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 18th day of
November, 2020, at the hour of 4:23 p.m., at 567
West Lake Street, 2nd Floor, Chicago, Illinois.

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

MS. ARABEL ALVA ROSALES, Chairperson
MS. GLORIA CHEVERE
MR. KEVIN IRVINE
MR. BERNARD JAKES
MR. JOHNNY MILLER
MR. ALEJANDRO SILVA

ALSO PRESENT:

MR. DORVAL R. CARTER, JR., President
MR. GREGORY LONGHINI, Secretary
MS. KAREN SEIMETZ, General Counsel
MR. CHRIS BUSHELL
MR. BILL MOONEY
MR. JUAN PABLO PRIETO
SECRETARY LONGHINI: Good afternoon. This is Gregory Longhini, Board Secretary. We are about to begin the regularly scheduled board meeting. I'll turn it over to Chairman Arabel Alva Rosales.

CHAIRPERSON ALVA ROSALES: Thank you, Greg. Good afternoon, everyone. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for November 18th, 2020. Would the secretary call the roll?

SECRETARY LONGHINI: Yes.

Director Irvine?

DIRECTOR IRVINE: Here.

SECRETARY LONGHINI: Director Chevere?

DIRECTOR CHEVERE: Here.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Present.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Silva? Director Silva? You might still be muted.

DIRECTOR SILVA: Here.

SECRETARY LONGHINI: Thank you.

Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Here.
SECRETARY LONGHINI: Chairman, we have a quorum with all six members of the Board present.

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our first order of business is public comment. Greg?

SECRETARY LONGHINI: Yes, Chairman. We have one public comment speaker today. His name is Jeffrey Watts. Jeffrey and I spoke yesterday and I asked Mr. Watts if he could please keep his comments to about three to four minutes.

Sir, go right ahead and address the Board.

JEFFREY WATTS: Hello.

SECRETARY LONGHINI: Hello, Mr. Watts. You can speak. Thank you.

JEFFREY WATTS: All right. Great. I just wanted to make sure that everybody could hear me. Hello, illustrious board. I really appreciate the fact that you all open your ears to what is being said. And I thank you, Mr. Longhini, for good customer service. I want to get directly to the point and I want the people on the Board to really imagine this, especially with seniors.

I catch the 71st Street bus, which goes from Torrence Avenue, so in the hundreds, down to
69th Street. So imagine with the COVID rules that we have now that 12 people or 15 people, whichever is the bus regulation for the amount of people that can get on the bus for COVID, get on between Torrence and we could say hypothetically Commercial. That bus can run express -- if those people desire not to get off, it can run express from Commercial all the way to 69th and the Red -- Dan Ryan, which leaves people getting passed up at Yates, the end of Commercial, Jeffrey, Cottage Grove, King Drive, to the Dan Ryan.

Now, imagine it's a cold day, 20 degrees, 10 below zero, and people are out there waiting and get passed up because nobody is getting off the bus and people are sitting out there waiting for a bus. You cannot -- even with the regulations that you all put in place where you may be able to use the technology to see when there's a seat available, you cannot properly plan for that. I think we need to relook at that particular situation, even if it comes down to a head count when the bus driver needs to pull over to the side, how many people are getting off by Cottage Grove or whatever, so that they can kind of regulate better than they're doing
right now.

One particular time and I'll be done. One particular time, there was a man with a cast that had to go to the hospital for his check-up. He got out there an hour early. I was out there with him. We got passed up by two buses. Then we had to walk over to Stony Island, go up to 79th Street, go back over. He missed his appointment. He was late. Also, it was a great inconvenience to me, I had an appointment as well, because of the -- these particular tactics. When it gets cold, nobody is factoring that in. So I'm hoping that you all will do that.

And the other comment that I have is people have been super lackadaisical about the maintenance of keeping people from smoking on the train. I have been catching trains for 53 years. So it's never been this bad and there's no maintenance on that. It's very, very, very bad and people have to get up and always leave and they go to the back car, of any car, they go all the way to the back and just smoke away. That is my comment.

