CHICAGO TRANSIT BOARD

IN RE THE MATTER:

REGULAR MEETING

Report of proceedings at the meeting of the above-entitled cause, before Tabitha Watson, an Illinois Shorthand Reporter, on the 10th day of March, 2021, at the hour of 10:17 a.m., via videoconference.

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

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

ALSO PRESENT:

DORVAL R. CARTER, JR., President
GREGORY LONGHINI, Secretary
KAREN SEIMETZ, General Counsel
CHRIS BUSHELL
BILL MOONEY
JUAN PABLO PRIETO
SECRETARY LONGHINI: Good morning. This is Greg Longhini again and we are ready to start the next meeting, Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Good morning, everyone. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for March 10, 2021.

Would the secretary call the roll?

SECRETARY LONGHINI: Yes.

Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Here.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Here.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Here.

SECRETARY LONGHINI: We have a quorum with all five members of the Board present. Let the record also show that President Carter and General Counsel Karen Seimetz are also participating in this meeting.
CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our first order of business today is public comment. Greg?

SECRETARY LONGHINI: Yes. Today we have five public comment speakers. They're all waiting to speak. And I'd ask each of them to please try to limit your remarks to approximately three minutes. And we will begin with Ms. Dorothy Bell.

Ms. Bell, if you could unmute your phone, you may start speaking to the Board. Thank you.

DOROTHY BELL: Yes. Good morning. My name is Dorothy Bell and I am a resident at the Kelvyn Park Senior Suites and we have 84 apartments in this building and the majority of us depend on CTA and I would like to start off with something positive. We are located on Cicero and, actually, the bus comes on a timely manner. They're on time and that's one of the great positive things about CTA.

Now, my concern is that I am a senior citizen and one of the things I would like to address is safety hours and safety on the bus. And the safety hours, if they could, you know, coincide with the store hours when we're going out shopping, grocery shopping and for our personal items, that
would be wonderful. And I think most of the time, the safety hours is anywhere from 8:00 to 10:00 p.m. -- 10:00 a.m. I'm sorry. And I would like to feel safe and maybe around that time, we could have security on the bus during those times.

Now, here at the Senior Suites, we used to have a driver that comes and takes us out like twice a month. However, because of the pandemic, they're no longer doing that. So we have to provide these things on our own and we're currently taking CTA now, however, one of the concerns is safety matters on the CTA lines. That is a big issue for the majority of us here as seniors at Kelvyn Park.

CHAIRPERSON ALVA ROSALES: Ms. Bell, thank you so much, first of all, for putting this issue and information before us.

Can I ask, the Senior Suites, is it on Cicero and what other street? What's the cross street?

DOROTHY BELL: It's near Diversey.


DOROTHY BELL: Yes.
CHAIRPERSON ALVA ROSALES: Well, I really want to thank you. I'm glad to hear you're getting out. I'm sorry to hear, you know, that you feel unsafe, but we really appreciate on my behalf and on behalf of the Board and everybody at CTA, you coming before us and sharing this with us.

What I'd like to do, and we will also get a follow-up from this individual, is ask Chief Safety and Security Officer Nancy Ellen Zusman to reach out to you and to try to address some of your concerns that you raised here today. And we will hear back from Nancy and get more information on how this is going. But I really, you know, really do sincerely want to thank you for coming and sharing this information with us today.

DOROTHY BELL: What's the person's name? I'm sorry.

CHAIRPERSON ALVA ROSALES: Sure.

DOROTHY BELL: The individual's name.

CHAIRPERSON ALVA ROSALES: Sure. It's Chief Safety and Security Officer Nancy Ellen, and the last name is spelled Z-U-S-M-A-N. And we'll make sure that they reach out to you. I know Greg will help as well.
DOROTHY BELL: Well, I would like to thank you very much for giving me this opportunity to speak today.

CHAIRPERSON ALVA ROSALES: Thank you and stay safe and we will do our best to work with you on this. Thank you so much.


CHAIRPERSON ALVA ROSALES: Have a great day.

All right. Thank you.

SECRETARY LONGHINI: Thank you, Ms. Bell.

Our next speaker today will be Susan Hurley. Susan?

SUSAN HURLEY: Thank you, Greg. Good morning. My name is Susan Hurley. I am Executive Director of Chicago Jobs with Justice. We are a coalition of 40 organizations in Chicago advocating for workers' rights and economic and social justice. We are also proud to be part of the Jobs to Move America Coalition in Illinois.

We believe public agencies like the Chicago Transit Authority should spend our public dollars on companies that pay living wages and benefits and that invest in training and job opportunities, in particular, for black and brown
communities who face overlapping barriers to quality employment.

Companies receiving our public dollars through CTA contracts should be high-road (phonetic) employees. That's why I'm speaking today in support of CTA's ongoing work to create a permanent good-jobs purchasing policy.

