021

8 at

9 10:14 a.m.

10 at

11 567 West Lake Street, 2nd Floor,  
12 Chicago, Illinois 60661  
13

14  
15 STENOGRAPHIC REPORT OF PROCEEDINGS via  
16 videoconference had in the above-entitled cause  
17 held at the Chicago Transit Authority Headquarters,  
18 567 West Lake Street, 2nd Floor, Chicago, Illinois,  
19 Vice Chair Arabel Alva Rosales, presiding.  
20

21  
22  
23 REPORTED BY: Margaret E. Mecklenborg, CSR

24 LICENSE NO.: 084-004495



1 APPEARANCES:

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

10 ALSO PRESENT:

11 MR. CHRISTOPHER BUSHELL,  
12 Senior Vice President, Infrastructure;  
13 MS. TAMMY CHASE,  
14 Director of Communications and Media Relations,  
15 MS. MICHELE CURRAN,  
16 Vice President of Budget and Capital Finance;  
17 MR. JEREMY FINE, Chief Financial Officer;  
18 MS. CAROLINE GALLAGHER,  
19 Chief Strategy, Data and Technology Officer;  
20 MS. ERIN KLEIST-GAYNOR,  
21 Director, Strategy and Business Operations;  
22 MS. NORA LEERHSEN, Chief of Staff;  
23 MS. ELLEN MCCORMACK, Vice President of  
24 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.



1 (whereupon, the following  
2 proceedings commenced at  
3 10:14 a.m. via Zoom.)

4 SECRETARY LONGHINI: All right. It is now  
5 10:14. So we can begin. We'll begin the meeting  
6 of the regular Chicago Transit Board meeting.  
7 Chairman Alva Rosales, whenever you wish to start.

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

12 SECRETARY LONGHINI: Good morning.

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

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

19 DIRECTOR IRVINE: Here.

20 SECRETARY LONGHINI: Director Miller?

21 DIRECTOR MILLER: Here.

22 SECRETARY LONGHINI: Director Jakes?

23 DIRECTOR JAKES: Here.

24 SECRETARY LONGHINI: Director Silva?



1 DIRECTOR SILVA: Here.

2 SECRETARY LONGHINI: Chairman Alva Rosales?

3 VICE CHAIR ROSALES: Here.

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

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

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

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

20 DIRECTOR IRVINE: So moved.

21 DIRECTOR JAKES: Second.

22 SECRETARY LONGHINI: Moved by Director Irvine.  
23 Seconded by Director Jakes. I will now take the  
24 roll call vote. Director Irvine?



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Director Miller?

3 DIRECTOR MILLER: Yes.

4 SECRETARY LONGHINI: Director Jakes?

5 DIRECTOR JAKES: Yes.

6 SECRETARY LONGHINI: Director Silva?

7 CHAIRMAN SILVA: Yes.

8 SECRETARY LONGHINI: Chairman Alva Rosales?

9 DIRECTOR ROSALES: Yes.

10 SECRETARY LONGHINI: The minutes are approved

11 with five yes votes.

12 VICE CHAIR ROSALES: The next order of business

13 is executive session. It's my understanding,

14 Karen, that there is executive session today?

15 MS. SEIMETZ: Yes, Vice Chair. We will have

16 executive session pursuant to Section 2, paragraph

17 C, subparagraph 11, of the Open Meetings Act.

18 VICE CHAIR ROSALES: Thank you, Karen. I'll

19 now entertain the motion to recess into executive

20 session for the reasons stated from our general

21 counsel.

22 DIRECTOR IRVINE: So moved.

23 DIRECTOR JAKES: Second.

24 SECRETARY LONGHINI: Moved by Director Irvine.



1 Seconded by Director Jakes. And we'll take a vote.  
2 Director Irvine?

3 DIRECTOR IRVINE: Yes.

4 SECRETARY LONGHINI: Director Miller?

5 DIRECTOR MILLER: Yes.

6 SECRETARY LONGHINI: Director Jakes?

7 DIRECTOR JAKES: Yes.

8 SECRETARY LONGHINI: Chairman -- Director  
9 Silva?

10 CHAIRMAN SILVA: Yes.

11 SECRETARY LONGHINI: Chairman Alva Rosales?

12 DIRECTOR ROSALES: Yes.

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

18 VICE CHAIR ROSALES: Thank you.

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

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

24 as follows:)



1 SECRETARY LONGHINI: Thank you. We can now  
2 reconvene for the Chicago Transit Board meeting.  
3 Chairman Silva -- I'm sorry. Chairman Alva  
4 Rosales.

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

8 DIRECTOR IRVINE: So moved.

9 DIRECTOR JAKES: Second.

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

13 DIRECTOR IRVINE: Yes.

14 SECRETARY LONGHINI: Director Miller?

15 DIRECTOR MILLER: Yes.

16 SECRETARY LONGHINI: Director Miller?

17 DIRECTOR MILLER: Yes.

18 SECRETARY LONGHINI: Thank you. Director  
19 Jakes?

20 DIRECTOR JAKES: Yes.

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

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

24 SECRETARY LONGHINI: That's okay. No problem,



1 Director. And Chairman Rosales?

2 VICE CHAIR ROSALES: Yes.

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

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

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

22 VICE CHAIR ROSALES: Thank you, Karen. I'll  
23 now entertain a motion to approve an ordinance  
24 recommending a settlement of 1.1 million in the



1 case of Christopher and Kathryn Straka versus  
2 Chicago Transit Authority and Sharon Jones, Cook  
3 County Circuit Court, number 18 L 6951.

4 DIRECTOR IRVINE: So moved.

5 DIRECTOR JAKES: Second.

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

9 DIRECTOR IRVINE: Yes.

10 SECRETARY LONGHINI: Director Miller?

11 DIRECTOR MILLER: Yes.

12 SECRETARY LONGHINI: Director Jakes?

13 DIRECTOR JAKES: Yes.

14 SECRETARY LONGHINI: Director Silva?

15 CHAIRMAN SILVA: Yes.

16 SECRETARY LONGHINI: Chair Alva Rosales?

17 VICE CHAIR ROSALES: Yes.

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

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

23 CHAIRMAN SILVA: The Committee on Finance,  
24 Audit and Budget met earlier this morning via Zoom



1 video teleconference. The committee approved the  
2 December 16th, 2020. The committee reviewed the  
3 finance report. The committee also reviewed the  
4 following two ordinances. An ordinance consenting  
5 to the assignment of a lease for property located  
6 at 1909-11 North Western Avenue, Chicago, Illinois,  
7 Blue Line. An ordinance authorizing the transfer  
8 of real property located at 4331-4359 West  
9 Chicago Avenue, Illinois, the city of Chicago. The  
10 committee also reviewed eight purchase and sales  
11 award recommendations. The committee approved all  
12 items and recommends Board approval of all items.  
13 The committee placed both ordinance and all eight  
14 contracts on the omnibus. That concludes my  
15 report, Chairman Alva Rosales.