CHAIRPERSON ALVA ROSALES: Well, Mr. Watts, I want to thank you for coming before us. I'm sorry
to hear, you know, some of the comments, but we really appreciate you coming before us and your honesty and sharing this information. I do want to say we are going to assign Mr. Donald Bonds, who is the Chief Transit Officer, to work with you and to further look into these things, which are, you know, bothersome, I have to tell you. Especially with regards to the smoking and then people having to walk so much. So thank you, again, and we will be following up with this and Donald Bonds will be working with you directly.

JEFFREY WATTS: I really appreciate the concern and the interfacing with the public. I would be glad -- I've had a ton of solutions to be able to help the CTA and have never had an opportunity before this.

CHAIRPERSON ALVA ROSALES: Well, we appreciate you taking this opportunity. It's important information for us to know.

JEFFREY WATTS: Thank you so very much. I look forward to hearing from you.

CHAIRPERSON ALVA ROSALES: Thank you.

JEFFREY WATTS: All right. Thank you.

SECRETARY LONGHINI: Thank you, Mr. Watts, for
contacting us.

JEFFREY WATTS: Thank you, Mr. Longhini.

SECRETARY LONGHINI: You're welcome, sir.

JEFFREY WATTS: Have a blessed day.

SECRETARY LONGHINI: Thank you very much, sir.

That's all we have for public comment today, Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: That's all we have for today?

SECRETARY LONGHINI: There's nobody else. Just that one.

CHAIRPERSON ALVA ROSALES: Thank you.

I would like to ask the Board for the opportunity to not follow the regular agenda that we have. I'm going to move it around a little bit and move new business as the next part on the agenda just because one of our board members has to leave a little bit early. And as part of new business, I have some unfortunate business to share, I think, publicly. Unfortunate for us at the CTA, but I think very fortunate for the County. So unless anyone has any objections, I'm going to go right into it.

So Judge Chevere has informed us that she
is going to unfortunately be leaving the CTA. And I have to tell you, as a director, she has been such a wonderful asset and, for me, it was great to hear I believe she is the first director that has been on that had previously worked for the CTA and uses the CTA every day like many of us. But she worked for the CTA before, so it has come full circle that she was on the Board. She does not want to leave. I know she will express that in a second and we don't want her to leave.

Her great leadership skills and her expertise and experience as a judge, you know, were wonderful for us to have. But she has been called upon, you know, to sort of serve in another capacity that I think will be so helpful to so many people. She will be working for Senator Iris Martinez, who currently is the Cook County Circuit Court Clerk elect, and she will be having a very, very important position there as Senior Policy Advisor Associate Clerk For All of Court Operations. I hope I'm saying that correctly because it's quite a mouthful.

I've got to tell you, Judge Chevere, I've known you for so many years, you're such an
exemplary leader. You've done so much work in the
court system and in the community as a whole,
helping out the city, the Latino community, et
cetera, women, you know. It's going to be a great
loss for us, but as I mentioned earlier, you never
really leave the CTA. So we know that we will be
hearing from you and that you will always be, you
know, a part of the work that is done here. But
you will be greatly missed.

    I would love for you to share a little bit
of what you will be doing in your new role.

    DIRECTOR CHEVERE: Thank you so much, Madam
Vice-Chair.

    It is with sadness and regret that I have
to step aside from my role as a board member for
the Chicago Transit Authority. I believe I made a
little bit of history in that I was the only person
that has ever been appointed to this board that had
previously been an employee of the Chicago Transit
Authority. I think that gave me some
institutional -- some -- gave, I think, the Board a
different perspective based on the institutional
knowledge and history that I brought to the Board,
the fact that I am a very vocal advocate for public
transit. I use it almost every day. I live right by the Brown Line and I get on the train almost every day and I am certainly going to miss being an advocate for riders on the Board and an advocate for the tax payers, the rate payers, the fare payers, and everybody else that uses the Board, the citizens of Chicago and Cook County. But I leave knowing I'm going to serve the people of Cook County in a different capacity.

The Clerk of the Circuit Court has been an office that for many, many years has fallen behind the times in terms of technology and the delivery of court services to its users, litigants, the judges, the entire criminal justice system and the civil trial system and I look forward to that challenge and that new phase of my life.