As the Board may know, the Jobs to Move of America Coalition submitted a model policy to CTA back in September that would incorporate the US Employment Plan into CTA's procurement of trains and buses permanently going forward.

I am encouraged to hear that CTA staff continue to engage in conversations about a robust policy. I hope to see these conversations move forward in a substantial way and that the CTA will incorporate key policy recommendations from this coalition, the Jobs to Move America Coalition, as our organizations are working with the unemployed and underemployed on a regular basis.

There should be no delay by the CTA's Board in adopting a good-jobs policy. The longer we wait, the longer we leave family-supporting jobs and equity on the table. Now more than ever,
including during the pandemic, we need CTA to adopt a permanent policy that makes our purchases on behalf of Chicago work for people. We should insist that companies you contract with make pay, training, and equity commitments; and likewise, we should commit as the CTA Board and community stakeholders that we're going to hold companies accountable to their commitment and that we're going to commit to transparency, allowing the public to see the commitments that companies are making.

I commend CTA for recently using the US Employment language for the first time in a bus contract and I look forward to CTA building this progress with a permanent good-jobs policy that will bring long-term changes for workers and communities. We are committed to working with the Board and Illinois Jobs to Move America to make this a strong policy. And thank you for allowing me to address the Board this morning.

CHAIRPERSON ALVA ROSALES: All right. Thank you, Ms. Hurley, for coming before the Board. We appreciate your comments. Thank you.

SECRETARY LONGHINI: Thank you, Susan.
Our next speaker will be James White.

Mr. White?

JAMES WHITE: Yes. Good morning. My name is James White. I'm the Director of Strategic Campaigns for the International Association of Sheet Metal, Air, Rail, and Transportation Workers, also known as SMART. We represent over 200,000 members across Chicago, Illinois, and the rest of the country including sheet metal workers, service technicians, bus operators, railroad engineers and conductors, welders, production, and manufacturing employees and more.

We are also a proud member of the Jobs to Move America Coalition, which is working to develop a recruitment and training program to place women, African-Americans, Latinos, returning citizens, and veterans in new jobs at the Rail Corp on the southeast side of Chicago. This factory is building CTA's newest railcars. SMART alongside other labor, community, and workforce development groups are working to make sure this factory will provide middle-class careers for folks who are not traditionally employed in manufacturing. We are proud to see CTA's railcar contract resulting in
investments in the people of Chicago.

CTA must ensure purchases like the railcar contract and the most recent diesel bus contract continue to include benefits for working people. I am asking you to set a date to pass a good-jobs policy or permanent US Employment Plan and to pass it quickly and with strong language. If done right, the policy would leverage CTA's purchases to help address the growing skills gap in manufacturing, the rise in temporary or unstable employment, and the lack of diversity in the trades workforce.

CTA's policies should encourage companies competing for contracts to create and retain full-time jobs, invest in pre-apprenticeship programs, apprenticeships, on-the-job training, and workforce developmental programs and training and hiring people who have historically been excluded or underrepresented in manufacturing.

Through the policy, CTA can use our public dollars to raise labor and equity standards in the manufacturing industry, including in the emerging electric bus industry. This is especially important as CTA begins its transition to an
electric bus fleet.

Many of our members are struggling to get by in the pandemic and we need CTA to act. Don't wait to do this policy. Help create good family-sustaining jobs and careers. Thank you. I appreciate you giving me the time to speak to the Board.

CHAIRPERSON ALVA ROSALES: Thank you. Thanks for coming before the Board and thanks for all the work that SMART Union is doing. Thanks much. Have a good day.

SECRETARY LONGHINI: Mr. -- I'm sorry. Thank you, Mr. White.

Our next speaker will be Ms. Wahlberg. Please unmute, Natalie, and you may address the Board.

NATALIE WAHLBERG: Excellent. Can you hear me?

SECRETARY LONGHINI: Yes, we can.

NATALIE WAHLBERG: Great. I'm Natalie Wahlberg, Illinois Coalition Organizer with Jobs to Move America, which works at the intersection of racial, economic, and environmental justice to ensure that public dollars advance a more equitable economy and healthier environment. We convened the
local coalition of labor, workforce development, and community organizations that developed a good-jobs policy, which we presented to CTA this past September.

We were thrilled to have President Carter speak at our press conference last week where mayors and transit agency leaders from across the country joined us to call for an end to the ban on local hire for Federally funded infrastructure procurements. It's great to see CTA leading on this important effort. We hope CTA can continue to demonstrate itself as a leader in good jobs and equity by moving forward with the proposed policy our coalition presented last fall.

As we're faced with worsening economic inequality and environmental crises, this moment calls for the Board to pass a strong-jobs policy to make the US Employment Plan a permanent part of CTA's purchases of railcars and buses.