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

19 DIRECTOR IRVINE: So moved.

20 DIRECTOR JAKES: Second.

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

24 DIRECTOR IRVINE: Yes.



1 SECRETARY LONGHINI: Director Miller?

2 DIRECTOR MILLER: Yes.

3 SECRETARY LONGHINI: Director Jakes?

4 DIRECTOR JAKES: Yes.

5 SECRETARY LONGHINI: Director Silva?

6 DIRECTOR SILVA: Yes.

7 SECRETARY LONGHINI: Chairman Alva Rosales?

8 VICE CHAIR ROSALES: Yes. The omnibus --

9 omnibus motion is approved with five yes votes.

10 VICE CHAIR ROSALES: Great. Thanks. Our next  
11 order of business is the construction report. Bill  
12 Mooney.

13 SECRETARY LONGHINI: Yes. Herb, are we ready  
14 for Bill?

15 MR. NITZ: We are ready.

16 SECRETARY LONGHINI: All right, Bill.

17 MR. MOONEY: Good morning. Bill Mooney, your  
18 Chief Infrastructure Officer. And I have the  
19 construction report for you today. Moving to our  
20 first project which is where we normally start our  
21 yearly review of Jefferson Park to O'Hare signals  
22 project. The project remains on budget and tight  
23 to schedule. And it has had some significant  
24 milestone events since we last met. We've



1 commissioned the Foster relay house and the Central  
2 relay house as well as put into service the  
3 interlockings associated with the Foster middle  
4 track. Last month I showed you a bunch of  
5 infrastructure work going on in that area. This is  
6 just north of Jefferson Park Station on the Blue  
7 Line. It was a pretty big turnover of work and  
8 we've received Nagle relay house and have started  
9 preparations to install and cut over that house in  
10 the upcoming week. If we can flip to the pictures.  
11 This first picture here is what we call a tie in  
12 rack. This is actually at Harlem on the Blue Line.  
13 This actually is a temporary installation that will  
14 allow us to communicate with the new signal system  
15 at Nagle which is just south of this location. So  
16 when we install the new signal systems, we actually  
17 have to create some bridge connections to the old  
18 signals so they communicate together and function  
19 as one cohesive unit until that -- that house gets  
20 replaced in the future. So with each of these  
21 installations, we have to go into these older  
22 facilities and make some temporary work as part of  
23 that. So this is the new work at Harlem. Next  
24 slide, please. Here is an installation what we're



1 calling -- it was called a wheel detector.  
2 It's -- it's associated with how we communicate  
3 information back to control center about occupancy  
4 of trains as well as how we do some of our  
5 diagnostic equipment. It's a newer technology  
6 we're using with this project as well as Chris's  
7 signal job on RPM. And it really is important for  
8 some of the -- the advancements we're making  
9 in -- in how we envision use of signal and  
10 leveraging that technology for management of the  
11 railroad as a whole. Next picture, please. Here  
12 they're installing the new power feeds for the  
13 Nagle house that we'll -- is upcoming in the  
14 installation. You've seen that at Jefferson Park  
15 and other places. We're bringing two new  
16 Commonwealth Edison lines to support these  
17 facilities. Next slide, please. And here is a new  
18 signal in service at Foster. As this came on line  
19 it -- it shows you a signal for the entrance into  
20 the middle track there but also the orange box on  
21 the right is what we call a worker ahead system.  
22 So this is one of the overlays we have in our  
23 signal system when workers are in the area of curbs  
24 predominantly or other blind spots. We activate



1 this system and it provides a flashing light to the  
2 operators to let them know there are workers on the  
3 right of way ahead of them and also reduces the  
4 speed of the allowable train movement to restrict  
5 to fifteen in this circumstance.

6 Next slide, please. My next project is  
7 our E bus en route charging station. I'm very  
8 excited to report this will be the last time I'm  
9 reporting on this project. It has certainly been a  
10 challenge bringing this first-in-nation technology  
11 here and getting it commissioned and really  
12 getting it -- it approved to be used in the United  
13 States on this project which has been one of the  
14 larger hurdles. As we came to completion on the  
15 Navy Pier portion of this project, I think you'll  
16 see in the photos it's a really beautiful site to  
17 add kind of to that facility. So next slide,  
18 please. So here is the electric bus charging  
19 station with new mast on site with the electric bus  
20 for part of the commissioning process. You can get  
21 a sense of how that -- how that will work is  
22 there's a pantograph system actually that comes  
23 down from that mast that makes the connection to  
24 the top of the bus and cause -- and allows that



1 charge to occur on the bus. Next slide, please.  
2 Here is the new substation on site and you can see  
3 kind of the -- the turnaround is around that  
4 building. And you can see Navy Pier kind of  
5 in -- in the background there. It's a very -- you  
6 know, as of the nature of a lot of our substations  
7 they tend to be a little more nondescript. But it  
8 does have some nice kind of fine architectural  
9 features that augment off the rest of the complex.  
10 Next slide, please. And here it's a little pulled  
11 back so you can get a sense of kind of it's  
12 existence in relationship to the rest here. It's  
13 kind of a neat photo from a drone view of the  
14 turnaround itself in relationship to Navy Pier. So  
15 I really congratulate my team and the work they did  
16 to see this through fruition. It was a very  
17 challenging project for them but in the end I think  
18 will be, you know, a large step in our commitment  
19 towards an electric fleet.