So I am going to miss all of you. I am going to miss the camaraderie. I'm going to miss the fact that I was in a position here to make an impact in terms of keeping the CTA the world-class public transit system that it is. But I know from working with all of you for the past a little over one year, that it is in great hands, in good hands with people that are devoted to the delivery of
clean, safe, and excellent level of excellence of public service that I haven't seen anywhere else. Everywhere I go in this country, I make it a point to use their public transit system to see how we compare to them and there is nothing like ours. I believe the cleanest, the safest, the most reliable in terms of timetables and service and I just hope it stays that way and I know it will with all of you. Friendships here always last forever. I hope that it stays that way and I look forward to serving the people of Cook County in a little different capacity.

Thank you so much to all of you.

CHAIRPERSON ALVA ROSALES: Thank you. I know you heard a lot of our private comments earlier. I'm not sure if any of the other directors would like to say something, again, because I know we all said a lot earlier.

DIRECTOR CHEVERE: The hour is getting a little late for everybody I think. This is one of those rare afternoon board meeting. So I appreciate the fact that you indulged me this much.

CHAIRPERSON ALVA ROSALES: President Dorval Carter, do you want to say anything else?
PRESIDENT CARTER: Sure. I thought I'd at least say something before Judge Chevere leaves because her connection to CTA is very much tied to my connection with CTA. I remember first meeting the judge when I was a staff attorney here at CTA, really just starting off my career, and I can honestly tell you that neither one of us would have imagined that either of us would have been in the positions we're in today involving CTA.

So it has been an honor and a pleasure to not only have worked with her early in her career when she was an executive here at CTA, but also get the opportunity to work with her again as a board member and to see the same passion and commitment to excellence as it relates to CTA that she had, you know, over almost 30 years ago.

So, Judge Chevere, I wish you nothing but the best. I look forward to seeing all the great things you're going to do in the court system. As I indicated to you earlier, you're always welcome back here in CTA because you'll always be a part of the CTA family.

DIRECTOR CHEVERE: Thank you, Mr. President.

Thank you, everybody, and thank you for moving the
agenda around to allow me to fulfill another
commitment I have at 5:00 o'clock today. I really
appreciate it. I love you all. I will miss you
all. Thank you.

CHAIRPERSON ALVA ROSALES: Thank you. We love
you too.

DIRECTOR IRVINE: Thank you, Judge. We'll miss
you.

CHAIRPERSON ALVA ROSALES: Thanks, everyone,
and thanks for allowing that. I really appreciate
that.

So our next order of business today is the
approval of the October 21st, 2020 board minutes.
The minutes were previously distributed to
everyone. I would now entertain a motion to
approve the board minutes of the regular board

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: Moved and seconded.

Director Irvine? Director Irvine?

DIRECTOR IRVINE: Yeah. Sorry. I was on mute?

Second --

SECRETARY LONGHINI: That's okay. I'm not
sure, Judge Chevere, if she's here or not. She may
have already walked away.

DIRECTOR IRVINE: She logged out.
SECRETARY LONGHINI: That's fine. We do not
need that vote. Let me mark it down so I remember.

Director Jakes?

DIRECTOR JAKES: Yes.
SECRETARY LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Director Alva Rosales?
CHAIRPERSON ALVA ROSALES: Yes.
SECRETARY LONGHINI: The motion approved with
five yes votes.

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our next order of business is executive
session. It is my understanding, Karen, that there
is no executive session today?

MS. SEIMETZ: That's correct, Vice-Chair.

CHAIRPERSON ALVA ROSALES: Okay. Thank you,
Karen.

Then we'll move on to our next order of
business, a report from the Committee on Finance,
Audit & Budget.

Director Silva?

DIRECTOR SILVA: The Committee on Finance, Audit & Budget met earlier this morning -- this afternoon via Zoom video-teleconference. The Committee approved the October 21st, 2020 minutes. The Committee reviewed the finance report. The Committee also reviewed the following nine ordinances.

An ordinance amending Ordinance 019-103 approving the fiscal years 2020-2024 Capital Improvement Program.

An ordinance adopting a budget for calendar year 2021 and financial plan for calendar years 2022 to 2023.

An ordinance approving the fiscal years 2021-2025 Capital Improvement Program and authorizing the filing and execution of grant and cooperative agreements and amendments and related materials.

An ordinance authorizing the treasurer to execute a natural gas contract.

An ordinance authorizing a master license agreement with New Cingular Wireless PCS, LLC doing
business as AT&T Mobility to install, operate, and maintain wireless communication equipment on designed [sic] Authority property.