It's not only a crucial moment, but an opportune one for CTA to adopt a policy to leverage public spending on transit infrastructure to build up a community with good jobs and living wages.

The Federal Government's Build Back Better
recovery plan is expected to bring significant infrastructure investment and CTA should be poised to get the most out of this additional Federal support for communities left behind.

We want to see CTA be a leader in helping position our city for an equitable economic recovery. The Board should adopt a good-jobs policy that strongly signals that every public dollar CTA spends matters in creating career opportunities for marginalized workers, especially in the clean-energy economy.

It has now been 18 months since CTA was directed to implement a good-jobs policy and I encourage the Board to pass this policy as soon as possible so that our public transit dollars can support jobs that lift up our communities. I look forward to the US Employment Plan becoming a permanent tool in CTA's purchases to advance good jobs and equity.

Now is the time to change the rules in CTA's purchases to maximize the benefits for communities most often denied good paying jobs. The CTA would be the largest transit agency in the country to adopt this kind of policy. By passing a
strong-jobs policy, CTA can set a national example for how other government agencies across the country can leverage our public dollars for an economic recovery coming out of the pandemic.

Thank you for your time and I look forward to talking with you all in the future.

CHAIRPERSON ALVA ROSALES: Thank you, Natalie Wahlberg. Thank you. We appreciate your time, your words, and your time as well. Thank you.

SECRETARY LONGHINI: Thank you, Natalie.

Our final speaker today, Chairman, is Mr. Leone Jose Bicchieri.

So, Leone, if you want to unmute your phone and address the Board, go right ahead. Thank you.

LEONE BICCHIERI: Thank you. Did I unmute?

SECRETARY LONGHINI: Yes. You sound very clear, sir.

LEONE BICCHIERI: Excellent. Excellent. Thank you so much.

So good morning, President Carter, Vice Chair Alva Rosales, and the whole CTA board. My name is leone Jose Bicchieri. I'm the founder and Executive Director of Working Family Solidarity.
We work in several dis-invested neighborhoods on Chicago's west, southwest, and south side, which are largely African-American and Latinx.

Our mission is to improve workplace conditions and advocate for equitable hiring practices and equitable development; and last year, we've been working a lot to support workers during the pandemic.

People out here are really hurting as you all know, which is why my organization, as part of Jobs to Move America Coalition, has been working with the CTA on the good-jobs policy. Our proposed policy, we would hope then the companies bidding for CTA contracts would make commitments around the number of manufacturing jobs, that they would create or retain, the wages and benefits they'll provide, and their plans to train and hire workers who face major barriers to employment, a lot of our members, such as people with a history in the criminal justice system or just very low-income and it's a way to incorporate jobs, equity, and training into CTA's contracts with companies.

We need the Board's support to make sure that this policy empowers low-income workers and
workers of color, which are about 90 to 95 percent of our members, and my organization works with people who are employed and also a lot who are unemployed and seeking work; people who are underemployed; people who are contingent, work one to three times a week, whatever they can get, sometimes at different jobs. No benefits, no job security, no avenue for earning better wages and more hours.

I really encourage CTA to use its position as the nation's second largest public transit system to ensure that our public dollars go to companies that take care of their workers. Companies receiving our public money should build high-quality buses and railcars and be good employers that treat workers that make our vehicles with dignity and respect.

Our coalition would love to have the opportunity to meet with the Board and tell you more about our proposed policy at some point in the future and I thank you very much for giving me time today.

CHAIRPERSON ALVA ROSALES: Thank you. Thank you also for the work you're doing in the
communities with the Working Family Solidarity.
Thanks so much for that.

I want to -- so I am Mexican. You said you're Mexican-Italian, so I want to see if I say your name correctly. Bicchieri? Is that correct?

LEONE BICCHIERI: Really close. Well, you said it like my Mexican side of the family says it. So I can't say no. My Italian side, that's from -- Leone. Leone is the Italian way. So I actually got Leone Jose and then Bicchieri Gonzales. I spared you guys the full name today.

CHAIRPERSON ALVA ROSALES: Okay. All right. Well, thank you so much for coming and I want to thank all of the speakers.

LEONE BICCHIERI: For sure.

CHAIRPERSON ALVA ROSALES: All right, Leone. Thank you so much. Have a good day.

SECRETARY LONGHINI: Thank you. Thank you, Leone, as well.

Chairman Alva Rosales, that concludes the public comment portion of today's meeting.

CHAIRPERSON ALVA ROSALES: Great. Thank you.

PRESIDENT CARTER: Director Alva Rosales --

CHAIRPERSON ALVA ROSALES: We'll move on --
Pardon me?

PRESIDENT CARTER: Director --

SECRETARY LONGHINI: President Carter wants to say something.