20 Next project, please. The next project is  
21 our transformer replacement project which remains  
22 on schedule, on budget. We've completed the  
23 last -- the one transformer at Douglas Substation  
24 in the last month and we've moved on to planning



1 for Franklin. Franklin actually has three  
2 replacement transformers. They are actually oil  
3 type transformers. So they're a little different  
4 than the ones we've been installing at these other  
5 locations. It's also a pretty critical piece of  
6 infrastructure so those are actually in a different  
7 procurement path and testing right now in  
8 commissioning. So next slide, please. So here's  
9 the new transformer being installed at Douglas.  
10 It's being dropped on the pad of the exterior of  
11 the building and the photo on the right shows the  
12 cabling being brought in to connect that  
13 transformer to the rectifier and the other pieces  
14 of equipment in the facility.

15 Next slide. This is another project I'll  
16 be reporting on for the last time. This is our  
17 98th Rail Shop bridge, deck and drainage project.  
18 I -- this is one of my favorite projects that we've  
19 done over the last year. It's been a great little  
20 project that wouldn't necessarily draw a lot of  
21 fanfare as it's a maintenance facility but it's  
22 really kind of a neat structural project. It was a  
23 great team with a newer project manager that's been  
24 homegrown out of the CTA. It's a veteran person



1 that's -- that's taken a role as a project manager  
2 so it was one of her first major projects and did a  
3 great job in navigating it to success. If you can  
4 move to the pictures, please. So here's a before  
5 and after of the surface level of that bridge deck.  
6 It services the shop which is a multi-story  
7 facility. This is the top floor where you actually  
8 enter it from street level. So you can see  
9 the -- the drastic appearance difference there.  
10 What is most notable is that -- that bridge was  
11 actually getting to the point that it was  
12 structurally deficient and we were not going to be  
13 able to use it, continue much longer without this  
14 investment. So you can see that -- that investment  
15 up there and the improvement up there. Next slide.  
16 Here you can see a side angle and you get a better  
17 sense of that structural challenge of that bridge  
18 and that deterioration point. And kind of that  
19 difference. You can also see all that  
20 deterioration on the facade of the building so this  
21 was caused over water damage after many, many years  
22 kind of running down the side of the building due  
23 to lack of drainage. And so, you know, you can see  
24 kind of that improvement that we made to the side



1 of the building to repair that water damage. Next  
2 slide, please. This is the interior of that top  
3 deck. This is what we call the penthouse. So  
4 we -- we broke out that entire floor, replaced it  
5 all and that's new topping coated floor there.  
6 Next slide. And this is the side of that facade  
7 underneath the bridge. Again you can kind of see  
8 the change in -- in that water damage and replacing  
9 all those windows as well as the underside of the  
10 deck. Next slide. And then this is actually  
11 underneath that penthouse floor. So this is  
12 actually the penthouse floor was the ceiling to  
13 these two rooms. And so we actually came in and  
14 ended up replacing -- as we replaced the floor,  
15 updating that structural steel, replacing the  
16 lighting and the -- and the locker room actually  
17 got new lockers as part of the project. Next  
18 slide, please. And then this is ground level where  
19 we actually ended up having to rebuild a portion of  
20 that wall and replacing all the doors associated  
21 with that. So again it was a great little project  
22 that came to success.

23 President Carter asked me to highlight  
24 some of the accomplishments we had. And I think



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

17 If we can move to the photos, please. So  
18 here's some photos from the completed East Lake.  
19 This courtyard used to be kind of a rundown -- it  
20 was a collapsed actually courtyard. It was  
21 structurally unstable because it was vaulted with  
22 all the cable vaults. It was completely rebuilt.  
23 As well as the facade of that building was  
24 completely rehabbed. It's a gorgeous old building



1 in downtown Chicago. And then there is that new  
2 equipment that is really the heart of our -- our  
3 system that keeps the train powering. Next slide.  
4 Here's before and afters of Logan Square. It  
5 was -- it was a lighter project than a lot of our  
6 station rehabs but it got a pretty heavy cosmetic  
7 overlift and a refresh as well as some -- some  
8 water remediation work that our -- our customers  
9 can appreciate that and new fresh look. It really  
10 brightened up the place.

11 The next slide. And Grand, Chicago,  
12 Division was a much larger investment of the  
13 project. So here's a picture of Grand before the  
14 project. Next slide. And here's the after. And,  
15 you know, kind of one of those unique things we did  
16 do at Grand was the contrasting stair treads. It's  
17 a pilot as a request coming out of our ADA  
18 committee. That's something we're looking at  
19 advancing and we're very anxious to see the results  
20 of this project and incorporating it into our ASAP  
21 projects as we go forward. The next slide. And  
22 then kind of one of the more notable features of  
23 the project was the improvements at street level.  
24 Enclosing these entrances from the weather and kind



1 of making them identifiers in a vibrant  
2 neighborhood off the Blue Line. So this is  
3 replacement of the head house. You can see here's  
4 the existing head house at Grand on the left and  
5 then the new ones after on the after side. Really  
6 notable architectural piece.

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

18 Next slide. And here's another one our fast track  
19 projects. This one the large focal piece of it was  
20 the replacement the Kedzie grade crossing on the  
21 Brown Line. Kedzie being one of the higher traffic  
22 routes we experience at grade level. That grade  
23 crossing was really, really beat up and, you know,  
24 it was suffering a lot of damage from the truck



1 movement and the car movement in the area and it is  
2 very heavily used as even a bike and pedestrian  
3 routes. We've invested in a concrete tub here  
4 which will provide us a much longer lasting life.  
5 It's a really nice investment and a good little  
6 project.

7           And moving forward to 2021, it's a really  
8 big year. We spent a lot of 2020 planning these  
9 projects coming out of the state capital program.  
10 And these are projects that we're looking to launch  
11 in some form or another. So we have the  
12 non-revenue vehicle shop which the Board just  
13 awarded which we're very excited to start  
14 construction on that design-build project. And it  
15 will -- it will provide us a maintenance facility  
16 for our -- our equipment that helps us maintain the  
17 tracks and -- and our rail born. We will be  
18 looking to award a construction contract for Barry,  
19 Damen and Canal substations. These are a part of  
20 our investment into the Blue Line infrastructure to  
21 provide for more train traffic as well as the  
22 advancement of the 7000s on those lines. We will  
23 be doing a northbound State and Dearborn fast  
24 tracks project similar to the one I just talked