An ordinance authorizing a license agreement with Smash Interactive PK, LLC for property located at 2500-2600 South State Street, Chicago, Illinois, Green Line.

An ordinance authorizing a third amendment to an antenna site license agreement with GRE-COCO Orrington Owner, LLC for the operation of the Authority's communications equipment located at 1603 Orrington Avenue, Evanston, Illinois.

An ordinance authorizing an agreement with Norfolk Southern Railway Company for preliminary engineering services for the Red Line extension project.

An ordinance authorizing an intergovernmental agreement with the Cook County Assessor's Office to access geographic information system data.

The Committee also reviewed seven purchases and sales award recommendations. The committee approved all items and recommends Board approval of all items. The Committee placed all
nine ordinances and all seven 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: Moved by Director Jakes, seconded by Director Irvine.

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: 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.

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our next order of business is the construction
report. We will now hear from Bill Mooney.

BILL MOONEY: Good afternoon, again. I'm Bill Mooney, your Chief Infrastructure Officer.

We'll start today where we normally do, our Your New Blue signals project between Jefferson Park and O'Hare. If you could advance to slide three, please, sir.

Since we last met, we had kind of two significant milestones on this project. The project does remain on budget and tight to schedule, but we did fully cut over our first relay house at Jefferson Park; over the last couple months I've shown you the progress around that work, a fully functional new signal house there that's operating that interlocking for us.

We also received delivery of our second relay house which is at Foster Avenue just north of the -- west of that current Jefferson Park station. This relay house is actually in the process of being wired up for cutover as we've been talking.

If we can move forward to the pictures. So on this first slide, I'm showing you the new relay house at Foster being delivered. It was chained on from the highway. It's a fairly large
piece of equipment that actually gets set between the tracks right off the bridge.

Next picture, please. Here's the relay house in place at this point in time. You can see it in relationship to some other equipment out there. This is the inside of the relay house.

Once the house has been set, we actually bring in a series of cables from all the field apparatuses that I've been showing you over the past couple of months when we did all that underground work. This then actually gets wired into this rack and then wires from that rack go to various pieces of equipment in the house. That's how we communicate to the equipment in the field from that house.

The next picture, please. This is the new Jefferson Park, what they call the local control panels. This is how we actually operate the interlocking at Jefferson Park is those buttons and switches activate different pieces of equipment and allow the trains to cross the path or, you know, go normal on the normal directions depending on kind of what's going on in the field at that point in time.
My next project is our Logan Square station rehab project. So our focus has been on the elevator installation, which I'm happy to say that elevator number two has been fully installed and we're in the process of putting it in service as we speak.

If you could move forward to the slides. Here's that new elevator. That's the street-to-mezzanine elevator. We had previously done the mezzanine-to-platform one.

Next slide, please. I think you can also note kind of what a difference the interior of this new unit is and I'll also call out the floor. We've talked a couple times about the new floor we're doing where it's kind of an epoxy that gets laid up the side to create an impermeable membrane for water and other, you know, fluids that may end up on the floor. It's a wonderful improvement for that unit.

At this point, I'll ask Juan Pablo to join me and close out that project.

J.P. PRIETO: Directors, the goal for this work order was set at 30 percent. The prime committed to a 30.21 percent and is on track to exceed their
BILL MOONEY: Thank you, Juan Pablo.

So my next project is our electric bus charging station project. I'm really happy to report here that we have the technology that we're using, which is the first to be used in this nation, has received its you-all (phonetic) certification and we have turned over the equipment at Chicago garage and Chicago Austin to operations to begin training both for operation and maintenance personnel to be able to start using that equipment and the new e-bus fleet.

That leaves the remaining site at Navy Pier the primary focus and if we can move forward to the pictures, please. Next slide.

So over the last month, they have finished exterior work to the facility and we've moved kind of predominantly to the interior. On the right, you can see kind of the finishing of that masonry that has been installed over the last couple of months. That kind of -- that charcoal gray mix that will ultimately be our textural features of this facility.

And on the left, you can see the beginning
that we started to receive the industrial grade electrical equipment that we'll use to convert the ComEd energy to the apparatuses that ultimately charge the buses in the field that I've shown you at some of the other locations.