CHAIRPERSON ALVA ROSALES: Oh, yes.

PRESIDENT CARTER: Sorry. Before we move on, can I just say something in response to the speakers who raised the US Employment Plan with you?

First of all, I want the Board to know that the principles behind which JMA is making this request to the Board certainly align with the principles that I believe in as president of CTA. I believe that as a public agency, we should be leveraging and should be finding ways to leverage public dollars to support particularly disenfranchised communities, communities of color, communities who have faced traditional barriers that prevented them from being able to get well-paying good jobs that allow them to support their family and their communities.

That is one of the reasons why I have been probably one of the strongest voices in the transit industry in support of the US Employment Plan as
well as the other principles that JMA has been pursuing that would be supportive of these endeavors. In fact, as you know, not only have we pursued these options with regards to our railcar procurement and our bus procurement, but we also are pursuing them right now with regard to RPM and the local hiring -- the local hiring and the programs we put in place to really create the pipeline to provide, through that project, the types of jobs that would be supportive of the goals that have been expressed by our commenters today.

I also want to let you know that I am working on a proposal to present to the Board later this year that will cover a broader holistic view of how CTA should conduct its business in an inclusive and diverse environment. And that -- that policy, as I envision it, which you will hear more about in the future, will not only in my opinion address the concerns that are being raised by JMA in terms of the Board establishing the principles by which CTA will conduct its business, but will also address many of the other issues that I know the Board feels deeply about in terms of how we conduct our business, be it the way we provide
our services, the way we engage the community, and
the way in which we ultimately support the
communities that we serve on a daily basis in our
role as CTA.

So I ask you to -- to be patient while I
put this together. I'm actually working with an
organization I know many of you are familiar with,
both because the organization and because of one of
their leaders, CNT and Jackie Grimshaw, who has
generously agreed to support CTA in developing the
principles that I want to present to you at a later
date. And I believe that when we present these --
this broader policy to you, it will be not only
something that the Board will readily embrace, it
will also reflect what, in my opinion, has been the
position and approach that the Board has taken with
CTA staff ever since I've been a part of this -- of
CTA and in ensuring that we're doing everything
that we can to address the inequities that exist in
areas in this city that we serve through the
dollars that we ultimately spend in a very public
way to support CTA and its daily services.

So I want you to know that there's nothing
that I heard in these comments that I would take
strong objection to. In fact, as one of the
commenters mentioned, I actually have been involved
in press events advocating for the things that they
want and I certainly understand their desire to
want to be sure that the agency as a whole has
institutionalized many of the concepts that I've
developed and created on a case-by-case basis here
at CTA. But I certainly believe that it should be
my legacy as CEO and ultimately your legacy as
board members to put in place a broader policy that
will ultimately indicate and show the Board's
support, as you have already done, on a much
broader way in support of the principles that have
been discussed by these commenters today. So thank
you for just giving me the opportunity to clarify
that.

CHAIRPERSON ALVA ROSALES: Thank you, President
Carter. Did you say you have sort of a timeline
when you're going to be sharing that with us?

PRESIDENT CARTER: It's my hope to do it later
this year. I suspect that it will be sometime this
summer. I don't have a specific date that I'm
going to present this to you. We have developed an
MOU with CNT that has time parameters around the
deliverables that they need to give to us. Those deliverables will ultimately feed into the document that I’m talking about that the Board will adopt, but certainly before the end of this year, the Board will have in front of it a policy document for its consideration.

CHAIRPERSON ALVA ROSALES: Great. Thank you. All right. So we'll go to our next order of business today, which is the approval of the February 10th board minutes. The minutes were previously distributed. So I would now like to entertain a motion to approve the minutes of the Regular Board Meeting of February 10th, 2021.

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: The motion has been moved by Directors Jakes and Irvine. I will now take a vote.

Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Silva? Director Silva? Have you unmuted, Director Silva? Can you hear me?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Yes. So you're voting yes on the minutes. Thank you.

Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

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

CHAIRPERSON ALVA ROSALES: Thank you. Our next order of business is Executive Session and it is my understanding that today we will have Executive Session, is that correct, Karen?

COUNSEL SEIMETZ: Yes, Vice Chair. We will have a short Executive Session pursuant to Section 2, paragraph (c), subparagraph (11) of the Open Meetings Act.

CHAIRPERSON ALVA ROSALES: Thank you. I'll now entertain a motion to recess into Executive Session for the reasons stated by our counsel.

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: Moved and seconded by
Directors Jakes and Irvine. I will now take a vote.

    Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: That motion is approved with five yes votes and we are now recessed into Executive Session. Thank you.

(A break was had for Executive Session.)

SECRETARY LONGHINI: This is Gregory Longhini of the CTA Board Office. Chairman Alva Rosales, we are ready to proceed.