1 about on southbound State. This will be on the  
2 northbound side as well as investment in the  
3 Dearborn subway. We'll begin construction on a new  
4 canopy at Irving Park on the Blue Line as well as  
5 replacements of the two escalators there. We will  
6 launch the design for our largest project on the  
7 infrastructure side of the state capital program  
8 which is the renewal of the Congress branch on the  
9 Blue Line which will be basically replacing all the  
10 track down to the dirt out to the Illinois Medical  
11 District from the subway. And we launched the ASAP  
12 program. We're very excited to begin the phase one  
13 of the ASAP. And so Austin we've already  
14 identified the design contractor and begun design  
15 on Austin really pitching the full design at the  
16 beginning of this year. We will launch design task  
17 orders for Montrose, California and Racine. So  
18 that -- and with the four stations being done in  
19 RPM covers actually a little more than what was  
20 envisioned in phase one of ASAP because Racine is  
21 kind of a bonus station. And we will do  
22 Harlem -- up at Harlem and O'Hare. We will start  
23 design on a new bus station. That station sits in  
24 a median on the highway and we have a bus



1 turnaround that -- that sits over the highway and  
2 we have a bridge associated with that bus  
3 turnaround at this point that needs a major  
4 structural renewal. So it's a pretty large scale  
5 structural project for us and a very interesting  
6 project.

7 All said and done it's -- it's over, you  
8 know, \$400,000,000 worth of projects that we'll be  
9 kicking off in some form of this year so it's a  
10 very busy year and we're excited to get going on  
11 it. Herb, can you flip to the next slide? Here's  
12 a rendering of the non-revenue shop to give you a  
13 sense of kind of what that facility is going to  
14 look like. It's a really great investment in the  
15 neighborhood. This currently is a warehouse and  
16 storage yard we use -- we have for material. We're  
17 planning on reorganizing the material to make way  
18 for the space and -- and reducing the shop. The  
19 shop will also have a lot of landscape on the  
20 public frontage which will be a major visual  
21 improvement for the neighborhood as well as we'll  
22 be incorporating public art as is the nature of our  
23 commitment to the public art program. Next slide,  
24 please. And here's a couple renderings of the



1 substations that are tied to -- this is Damon and  
2 Barry substation. They are different than any  
3 substation we've done before. They are in the  
4 heart of two very populous neighborhoods right on  
5 very noticeable frontages that we own there and so  
6 we -- we looked very deeply and the team tried to  
7 be very creative about how they interact with the  
8 neighborhood and their appearance. So the top  
9 slide is -- the facility is designed by Carol Ross  
10 Barney who did the canopy at Belmont on the Blue  
11 Line as well for us and she calls -- Carol refers  
12 to this as a lantern. It's actually a glass top of  
13 the facility. It's a very heavy, insulated sealed  
14 glass that will allow the building to be slightly  
15 backlit and kind of with a light glow at night.  
16 Nothing more intrusive than what streetlight is  
17 creating. And it has a terra cotta facade that  
18 kind of dampers that. It gives it this very neat  
19 feeling as you approach it and it's very symbolic  
20 of the neighborhoods. Very Chicago elements in  
21 brick and terra cotta which is probably the most  
22 predominant elements of the architecture of  
23 Chicago. It's a really neat facility and we're  
24 very excited to -- to see it built. And the bottom



1 is Damen and Damen actually will also have glass as  
2 well. So again it's designed by Carol Ross Barney  
3 Architects. And the overall engineering firm  
4 leading is T.Y. Lin and the facility actually will  
5 have these glass fronted windows on the second  
6 floor that will be viewable from the Damen Blue  
7 Line Station. So you'll actually be able to look  
8 from the edge of the platform into the top floor of  
9 the station and be able to see some of the tracks  
10 and power equipment which is kind of a neat peek  
11 behind the scenes. They are still hard and secure  
12 facilities. Well protected for the infrastructure  
13 that's in them. But we try to be very conscious  
14 about how they interact in these neighborhoods.  
15 Damen actually has a courtyard that will be right  
16 there on North Avenue that will have some public  
17 art in that courtyard. This will be the first time  
18 we're incorporating public art in an infrastructure  
19 project like this. And that concludes my portion  
20 of the construction report. I'll be glad to take  
21 any questions at this time.

22 VICE CHAIR ROSALES: well, thank you. Well, I  
23 just want to say thank you for the summary as well  
24 because honestly we vote on these throughout the



1 year and just to see it all in one place  
2 it's -- it's pretty astounding. I mean all the  
3 work that was done. Especially with the kind of  
4 year that we had 2020 being. Right? Such a  
5 difficult year. So thank you for that.  
6 It's -- it's a lot. And so much that's coming  
7 also. That's -- that's really great to hear. I  
8 also just want to comment that you called it  
9 notable architectural pieces which is great because  
10 not only are they great at functioning and  
11 improving, you know, the work that's being done in  
12 those areas on the service that we provide but  
13 they're esthetically pleasing as well which is  
14 not -- I don't think people realize how difficult  
15 that is to do. But that -- that takes a lot of  
16 collaboration. So thank you for that. I've got  
17 to -- just going way back to the beginning,  
18 you -- you mentioned something called a wheel  
19 detector that is now being used. I know that was  
20 like way, way at the beginning. Is that a --

21 MR. MOONEY: Yeah.

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

24 MR. MOONEY: So as we continue -- so as we've



1 advanced signal technology, part of the goal of  
2 these installations is to bring down the length of  
3 what we call a track circuit. which is -- so we  
4 have kind of this fixed blocked signal system so  
5 they have very defined segments of track in the  
6 signal system and when a train enters that track,  
7 it communicates to the rest of the system and says  
8 I have a train in this location and here's  
9 how -- how fast the trains behind it can go to not  
10 come up and approach it. As the technology  
11 evolves, we try and shorten up those track circuits  
12 so that we can run more trains and run them faster  
13 and speed up the railroads. The next kind of  
14 evolution of that has been a lot of what they call  
15 computer-based technology or CBTC where it's a  
16 communication-based system that trains communicate  
17 with each other and wayside where an older system  
18 it's a lot harder for us to advance that. So  
19 digital is kind of that in between for us. It  
20 allows us to have a much more finite track circuit  
21 that has smaller segments that can be identified so  
22 you know exactly where in this 1,000 foot segment  
23 of track that train is. Is it at the far end? Is  
24 it at the near end? which allows us to refine the



1 system. The only place it gets a little more  
2 challenging is around the interlockings. Because  
3 the way that they're set up with all their  
4 divergent routes which is what we cross our trains  
5 over. So we use this technology these wheel  
6 sensors that actually tell us when the wheel of the  
7 train passes that point which allows us to make  
8 assumptions about how -- how it's moving through  
9 the interlocking and move that through the -- the  
10 system. And it's really -- it also allows us to  
11 tell like when the train is in relation to actual  
12 elements of the interlocking itself like where the  
13 signals are or the switch points. And so it just  
14 allows us to continue to refine that technology and  
15 allow us to report that information in much more  
16 detail back to the control center. The more detail  
17 we have on where the train is the more information  
18 we can provide and make decision-making tools  
19 and -- and help us managing the system as a whole.