Next slide, please. Here is actually some of the technology that I've talked about. This is the charging station equipment where we take the ComEd power and ultimately convert it into the power we will push out to the bus. This is similar to what we do with rail traction power.

On the right is actually some landscaping that they've already begun kind of enhancing the landscaping around the facility now that all that major infrastructure work is done.

Next slide, please. Here you can see the final kind of completed look -- exterior look of the building kind of set back. The building is water tight and all that activity is now interior to the building.

My next project is our transformer replacement project. Since we last talked, all the focused activity has been at Edmond substation, which is up near Jefferson Park on the Blue Line.
If we go to the pictures please. This first picture here, we have completed the full installation of what we call transformer number one. Transformer number two is in progress at this point. In this photo, it's getting framed into the substation. The substation is actually kind of wedged in this peculiar spot off the edge of the highway. This is accessed from the adjacent property. This was craned into the back of the facility.

Next slide. Here they're actually terminating new traction power cables. So from that piece of equipment I showed you that we craned in, they actually pull cable then from there back into the facility itself.

I recall, Director Silva, you asked about the power traction cables, what they were on one of the contracts earlier. This big, black, thick cable in this picture is actually the type of cable we would be buying under those blanket contracts. It would just be for maintenance purposes.

DIRECTOR SILVA: Thank you, William.

BILL MOONEY: Moving on to our next project, which is our 98th Rail Shop Bridge Deck Project.
This project is moving forward very fast and very well. It has actually been a wonderful little project to watch develop and go.

We've completed activities last month on what was the west side of the bridge. Now we move mostly to the east side of the bridge in this last month of activity.

You can move forward to the slide.

Similar of what you saw, as I talked previously, we had five sections of bridge and all the work is done on the east side where we demoed out the original concrete topping deck.

Next slide, please. We removed all the underlying steel. Move to the next slide, please. And installed new steel underneath it as you can see in this photo.

Next slide, please. Then we ultimately started installing the new grating deck for that side. Next slide. And then we started installing the new canopy that goes over it.

Director Irvine, you did ask last month about the topping surface. I will call out, if you look on the left side of this photo, you'll see some of the metal plating that goes on top of that
grating for a smooth accessible surface for the shop itself. It's actually kind of being used as a pathway there. The deck gets all that grating across it.

DIRECTOR IRVINE: Thanks, Bill.

BILL MOONEY: Here they're starting to put on the decking of that topping there, ultimately which will have a roof and get some lighting and other aspects to it.

Move to the next slide. As part of this project, there's a series of enclosures to the building itself to get prepared. So it gets new doors overhead, as well as adjacent man doors for the entranceway for that bridge deck itself. The concrete columns, of course, have been rehabbed as part of the project. Next slide, please.

Then we do a bunch of masonry work throughout that side. So as the bridge deck experiences water damage over time, that water ran down the exterior of the facility and caused some damage to that exterior brickwork and windows and we're replacing most of those windows and brickwork as part of this project, this is one of those enhancements. This was at ground level below the
bridge deck there.

My last project for you today is our Ravenswood Ballast Phase 2 work. This was part of our Fast Tracks program, a rather quick moving project with major outages tied to it. All the work has been completed to date and if we move forward to the photos, I can show you some of the photos from the last weekend of outages.

In this photo, they are doing what we call thermite rail welding where we connect two pieces of the running rail by they call it shooting a new weld where we actually pour in molten steel in between the two pieces to form a continuous connection from them. It allows for more of a smooth operation and a better piece of maintained track in the long-term for both our customers and for us to be able to handle.

In this picture, they're using what we call a tamper. This machine actually picks up the ballasted track and compresses stones around the ties -- the wood ties and can help adjust the alignment. It makes a solid pathway for the train to travel on. It's much smoother and whenever we do major tie renewal like we did on this project,
you have to tamp and line the track afterwards to stabilize it.

Next slide, please. This is the completed Kedzie grate crossing. So this was a concrete tub installation that will provide us longevity on this major route. This is a very heavily traveled street in this area and that grade crossing sees a lot of abuse from trucks and vehicles alike, so this will be a very durable product that will serve us well in the future. And here's a different look from that.

With that, I would actually turn it over to Juan Pablo again as this will be the last time I will be reporting on this project.

J.P. PRIETO: Thank you again, Bill.