CHAIRPERSON ALVA ROSALES: Great. Thank you so much.

I will now entertain a motion to return to Open Session of the March 10th, 2021 Regular Board
DIRECTOR JAKES: So moved.
DIRECTOR IRVINE: Second.
SECRETARY LONGHINI: The motion has been moved and seconded by Directors Jakes and Irvine. I'll take a vote.

Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Irvine?
DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?
CHAIRPERSON ALVA ROSALES: Yes.
SECRETARY LONGHINI: That motion -- excuse me.
That motion has passed, Chairman, and we are back in Open Session now.
CHAIRPERSON ALVA ROSALES: Great. Thank you.
The Board will now consider Agenda Item Number 4A, an item discussed in Executive Session.
Karen?
COUNSEL SEIMETZ: Thank you, Vice Chair. In
Executive Session, we discussed the lawsuit of Joseph Morgan versus Sunday Ajayi and the CTA. This lawsuit involves an accident which occurred on June 6th, 2019 at 8:44 a.m. when the plaintiff Joseph Morgan was struck and sustained severe injuries while riding a bike in the bike lane on Hubbard Street -- actually, on Wells Street near Hubbard and the CTA bus rear-ended him and ran him over.

The plaintiff has now indicated a willingness to accept in full settlement of this lawsuit $1,750,000 following a mediation and the Law Department recommends settlement in that amount.

CHAIRPERSON ALVA ROSALES: Thank you, Karen. I will now entertain a motion to approve an ordinance recommending a settlement of $1,750,000 in the case of Joseph Morgan versus Sunday Ajayi and the Chicago Transit Authority, Case Number 19-L-006846.

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: Moved and second by Directors Jakes and Irvine. I will now take a vote.
Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: That motion to approve the settlement offer has been approved with five yes votes.

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our next order of business is a report from the Committee on Finance, Audit & Budget.

Director Silva.

DIRECTOR SILVA: The Committee on Finance, Audit & Budget met earlier this morning via Zoom video-teleconference. The Committee approved the February 10, 2021 committee minutes. The Committee reviewed the finance report.

The Committee also reviewed the following ordinance. An ordinance authorizing an
intergovernmental agreement with the Illinois Department of Children and Family Services for the purchase of Ventra tickets. The Committee also reviewed ten purchase and sales award recommendations.

The Committee approved all items and recommends board approval of all items. The Committee placed the ordinance and nine contracts on the omnibus. And that concludes my report, Chairman Alva Rosales.

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

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: The motion has been moved and seconded by Directors Jakes and Irvine. I will now take a vote.

Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.
SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Chairman Alva Rosales?
CHAIRPERSON ALVA ROSALES: Yes.
SECRETARY LONGHINI: Yes -- you said yes, correct?
CHAIRPERSON ALVA ROSALES: Yes, I did.
SECRETARY LONGHINI: Yes. The motion to approve the omnibus has passed with five yes votes.
CHAIRPERSON ALVA ROSALES: Thank you. Director Silva, we will --
SECRETARY LONGHINI: We now need that motion.
CHAIRPERSON ALVA ROSALES: Right. I will now take a -- I will now ask for a motion to approve Contract Number C2.
SECRETARY LONGHINI: Yeah, C, as in cat, 2. Yes. That's the motion.
CHAIRPERSON ALVA ROSALES: Yes.
DIRECTOR JAKES: So moved.
DIRECTOR IRVINE: Second.
SECRETARY LONGHINI: The motion to approve Contract Number C, as in cat, 2 has been moved by Director Jakes, seconded by Director Irvine. I will now take the vote.
Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: I'll recuse myself from this vote. Thank you.

SECRETARY LONGHINI: All right. That motion has been approved with four yes votes and there was one recusal by Chairman Alva Rosales, so it has been approved.

CHAIRPERSON ALVA ROSALES: Great. Thank you. Our next order of business is the construction report and we will hear from Bill Mooney.

BILL MOONEY: Good morning.

CHAIRPERSON ALVA ROSALES: Good morning.

BILL MOONEY: Herb, whenever you're ready.

THE HOST: One moment.

BILL MOONEY: For the record, Bill Mooney, your Chief Infrastructure Officer.
Today I'll begin the construction report where I normally do, on the Your New Blue signal project. The project remains on budget and tight to schedule.

We've had a pretty significant milestone in the project as we've received all the what they call the books of plans. These are the basic designs for all the relay houses and the signal system as a whole. Great -- a few of these are still under review and being revised. The fact that we now, in this next-generation technology, have seen the design for the package is a significant milestone. It's been a huge hurdle for as we've been advancing something that has never before been installed kind of in the United States system. We've been working with the vendors on the concept, how it evolves and stuff and that's probably one of the challenges working on the project. So having that milestone passed has been of great value to us.