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

23 MR. MOONEY: Yeah.

24 VICE CHAIR ROSALES: It can really have a long



1 term impact so.

2 MR. MOONEY: Absolutely.

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

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

22 MR. MOONEY: So we're looking at a phased  
23 construction very similar to what we did with  
24 Illinois Medical District. A large portion of that



1 station work we'll try and couple with the track  
2 program. Some of the most obtrusive construction  
3 periods we'll try and do in relation to the -- will  
4 all be tied to the track construction because  
5 they're right there. Which is why it got pushed up  
6 in the ASAP program because our commitment was as  
7 we renew track on the -- on that Congress branch  
8 that's when we'd take on station renewals to be  
9 able to accommodate the out basin for the  
10 elevators. So as we're just launching the design  
11 task orders some of that phasing and details will  
12 be worked out through design. You know, right now  
13 we're looking at an elevator side and a ramp  
14 adjustment to be able to make the station fully  
15 accessible. As the designer refines those  
16 understandings we'll also be able to work through  
17 our constructability plans but the intention is to  
18 keep the station functional for the most part.

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

22 MR. MOONEY: Yeah.

23 DIRECTOR IRVINE: Do you have a timeline?

24 MR. MOONEY: So CDOT is advancing in design



1 documents on State and Lake. They're at about  
2 15 percent design right now. President Carter and  
3 I were privileged enough to see an early concept  
4 design around the station. It will -- I can tell  
5 you this just from the early concepts it will be  
6 another really brilliant landmark station in  
7 downtown Chicago. It really is breathtaking in its  
8 design features. So they're -- they're pretty  
9 early in design concepts right now. I would  
10 expect, you know, probably another twelve months or  
11 eighteen months worth of design there and then  
12 they, you know, would move forward to preparing a  
13 construction contract for that so. But  
14 it's -- it's pressing forward. It's a funded  
15 project out of the City of Chicago. It's one  
16 that's definitely getting picked up.

17 DIRECTOR IRVINE: Okay. Well, at this -- and  
18 again since it's not our project and I know it's  
19 not within your control but I'd love -- whenever  
20 there is an appropriate time, I'd love to get, you  
21 know, a presentation to the Board and kind of an  
22 update, you know, of where it is and especially  
23 if -- you know, when you see any preliminary  
24 designs.



1 MR. MOONEY: Yeah. I think we certainly  
2 can -- can touch on some of these, you know,  
3 projects that we collaborate with CDOT on. Damen  
4 on the Green Line is another one that they're  
5 actually out for procurement on their construction  
6 contract for that station right now. And so as  
7 that moves into construction phase, we do a lot of  
8 the construction management oversight as we almost  
9 treat CDOT as our contractor. So we do actually  
10 get pretty engaged and we can certainly provide  
11 some updates on those projects to the Board as they  
12 go out.

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

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

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

24 VICE CHAIR ROSALES: Thank you. Director



1 Jakes?

2 DIRECTOR JAKES: No questions.

3 VICE CHAIR ROSALES: Director Silva?

4 CHAIRMAN SILVA: No questions.

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

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

16 VICE CHAIR ROSALES: Okay.

17 MR. MOONEY: So they have all the features that  
18 we include in those facilities and actually as a  
19 newer advancement of them they actually include  
20 cameras on the facility. All the doors are alarmed  
21 and secure. Plus some other features kind of  
22 associated with them. But they really are kind of  
23 hard and bunkered facilities even with their neat  
24 architectural features. So one of the big



1 challenges in this project and I talked about this  
2 in the other months that the team had to overcome  
3 was that this was first in kind use of this  
4 technology especially in the system. We did a  
5 really deep driven hazard analysis and -- and  
6 worked with the designer and the technology  
7 developer really who is the main contractor to work  
8 through kind of all the management tools around  
9 those hazards to come up with them. I mean it was  
10 a really complex hazard matrix that went with that  
11 solution. And that's kind of what delayed the  
12 project in development and for design work. And so  
13 there was a lot of thought put in on that as that  
14 was the first time we'd be using this technology  
15 out in the public like this. Unlike a rail  
16 right-of-way we have electric is there but there's  
17 a much more concise thing that people don't  
18 generally walk on. This is out actually in  
19 the -- in the forbearance of the system so we spent  
20 a lot of time thinking about how we're going to  
21 secure it and protect.

22 VICE CHAIR ROSALES: Okay. So it's all been  
23 well thought out well in way in advance and -- and  
24 it sounds -- it sounds like we're in good shape in



1 that area. So thank you. Thank you, Bill. Thank  
2 the team for all their hard work. We really --

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

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

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

14 MR. BUSHELL: Happy new year, Directors. Okay.  
15 RPM phase one, design-build contract 2020  
16 achievements. So we continued the construction of  
17 the bypass bridge in the area of the Belmont  
18 Station. We completed the foundations and columns  
19 and started the installation of the steel. You'll  
20 see some photographs to come as well -- as well as  
21 the one over my shoulder. We had a very busy  
22 summer and early fall installing track work at  
23 Montrose and Thorndale. As I've explained in the  
24 past, those two interlockings are very complicated