Directors, the goal for this work order was set at 20 percent and the prime committed to 20.19 percent and is on track to meet that commitment.

BILL MOONEY: So, Vice-Chair, that concludes my portion of the report at this time.

CHAIRPERSON ALVA ROSALES: Thank you, Bill.

I have a quick question regarding Navy Pier electrical charging stations. When is that
going to be completed?

BILL MOONEY: We're looking at the end of the year. Right around the corner.

CHAIRPERSON ALVA ROSALES: Great. And Juan Pablo, with regards to the elevators, who was the prime on that?

J.P. PRIETO: Bill, do we have the prime?

CHAIRPERSON ALVA ROSALES: Who was that?

BILL MOONEY: It was Paul Borg.

CHAIRPERSON ALVA ROSALES: Just curious on that.

BILL MOONEY: The elevators themselves, Vice-Chair, were actually installed by Anderson, our third-party elevator contractor. So we actually split the contract into two parts. I'm sorry. Actually, it was John Burns was the primary contractor on the station rehab and then we contracted to Anderson to do the elevators separately.

CHAIRPERSON ALVA ROSALES: So Anderson was the one with 30 percent?

J.P. PRIETO: No. That was John Burns, Director.

CHAIRPERSON ALVA ROSALES: That was John Burns.
Got it. I was just curious about that. I'll go through and ask any of the other directors.

Reverend Jakes, do you have any questions?

DIRECTOR JAKES: No questions. Thank you.

CHAIRPERSON ALVA ROSALES: Reverend John Miller, John, any questions?

DIRECTOR MILLER: No questions. Thanks.

CHAIRPERSON ALVA ROSALES: Director Irvine?

DIRECTOR IRVINE: No questions. Thanks.

CHAIRPERSON ALVA ROSALES: Director Silva?

DIRECTOR SILVA: No questions.

CHAIRPERSON ALVA ROSALES: No questions. Okay. Great. Thank you for your presentation to the two of you.

Now I would like to ask Chris Bushell to make a presentation on the RPM project.

CHRIS BUSHELL: Good afternoon, Directors. The RPM phase one design-build contract remains on budget and tight to schedule. We have seen COVID impacts on this project, although we are working closely with the contractor to manage them. Go to the next side.

So it continues to be very much a design project. In the primary design area, we are at
approximately 70 percent. So we are advancing with a completion of the design or moving towards the completion of the design. On the signal side of it, it is roughly 40 to 45 percent, so it is lagging a little bit behind the main design, but still generally speaking, in harmony with the rest of the work.

The construction is going on the bypass. We are in the process of installing structural steel and continuing with various rehab of existing structure out there. You'll see some more photographs and details later.

In terms of corridor signal improvements, we continue with the testing and actually are installing further test sites here shortly.

Pre-stage work is really a focus right now. We are, as you know, in the Lawrence to Bryn Mawr segment installing the signal system that would enable us -- in conjunction with two interlockings you saw photographs of over the course of the spring and summer, we're now installing the signaling system on top of that and infrastructure alone will enable us to build the major bridges in the LBMM segment.
We can go to the next slide. So temporary stations. As well, when we go into two-track operation as part of the LBMM segment through that area, we will have temporary stations in two locations. You see here, the Bryn Mawr temporary stairs that will be associated with a side-loaded platform in that area.

Next please. This is work at the other temporary station in the area of Argyle. Next. So pre-stage signals. So we've seen many pictures of interlockings going in and heavy track work over the course of the summer. Now, once that heavy civil work is done, we're coming in and installing the signaling infrastructure as you've seen both in Bill's Blue Line signal project, as well as here, we're in the process of installing these relay houses. The relay houses really hold all of the processing equipment associated with train, speed, and occupancy in various areas and making sure in general that we have safe operations, safe separation between the trains that are operating on the right of way.

Next. The Thorndale relay house. Now you've seen four houses being set. So we are
complete with the installation of those -- with the installation of the actual houses. Again, similar to Bill's job, we are currently running cabling and connecting them and doing all kinds of testing and commissioning that typically follows this kind of installation. So it's interesting to see these two projects now running in tandem in that regard, that is the Blue Line signal and RPM.

Advanced contracts are really in closeout. There isn't much to talk about here. Most of the utility work that remains is really communications work, running cabling, switching over services in coordination with customers and local elected officials. No major issues as this wraps up.