We also recently received our Harlem relay house, which was our fifth relay house in the project. Go ahead, Herb. You can skip to the next slide, please.
Here you can see it being craned in off the highway onto the right-of-way. Next slide, please.

Here, they're installing the power for that house to get it up, get the heat going, get the AC going. At the time it was craned in, it was pretty cold out. This happened right about the time of the major snowstorm, so we were bouncing that crane in around kind of a series of weather events. Next slide.

Here they started pulling the wiring into the house. This is from one of the junction boxes in the field. I've shown you other slides of this where what happens is we ultimately pull wiring from these junction boxes back into the house and then from the junction boxes to the wayside equipment. So they've started actually wiring up this house as well.

We continue to commission Nagle interlocking, which is the interlocking just south of this house. We are actually operating on the new track circuits there, which I reported last month and we're in the process of putting the interlockings in service and finishing up with the
testing with that and shortly after that, we'll
begin the commissioning process for this Harlem
house as they advance the wiring there and we
should be running on that in near future.

We continue to progress Cumberland, which
is the next relay house down the line. Old
Mannheim and River Road, which are the other kind
of standalone relay houses for smaller
interlockings, are all pretty much fabricated at
this point, have been through the testing and
commissioning project in the plant, and so they
have scheduled shift dates to the area and we
continue to advance kind of the final packages
around the major interlockings at Rosemont and
O'Hare and look to start doing some of that work
this summer. So the project continues to advance
forward through the winter as well as kind of
through the pandemic.

Next project please, Herb.

My last project for you today is our
traction power upgrade and transformer replacement
project. The project moves on -- on schedule and
on budget. Next slide, please.

As I mentioned last month, all the work
has been focused around the last site at Franklin substation. These are a different type of transformer. These are what they call oil-type transformers, where the previous ones we've talked about are dry-type transformers.

This site actually had some remediation associated with the transformers where we had to clear out some oil around the pad and, in preparation, kind of actually expand the pad, but also we actually had to remediate the pad itself. So what you're seeing here, that excavation, that oil, and actually the cleaning effort around this pad. You know, many, many years of this site, the pad actually does get some seepage of oil from the transformers and that's what the pad's purpose is, is to collect that oil. So we actually had to remediate the concrete so we can top it off and expand it for the new transformers when they come on-site in the upcoming months. Next slide, please.

Part of that effort was actually that whole site was tented in the middle of winter and we had to bring in a bunch of heat to super heat the area to actually sweat out any impurities that
were in the pad so it can be properly cleaned. So
that was kind of an interesting task in the middle
of February when we were at some of our coldest
days of the month and of the winter as a whole to
be able to completely seal that off, heat it up,
and then be able to sweat that out of the concrete.

With that, that concludes my portion of
the construction report.

CHAIRPERSON ALVA ROSALES: Thank you, Bill.
You know, I just want to comment that thank you for
continuing all this work with the severe weather
that we had. I know everybody ended up being
hands-on-deck and just moving everything forward;
but, I mean, you've got these relay houses, the
transformers, oil cleaning, et cetera. So much and
yet -- I know everybody also had to be involved
with the severe weather that we had, the cold and
then the inordinate amount of snow. So just really
thank the team for keeping everything moving
forward. I know everybody was involved in that.
We really appreciate it. It sounds like there
wasn't even a delay in any of the work that you've
been doing. So ...

BILL MOONEY: You know, we plan in our schedule
for some weather-related incidents, you know, throughout, kind of in the flow of that schedule. So there may be a day or two during the actual snow where the work slows down or really it gets reprogrammed and we try and focus on stuff that's more inside activities. That's one of the benefits of kind of the signal relay housework is a lot of it happens in the house itself. Once we get those cables kind of terminated from the field post, all the wiring and a lot of the testing occurs inside that building. So it's really about how we look at the phasing and work around it. I will certainly pass your comments along to the team. I mean, they do a great job.

CHAIRPERSON ALVA ROSALES: They do. Yes. They do. No more questions for me, but I'll go through and ask the rest of the directors.

Director Jakes, do you have any questions?

DIRECTOR JAKES: No questions.

CHAIRPERSON ALVA ROSALES: Director Irvine?

DIRECTOR IRVINE: No questions. I just want to say, I think this may be the first transformer sauna that I've ever seen. So kudos to you and the team for creating that and it was fun to see. And
just -- I just want to reiterate, great job to your whole team continuing to work through, you know, the winter storm we had and all the -- just all the snow that's out there. Great work. I know you guys have been working hard and digging deep to push through with all of this. So kudos to the whole team.

BILL MOONEY: Thank you, Director.

CHAIRPERSON ALVA ROSALES: Thank you.

Director Miller?

DIRECTOR MILLER: I just want to confirm the same as you and Director Irvine, and with the COVID and all to stay on schedule and all, just congratulations to the team. That's all. Thanks.