1 pieces of track work were installed during extended  
2 reroutes. That was some of the lemonade we made  
3 out of the Covid lemons, you know, that resulted  
4 from impacted ridership. We were able to get some  
5 extended closures. We're very close to the front  
6 office, our media team and to create those  
7 opportunities to -- to advance the work in larger  
8 chunks instead of weekends which probably would  
9 have increased the impacts on our customers in the  
10 communities we serve. Following the completion of  
11 that track work we also have advanced the signaling  
12 portion of that. So the part that we completed was  
13 really the heavy civil part. It was tearing out  
14 the existing tracks, putting in new tracks.  
15 Complicated tracks as can -- you've seen from  
16 photographs. And we followed up that portion of  
17 the heavy civil work with signal work. So the  
18 installation of the relay houses. As you've seen  
19 in Bill's project, that in and of itself was very  
20 complicated and we sometimes joke that RPM is  
21 really an accessibility and a signally project  
22 predominantly. Although it does have those big  
23 bridges in there. But this signaling work  
24 advanced. We installed four of the relay houses



1 and began the commissioning of that work ahead of  
2 the upcoming stage A. And speaking of that, of the  
3 goals we have for 2021, we want to start the  
4 construction of the new bridge. We call that stage  
5 A between Lawrence and Bryn Mawr. We anticipate  
6 that in the second quarter of this year. In order  
7 to do that, we need to complete the testing and the  
8 commissioning of the -- of the signaling system of  
9 those four relay houses as well as open up  
10 the -- the temporary stations which again I think  
11 the Board has seen numerous photographs and they're  
12 coming along quite well.

13 So one of the other major things again  
14 kind of looking over my shoulder here, and we'll  
15 have some photographs here in second, is we will  
16 complete the construction of the new bypass bridge  
17 and this is the bridge in the area of the Belmont  
18 Station. That's not -- the -- that RPB or that  
19 Red/Purple bypass segment has -- has a couple of  
20 elements into it. One is of course the bypass  
21 which we'll finish this year and the other one is  
22 that's the bridge over and then there is a  
23 reconstruction of the track -- the four track  
24 corridor under. That will continue through the end



1 of 2024. So those are both our accomplishments and  
2 our goals. We did have impacts due to Covid but we  
3 also tried to work and -- and look at some of those  
4 challenges as opportunities and in -- in just  
5 significant degree we were able to minimize the  
6 impacts associated with Covid and advance the  
7 project successfully.

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



1 sensitive to the community around it.

2           Next picture. The interlockings. This  
3 is -- this was a big part of last year at both  
4 Thorndale and Montrose. I'm just showing you a  
5 picture of Thorndale. You -- you've seen plenty of  
6 them at Montrose. Next. And then again the  
7 signaling portion of that. So there's the heavy  
8 civil putting the tracks in and then there's the  
9 signally overlay turning that on. Next. So  
10 progress on the work it's still very much a design  
11 project. We have advanced the design a little bit  
12 beyond 75 percent. For the main part of the design  
13 that work continues remotely and we are working  
14 very closely with the design-build contractor to  
15 advance it and also to take advantage of DBE  
16 opportunities that are within that design work.  
17 This is a part of the contract that we had a  
18 separate goal on. JP will talk a little bit more  
19 in summary about some of the great work we did for  
20 DBE and community outreach and workforce  
21 development at the end of my presentation but it  
22 was very much integrated into our efforts. And  
23 again on the bypass we continue to do steel work.  
24 You see over my shoulder a major beam that spanned



1 over four tracks. This is what we call a straddle  
2 beam and it was installed over the past weekend  
3 during a line cut. We have another line cut this  
4 weekend to detail it. So that work continues.  
5 Corridor signal improvements there is work beyond  
6 the four relay houses that we talked about.  
7 Testing of that work and completing design  
8 continues relative to that. Pre-stage is mostly  
9 getting the signaling -- the smaller signaling  
10 system in the area of those interlocking and  
11 temporary stations up and running. And that work  
12 is going well. And then the larger Lawrence to  
13 Bryn Mawr modernization is really what I talked  
14 about in terms of the goal for stage A to start  
15 building that bridge. You've seen pictures over  
16 the past year of these -- these big pieces of  
17 concrete, the segmented box girder that will go  
18 through the Lawrence to Bryn Mawr segment. A  
19 different bridge from the one over my shoulder. A  
20 different type of bridge rather. That will start  
21 this year with the start of that stage A. If we go  
22 to the next. So are there any questions?

23 VICE CHAIR ROSALES: well, once again, Chris,  
24 thank you again so much for the work that you and



1 your team does and thanks for the summary. Again  
2 that really helps. I think similar -- at least my  
3 comments similar to what, you know, we said to  
4 Bill. I'm curious though because I know you also  
5 do a lot of community outreach things on -- even on  
6 the designs. You're including, you know, feedback  
7 that over the years that you've gotten from the  
8 community kind of what they want to see and  
9 what -- not only on the efficiency side but what  
10 seems to help, right, the community. Because we  
11 know when we get in there we also help the economy  
12 with the -- the work that's being done by you. But  
13 any lessons learned -- rough year but any lessons  
14 learned that you think we should be applying going  
15 forward, you know, in some of the other -- not only  
16 in projects that you're doing but that  
17 we're -- that we're continuously going to be doing?

18 MR. BUSHELL: In terms of the outreach, you  
19 know, there -- in a project -- in a design-build  
20 project things happen in a slightly different  
21 sequence and they happen pretty quickly. So  
22 establishing a way to communicate with the various  
23 community partners has been critical. I actually  
24 worked very closely with the front office and



1 with -- with Veronica on some of the reports that  
2 we had issued to various community members and  
3 they've been very successful, well received. It  
4 is -- it is hard to communicate some aspects of  
5 design-build. It does bring us I think a lot of  
6 value as a -- as an owner. It -- things move  
7 pretty quickly. And sort of explaining and  
8 understanding that is a slightly different process  
9 from something we spend a lot of time designing.  
10 Bill, talked about several design projects that  
11 we'll start this year. When we kind of start an  
12 independent design project, it's a little different  
13 dynamic in terms of engaging the community and  
14 taking their input and incorporated it into  
15 construction. So I would say one take away I have  
16 from this past year is especially on large  
17 design-build projects is understand that dynamic,  
18 understand the community. It's important to  
19 understand that dynamic and the communities that  
20 you're providing information to and how they want  
21 that information and what's important to them. You  
22 know, this has been an unusual year in -- in many  
23 respects. Though I think permanently we'll  
24 probably change some of the things that we do. In



1 many cases I think it's easier in some ways to get  
2 some types of public input from on-line sources,  
3 from Zoom meetings and -- and other things because  
4 people aren't forced so much out of the ordinary  
5 path of their lives. They can go home, make dinner  
6 for their kids, make sure everyone gets their  
7 homework done and still attend a public meeting.  
8 So, you know, some of that input in outreach will  
9 probably stay with us because it really enables  
10 more people to get more involved. So those are a  
11 couple lessons on the public outreach and  
12 design-build side.