Nothing really to report here. We can go to community outreach where there is actually quite a bit to report.

So we have done a series of -- we continue to do public outreach meetings virtually. We have had some good success with a number of them and good turnout. We have met most recently on the Granville interlocking. This is an interlocking just to the north of the Thorndale interlocking, which is the new one. The Granville is the older
version of Thorndale, which we're -- we took apart half of it last weekend and we're taking apart the other part of it this weekend and this part of the community, because it's sort of outside a little bit of the Lawrence to Bryn Mawr segment or more in the corridor improvements area, hasn't seen a lot of work, so we did a community meeting up there with the aldermen just to make sure everyone was on top of any impacts they would experience during this. We're doing some virtual office hours as indicated in here and, otherwise, working very closely with JP and Diversity on all sorts of workforce, SBE, DBE outreach as well and I'll turn it over to him to cover that.

J.P. PRIETO: Thank you, Chris.

Good afternoon again, Directors. We continue to host our monthly DBE and workforce compliance and outreach meeting with the prime. We are finalizing plans for our final outreach of the year for RPM.

On October 16th, we hosted another Construction Talks webinar with the bricklayers and allied craft workers where we toured their apprentice training facility and fielded questions
from individuals interested in a career in
construction.

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

CHAIRPERSON ALVA ROSALES: Just a comment. Not
so many questions, but just to thank you for all
the hard work that, you know, you're doing on this
project and really all the community outreach.

President Carter, I was going to mention
that after today's County meeting I know we're
going to be following up, but it would be great to
elaborate on all of the community outreach work
that we do, you know, with regard to the projects
that we have ongoing. I think based on the
comments I heard today, I think it would be
important for them to know, you know, about all
this work. It just seems important to include.

PRESIDENT CARTER: I agree. One of the things
I will be highlighting are all the programs --
especially the workforces, all the programs that
we've created around RPM and not only are utilizing
for CTA, but are also leveraging with other
governmental, you know, projects occurring within
the region. So I'll make sure that information
gets incorporated into that letter.

CHAIRPERSON ALVA ROSALES: And our diversity numbers as well.

PRESIDENT CARTER: Yes.

CHAIRPERSON ALVA ROSALES: Not sure if any of the other directors have any questions.

Director Jakes, do you have any questions?

DIRECTOR JAKES: No questions.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: No questions.

CHAIRPERSON ALVA ROSALES: Thank you.

Director Irvine?

DIRECTOR IRVINE: No questions. Thanks, Chris.

CHAIRPERSON ALVA ROSALES: Director Silva?

DIRECTOR SILVA: No questions.

CHAIRPERSON ALVA ROSALES: No further questions. Thank you, Chris and Juan Pablo. Thank you for that information.

And since we have already dealt with our new business, unless anyone has any other new business to bring before us today, I -- and I don't think anyone has. I'll wait for a second to hear if anybody does.

But with no further business to come
before the board, I will now entertain a motion to adjourn.

    DIRECTOR JAKES: So moved.

    DIRECTOR IRVINE: I second.

    SECRETARY LONGHINI: Motion to adjourn moved by Director Jakes, seconded by Director Irvine. I will now take a rollcall vote.

    Director Irvine?

    DIRECTOR IRVINE: Yes.

    SECRETARY LONGHINI: Director Jakes?

    DIRECTOR JAKES: Yes.

    SECRETARY LONGHINI: Director Miller?

    DIRECTOR MILLER: Yes.

    SECRETARY LONGHINI: Director Silva?

    DIRECTOR SILVA: Yes.

    SECRETARY LONGHINI: Chairman Alva Rosales?

    CHAIRPERSON ALVA ROSALES: Yes.

    SECRETARY LONGHINI: That motion passes with five yes votes, Chairman Alva Rosales.

    CHAIRPERSON ALVA ROSALES: All right. Well, I think we are adjourned. Thanks, everyone.

    (Which were all the proceedings had in the above-entitled cause.)
STATE OF ILLINOIS  
) SS:
COUNTY OF C O O K  

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 on said date.

[Signature]

Certified Shorthand Reporter
31:7.16
worked
9:5.7 13:11
working
7:11 9:16 11:22
30:20
world-class
11:20

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you-all
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