BILL MOONEY: Thank you.

CHAIRPERSON ALVA ROSALES: Thank you. Director Silva? You might want to unmute.

DIRECTOR SILVA: Yes. And congratulations, okay, for a very good (indiscernible).

BILL MOONEY: Thank you.

CHAIRPERSON ALVA ROSALES: Thank you. So please let the team know how we all feel and thank you so much for that.

BILL MOONEY: I will be certain to share your
comments. Thank you.

CHAIRPERSON ALVA ROSALES: Thank you.

We will now hear from Chris Bushell and Juan Pablo Prieto on the RPM project and diversity.

CHRIS BUSHELL: Thank you. Chris Bushell, your Chief RPM Officer.

So the RPM project continues on budget and tight to schedule. We are still working on the design, although that progresses appropriate to the various pieces of construction that are occurring.

In the bypass area, we continue working on the bypass itself. We are pouring concrete -- a concrete deck on top of much of the bypass. You'll see in the slides to come that that concrete work continues as weather allows. And then we are doing various pieces of assembly as the deck becomes a -- as the structure becomes -- goes from being an open-deck project to a closed-deck project. So behind me you'll see some photos of us installing it and that is really in the area as the bypass kind of comes north of Belmont. It's all solid or enclosed deck and then as it comes kind of back north along the Brown Line and attaches to the Brown Line, it's open-deck for several hundred
feet. So that's what you see behind me. So that work continues.

And we also are continuing with the quarter signal improvement. That is the larger signal project. Although, most of our energy is on the signal work that's associated with prestage. So, as you know, prestage over the past -- over 2020, we installed two major interlockings and since the end of that work in the late fall of 2020 and into this year, we have been working on commissioning the signaling system, really going through a series of very incremental tests to make sure that that system is ready for operation. So we have commissioned many aspects of the Montrose interlocking and are now starting to move up to Thorndale.

Those two interlockings, as you know, along with the temporary stations are critical to completing the work that's necessary to set the stage for building the segmented box girder for building the two major bridges between Lawrence and Bryn Mawr. That work is set to commence in the spring of this year. A major milestone for the project. And, as I said, that work at this moment
consists of the actual Lawrence to Bryn Mawr segment and those bridges consist of pouring the various segments for the segmented box girder. You've seen photographs of those segments. They sort of look like sections of your back, your back bones, your spine really.

So if we could advance, Herb, to the next slide.

So this is the deck. This is the rebar that's under the deck. We have, since, poured this section and are now advancing further north. So this is the closed-deck section of the bridge. That tower, Clark tower in front of you, the bridge kind of goes around that and then to the left or the north and as it gets towards the Brown Line and connects back to it, that's where it becomes the open-deck section. Next, please.

The Lawrence to Bryn Mawr segment, as we put a new interlocking in as Montrose, we also are doing some improvements to the structure under that interlocking, all and all with the aim towards increasing speeds through that area. So this is various pieces of -- various pieces of work that support that. This is pouring new foundations
underneath columns on either side of Montrose and
the area of the interlocking.

Next. I mentioned that we're
commissioning the signaling system. So this is
various pieces of electrical work to support it.
Here, you see electricians that are connecting and
then doing testing on various electrical
components. Next slide.

And the temporary stations. We are
advancing the two temporary stations at Argyle and
Bryn Mawr. Work continues with those despite the
challenges associated with the weather. Next.

And community outreach continues, most of
it virtual. So despite the weather, we've been
able to have some very significant meetings with
the community. Some of the most significant ones
would be the Stage A Construction Aldermanic
Briefings. We actually had that meeting and then,
more recently, a town hall associated with that
that was very well attended where we explained as
we move into the construction -- the first set of
construction, that segmented box girder, the
impacts associated with that, particularly the ones
in and around areas that we're demolishing and then
replacing with a new infrastructure.

We unveiled the station designs. The four stations are not only accessible, but I think they are a community asset as well, beyond that accessibility. So we had good feedback on those stations and praise in general on the designs.

We continue meeting with various agencies and chambers of commerce in the area beyond the aldermen and coordinating more directly with them and their constituents and we continue to hold virtual office hours if there are people in the community who have questions regarding upcoming work, particularly as it relates to impacts of their garages if they're residents and impacts to their businesses in regard to parking and garbage pickup, which we would handle in the case of an impact to, say, like an alley closure.

So those meetings, in some ways, the virtual aspects of it make it easier for people to participate and we've seen very good attendance and responses at all our meetings. We follow up with posting the recording -- a recording of the meeting on our website as well as the questions that were asked and our answers to those questions.
So with that and in regard to workforce and DBE, I'll turn it over to Juan Pablo.