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

15 MR. BUSHELL: Yeah. The -- you know,  
16 the -- the biggest challenge obviously has  
17 been -- has been Covid. And, you know,  
18 work -- working to stay safe yet advance the  
19 project. And, as I said before, when we realized  
20 that we had impacted ridership and how we could  
21 potentially work -- work around that by instead of  
22 doing work on weekends we could do work on an  
23 extended reroute. Something that wouldn't be  
24 possible in ordinary times with normal passenger



1 loads. So those extended reroutes were an  
2 important, you know, component that we brought  
3 forward in this year and it was a testament to the  
4 flexibility of and skill of our own operations  
5 department led my Don Bonds as well as President  
6 Carter's vision, you know, of trying to  
7 make -- make lemonade out of lemons if -- if you  
8 want to use that term. I've used it several times.  
9 But, you know, we wanted to -- to mitigate some of  
10 the delays we were seeing in materials and as crews  
11 inevitably had impacts due to Covid. So, you know,  
12 we -- we tried to be as smart as we could and  
13 communicate that within our team and outside the  
14 team to the community.

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

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

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

23 DIRECTOR JAKES: No questions.

24 VICE CHAIR ROSALES: Director Silva?



1 CHAIRMAN SILVA: No questions.

2 VICE CHAIR ROSALES: Great. Chris, thanks.

3 Thanks again for all the hard work and -- and thank  
4 the team. We really appreciate it. Great job.

5 MR. BUSHELL: Will do.

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

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

10 JuanPablo Prieto, Director of Diversity Programs.

11 Before covering the diversity programs 2020

12 outreach recap, I wanted to cover the DBE

13 attainment for two projects that Bill is closing

14 out this month. First, on the electric bus project

15 we set a 30 percent goal on the design and

16 construction of the charging stations. Through

17 their subcontracting awards the contractor has

18 committed to 33.54 percent and is currently

19 attaining 29.72 percent. We are confident that the

20 contractor will meet their commitments on this

21 contract. Next on the 98th Rail Shop bridge deck

22 we set is 25 percent goal and the contractor

23 committed to 31.37 percent and is on track to meet

24 that commitment. So next I will cover our outreach



1 for 2020. Last year we hosted or attended seventy  
2 outreach events which given the pandemic  
3 restrictions show our commitment to making sure the  
4 DBE community knows about opportunities with the  
5 CTA. Some highlights include twenty of those  
6 events were procurement focused which includes  
7 pre-bid and pre-proposal meetings, meet and greets  
8 and vendor fairs. Fifteen events were focused on  
9 training and education including our CTA small  
10 business educational series. And eighteen were in  
11 partnership with our technical assistance agencies.  
12 Because of these efforts, CTA is happy to report  
13 that we certified thirty-eight new DBE firms in  
14 2020. We awarded thirty-nine small business  
15 enterprise contracts for over \$5,000,000 and  
16 thirty-two DBE contracts or subcontracts for over  
17 \$65,000,000. On slide thirty-nine you can see some  
18 flyers for a few of the events that we held in  
19 2020. We have used virtual meetings to continue  
20 providing training and education and networking  
21 opportunities for the DBE community and have used  
22 our social media platforms to get the word out  
23 about -- about our events.

24 On the workforce side, if you can flip to



1 the next slide, we have provided opportunities for  
2 individuals on our projects through our workforce  
3 goals. In 2020 WIOA eligible workers logged over  
4 15,000 hours and earned over \$745,000. Apprentices  
5 logged over 17,000 hours and earned \$631,000 and  
6 economically disadvantaged area residents logged  
7 over 61,000 hours and earned over \$2,000,000.  
8 These figures do not include RPM labor hours and  
9 dollars which I'll -- I'll cover a little later.  
10 We also developed and added the careers opportunity  
11 goal to our workforce goals in 2020. That  
12 goal -- the first project that will have that goal  
13 is the project that the Board approved today for  
14 our non-revenue rail maintenance facility. The  
15 careers opportunity goal combines the already  
16 existing WIOA goal and adds the ability to hire  
17 section three residents. Additionally we started a  
18 series called construction talks in which we  
19 partnered with the building trade unions and other  
20 government agencies to talk about careers in  
21 construction. Five out of the eight modules were  
22 hosted with the building trades as we toured their  
23 apprentice facilities. As you can see on slide  
24 forty-one, here are some examples of our



1 announcements of our construction talk sessions.  
2 Like with our small business outreach we also used  
3 webinars to get the information out to the  
4 individuals interested in a career in the  
5 construction industry and used our social media  
6 platforms to get the word out.

7 Separately I would like to cover our RPM  
8 outreach. On the small business side we awarded  
9 six of the eleven RPM communication contracts in  
10 2020 for over 3.4 million dollars. The rest were  
11 awarded in 2019. Also in 2020 we conducted  
12 seventeen RPM events with Walsh-Flour. Three were  
13 our traditional meet-the-contractor events where  
14 Walsh-Flour provided an update on the project and  
15 upcoming opportunities that were scheduled to be  
16 advertised. We hosted two educational outreaches.  
17 One being the HACIA cohort which was part of our  
18 building small businesses program and the other to  
19 cover payment applications and how to get an  
20 invoice submitted and paid. We also hosted four  
21 sessions of our building small businesses or BSB  
22 program which is a financial capacity program that  
23 connects small businesses with assistance to access  
24 capital and resources such as technical and back



1 office support. In order to build awareness for  
2 BSB, we also conducted eight informational sessions  
3 with some of our technical assistance agencies. To  
4 date on the RPM design-build contract fifty-three  
5 unique DBEs have been awarded over \$139,000,000  
6 with over \$100,000,000 still to be awarded. On the  
7 next slide I'll cover RPM workforce. On the  
8 project to date WIOA eligible workers logged over  
9 19,000 hours and earned over \$921,000.  
10 Apprentices -- apprentices logged over 31,000 hours  
11 and earned 1.3 million dollars. And EDA residents  
12 have logged over 53,000 hours and earned over  
13 \$3,000,000. We also launched the elevating futures  
14 scholarship in partnership with Walsh-Flour and CPS  
15 and awarded the first round of scholarships. The  
16 applications for the second round of scholarships  
17 are available right now and close on March 1st.  
18 They're available at  
19 [chicagoscholars.org/elevatingfutures](http://chicagoscholars.org/elevatingfutures). We  
20 participated in two subcontractor sessions that  
21 Walsh-Flour held to introduce the RPM workforce  
22 partners and the resources they can provide  
23 subcontractors to find individuals to meet the  
24 workforce goals. And, finally, we hosted two



1 virtual workforce training and outreach sessions  
2 for individuals interested in working in RPM. That  
3 concludes my portion of the report. I'm happy to  
4 answer any questions.

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

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

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

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

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

24 MR. PRIETO: Walsh-Flour committed \$250,000 to



1 the effort so we're spreading that out over the  
2 life of the project.

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

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

14 VICE CHAIR ROSALES: I just want to say, you  
15 know, before I -- I came to this board what I used  
16 to hear before and I'll say this to President  
17 Carter about CTA is that there -- there weren't a  
18 lot of opportunities for DBEs. That it was really  
19 difficult. That it was -- you know, we were  
20 always -- or the CTA was only using a limited  
21 amount. And it's -- it's great to see that we're  
22 doing everything possible to not only utilize as  
23 many DBEs as possible to encourage, you know, the  
24 primes to utilize them but that we're also putting



1 into place opportunities so that they can better  
2 fine tune themselves as businesses. You know,  
3 that's great to see. And then with the  
4 scholarships it's even more so like, you know,  
5 building up long term opportunities. So that  
6 really makes me, you know, very happy to see all  
7 this because it's changed I think the perception.  
8 I'm also hearing the perception has really changed  
9 over the years which is great.

10 PRESIDENT CARTER: That's -- that's very good  
11 to hear. And -- and as you know and as I've  
12 discussed with the Board members in general, my  
13 real focus has been on building capacity and not  
14 just creating opportunities for DBEs but creating a  
15 pathway for them to increase those opportunities  
16 over time. And so, as you know, a lot of the ways  
17 in which we pursue our procurements today a lot of  
18 the provisions that we're putting in our contracts  
19 are all intended not only to maximize the  
20 opportunities for DBEs to get business with CTA but  
21 in addition to that, you know, we're creating both  
22 educational programs to support them and to help  
23 them develop their capacity. We're working with  
24 outside groups to increase their credit capacities



1 so that they can pursue financially the other  
2 opportunities that are available and we're creating  
3 procurement tasks with our task order contracts and  
4 others that are designed -- like our Mid-Con  
5 contract and things like that that are designed to  
6 create smaller parts of the contract that they can  
7 pursue, not just as subs but also possibly as  
8 primes. So, you know, a big part of what I sort of  
9 seen as my vision for diversity at CTA has really  
10 been focused on expanding the opportunities and  
11 improving the pool of DBEs to participate at CTA  
12 and similarly setting them up to be able to pursue  
13 other contracts with other public agencies  
14 throughout the city. And obviously with -- with  
15 the work that -- that Mayor Lightfoot is doing  
16 right now there's a lot more coordination occurring  
17 between CTA and our sister agencies and our sister  
18 departments to make sure that we're leveraging the  
19 work that each of us are doing to create  
20 opportunities throughout the city that are intended  
21 to enhance and improve the diversity pool of -- of  
22 companies that can benefit from the work that we're  
23 doing whether it be here or whether it be at the  
24 airports or whether it be in CDOT work or elsewhere



1 in support of the ongoing attempts to improve  
2 diversity and inclusivity in the city.

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

6 PRESIDENT CARTER: Absolutely.

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

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

12 MR. PRIETO: Thank you.

13 VICE CHAIR ROSALES: Director Miller?

14 DIRECTOR MILLER: No questions. Thank you.

15 VICE CHAIR ROSALES: Director Jakes?

16 DIRECTOR JAKES: No questions.

17 VICE CHAIR ROSALES: Great. Director Silva?

18 CHAIRMAN SILVA: No questions.

19 VICE CHAIR ROSALES: All right. Well, thank  
20 you. Thanks for the three presentations that we  
21 just had. I really appreciate all the work and,  
22 President Carter, great team effort I think by  
23 everybody. So -- and thanks again for the  
24 summaries. I think those were really, really



1 helpful. So if we have no further questions, our  
2 next agenda item is new business. Greg, is there  
3 any new business?

4 SECRETARY LONGHINI: No, ma'am. There is not.

5 VICE CHAIR ROSALES: Okay. Great. Well, with  
6 no further business to come before the Board, may I  
7 have a motion to adjourn?

8 DIRECTOR IRVINE: So moved.

9 DIRECTOR JAKES: Second.

10 SECRETARY LONGHINI: The motion is moved by  
11 Director Irvine and seconded by Director Jakes. I  
12 will now take a roll call vote. Director Irvine?

13 DIRECTOR IRVINE: Yes.

14 SECRETARY LONGHINI: Director Miller?

15 DIRECTOR MILLER: Yes.

16 SECRETARY LONGHINI: Director Jakes?

17 DIRECTOR JAKES: Yes.

18 SECRETARY LONGHINI: Director Silva?

19 CHAIRMAN SILVA: Yes.

20 SECRETARY LONGHINI: Chairman Alva Rosales?

21 VICE CHAIR ROSALES: Yes.

22 SECRETARY LONGHINI: Chairman, that motion is  
23 approved with five yes votes.

24 VICE CHAIR ROSALES: Great. Thanks



1 everybody.

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

4 (whereupon, the Board meeting  
5 adjourned at 11:48 a.m.)

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1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF C O O K )  
4

5 MARGARET E. MECKLENBORG, as an Officer of  
6 the Court, says that she is a Certified Shorthand  
7 Reporter doing business in the State of Illinois;  
8 that she reported in shorthand the proceedings of  
9 said meeting, and that the foregoing is a true and  
10 correct transcript of her shorthand notes so taken  
11 as aforesaid, and contains the proceedings given at  
12 said meeting via videoconference.

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

16  
17 *Margaret E. Mecklenborg*  
18 \_\_\_\_\_

19 Illinois Certified Shorthand Reporter  
20  
21  
22  
23  
24



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