J.P. PRIETO: Thanks, Chris. Thanks, Chris.

Good morning, Directors. Juan Pablo Prieto, Director of Diversity Programs.

So we continue to host our monthly meetings with the prime contractor to discuss DBE and workforce outreach and compliance. We received coverage from Good Day Chicago on our Elevating Futures Scholarship on February 16th. We also received coverage on ABC. The application period closed earlier this month and Chicago Scholars will be announcing the winners (indiscernible).

Walsh-Flour hosted a virtual construction employment opportunity meet-and-greet on February 18th for current union cardholders. We had over 100 participants on the meeting who heard general information about the project and our projected trades. From there, the participants were moved into breakout rooms where they heard about specific opportunities based on the unions that they're already in.

When we then came back to the main room and answered more questions. We had great
discussion and questions in both the breakout rooms
and the main room. We are planning an outreach
event for folks who are interested in getting in
the union -- in the trade unions coming up later
next month.

Although we were not able to host a
virtual workshop for the Building Small Businesses
session due to an unforeseen circumstance, the team
was still able to connect and conduct the
one-on-one session with the firms that had
registered.

We wanted to make sure we helped firms
apply for the Payroll Protection Program, or PPE,
and Emergency [sic] Injury Disaster Loans, or EIDL
funding that were open for small businesses.

I'm happy to report that the BSB team has
helped small businesses secure over 4 -- I'm sorry,
$5.4 million in financing, which includes PPE,
EIDL, working capital, and equipment loans.

Four DBE firms that have participated in
BSB have secured contracts on RPM totaling over
$13 million. 17 firms have participated in a
cohort training run by the Hispanic American
Construction Industry Association or HACIA and ten
firms have participated in back-office training conducted by Sustainable Options for Urban Living or SOUL.

And, finally, on February 16th, the workforce initiatives group hosted our ninth installment of our Construction Talk series with CISCO and the Pipefitters Local 597. The virtual event featured a recorded tour of the union training facility, interviews with members of the local, an interview with the admissions director, and a question-and-answer period with CISCO and Local 597's admissions director. We had 25 attendees join the live event and received engaging questions from the audience regarding the application process and career benefits of pursuing an apprenticeship with the trades.

We are planning our next Construction Talks, which is scheduled for April. All of our Construction Talks videos as well as other outreach events are posted on our YouTube channel, CTA Doors Open.

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

CHAIRPERSON ALVA ROSALES: Thank you. Thanks
to the two of you. I mean, great work and great press too I think from both of the reports. Thank you for that.

I don't have any further questions, but I'll ask my fellow board of directors.

Director Jakes, do you have any questions?

DIRECTOR JAKES: No questions. Thank you.

CHAIRPERSON ALVA ROSALES: Director Irvine?

DIRECTOR IRVINE: No questions. It's looking great. Excited to see the bypass come along.

CHAIRPERSON ALVA ROSALES: Director Miller?

DIRECTOR MILLER: Sorry. No questions. Thank you.

CHAIRPERSON ALVA ROSALES: Director Silva?

DIRECTOR SILVA: No questions.

CHAIRPERSON ALVA ROSALES: All right. Thank you and thanks again for your report.

With no further business to come before us, I will now ask if we have any new business.

DIRECTOR IRVINE: Greg, you're muted.

DIRECTOR MILLER: I just want to -- can I take a moment to thank you all for the condolence calls from the president and you, Arabel, thank you for the cards and all and the prayers in the support of
the passing of my mom and I just want to thank the entire board for the support.

CHAIRPERSON ALVA ROSALES: Of course, Director Miller, and our prayers are with you and your family.

DIRECTOR MILLER: Thank you.

CHAIRPERSON ALVA ROSALES: Greg, I think you're muted.

DIRECTOR JAKES: You're muted, Greg.

SECRETARY LONGHINI: Can you hear me now?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: I must have clicked the wrong button. Anyway, Chairman, there is no new business that I'm aware of, so I guess there's none.

CHAIRPERSON ALVA ROSALES: Great. Well, thank you. With no further business to come before the Board, may I have a motion to adjourn?

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: And I second.

SECRETARY LONGHINI: The motion to adjourn has been moved and seconded by Directors Jakes and Irvine. Let's take a vote.

Director Miller?
DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: Chairman, that motion has been approved with five yes votes, so I guess we are adjourned.

CHAIRPERSON ALVA ROSALES: We are adjourned.

Thank you, everybody. Thank you so much.

(Meeting adjourned at 11:22 a.m.)
STATE OF ILLINOIS  

 ) ss:  

COUNTY OF COOK  

Tabitha Watson, being first duly sworn, on oath says that she is a court reporter doing business in the State of Illinois and that she reported in shorthand the proceedings of said meeting 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 on said date.

[Signature]

Certified Shorthand Reporter