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 21st day of October, 2020, at the hour of 10:21 a.m., via videoconference.

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

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

ALSO PRESENT:

DORVAL R. CARTER, JR., President
GREGORY LONGHINI, Secretary
KAREN SEIMETZ, General Counsel
HERB NITZ, Zoom Host
CHRIS BUSHELL
BILL MOONEY
JUAN PABLO PRIETO
SECRETARY LONGHINI: We are ready to begin the noticed meeting of the Chicago Transit Board of October 21st, 2020.

Chairman Alva Rosales, we are ready to begin when you are.

CHAIRPERSON ALVA ROSALES: Great. Thank you, Greg.

Good morning, everyone. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for October 21st, 2020. Would the second call the roll, please?

SECRETARY LONGHINI: Yes.

Judge Chevere?

DIRECTOR CHEVERE: Present.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Present.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Here.

SECRETARY LONGHINI: Director Alva Rosales?

CHAIRPERSON ALVA ROSALES: Here.

SECRETARY LONGHINI: Director Silva? Director Silva? I went out of order here. Director Silva,
you're still muted I think. Is everyone still muted?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Okay.

DIRECTOR SILVA: It's me.

SECRETARY LONGHINI: Okay. We've got the quorum. I heard from all six board members. And so also let's recognize that President Carter and General Counsel Karen Seimetz are also participating in this meeting.

Our first order of business -- I'm sorry. Back to you, Director Alva Rosales.

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our first order of business today is public comment. Greg, do we have public comment?

SECRETARY LONGHINI: Yes, actually we do have one public comment. I apologize for getting confused. We have Mr. Stephens. I believe he has been connected already and so, Mr. Stephens, we would like you to address the Board please and please try to limit yourself to three minutes.

Thank you very much, Mr. Stephens.

THE HOST: Greg, this is Herb. Mr. Stephens e-mailed, he will not be able to participate at the
SECRETARY LONGHINI: Oh, okay. So it turns out, Chairman Alva Rosales, that we do have not have any public comment today.

CHAIRPERSON ALVA ROSALES: Got it. Thank you, Greg. Then we'll proceed with the meeting.

Our next order of business today is the approval of the September 16th, 2020 board minutes. The minutes were previously distributed. I will now entertain a motion to approve the minutes of the Regular Board Meeting of September 16th, 2020.

DIRECTOR CHEVERE: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved and seconded.

Judge Chevere?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: 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:  All right. Motion to approve the minutes passes with six yes votes.

CHAIRPERSON ALVA ROSALES:  Thank you. Our next order of business is Executive Session. It is my understanding, Karen, that there is Executive Session today?

GENERAL COUNSEL SEIMETZ:  That's correct, Vice-Chair. We will have Executive Session today pursuant to Section 2, paragraph C, subparagraphs 5 and 6 of the Open Meetings Act.

CHAIRPERSON ALVA ROSALES:  I will now entertain a motion to recess into Executive Session and after moved and seconded by two board members, then Greg will call the roll again. So thank you.

DIRECTOR CHEVERE:  So moved.

DIRECTOR MILLER:  Second.

SECRETARY LONGHINI:  All right. It has been moved and seconded.

Judge Chevere?

DIRECTOR CHEVERE:  Yes.

SECRETARY LONGHINI:  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: Motion to recess into Executive Session passes with six yes votes. So we're going to go into Executive Session.

For the board members to know, we're going to take a five or seven-minute break before we begin the Executive Session. We are now recessed.

(A break was had for Executive Session.)
SECRETARY LONGHINI: This is Greg Longhini and we're about to return to the open meeting and so I will now turn it back over to Chairman Alva Rosales.
CHAIRPERSON ALVA ROSALES: Welcome back, everyone. I will now entertain a motion to return to the open meet -- open session.
DIRECTOR CHEVERE: So moved.
DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved by Judge Chevere. Seconded by Reverend Miller. I will now take a roll call vote on returning to open session.

Judge Chevere?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: 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, Chairman.

CHAIRPERSON ALVA ROSALES: Great. Our next order of business is Agenda Item Number 4-A.

Karen?

GENERAL COUNSEL SEIMETZ: Thank you, Vice-Chair. Item 4-A pertains to a ten-year lease that was approved by this board on August 4th, 2015
with Sterling Racine, LLC for the property owned by CTA at 120 North Racine in Chicago.

The lease that was approved contains a provisional right of first refusal for Sterling Racine to purchase the property. Sterling Racine has indicated an interest in exercising this term and the general counsel, myself, and Chief Infrastructure Officer Bill Mooney seek Board approval to establish and negotiate terms related to the exercise of the right of first refusal and if successful, we will return to the Board for further authorization.

Thank you.

CHAIRPERSON ALVA ROSALES: Thank you, Karen.

I will now entertain a motion to approve an ordinance authorizing the exercise of right of first refusal in the lease agreement with Sterling Racine, LLC for property located at 120 North Racine Avenue, Chicago, Illinois.

SECRETARY LONGHINI: We need a motion. We need a motion.

DIRECTOR CHEVERE: I will be abstaining on this, so someone else will have to move this.

SECRETARY LONGHINI: Good point.
DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved by Director Jakes and seconded by Director Miller. I will now take a roll call vote.

Judge Chevere?

DIRECTOR CHEVERE: I abstain on this matter.

SECRETARY LONGHINI: Okay. Thank you.

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: The motion is approved with five yes votes and one abstention by Director Chevere.

CHAIRPERSON ALVA ROSALES: Thank you.

Our next order of business is Agenda Item Number 4-B. Karen?
GENERAL COUNSEL SEIMETZ: Agenda Item 4-B will amend Ordinance 006-183, which is an IGA between the City of Chicago and the CTA for the City's transfer of properties that it owns near Lake Street and Pulaski Road in the vicinity of the Authority's West Shops facility. The ordinance needs to be amended simply to extend the date by which CTA can exercise the acceptance of these properties from the City. So that's why this is before the Board today. Thank you.

CHAIRPERSON ALVA ROSALES: Thank you, Karen.

I will now entertain a motion to approve an ordinance authorizing an amendment to Ordinance Number 006-183 to permit the transfer of properties near the Authority's West Shops facility near Lake Street and Pulaski Road from the City of Chicago to the Authority.

DIRECTOR JAKES: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: That motion was moved by Director Jakes and seconded by Director Miller. I will now take a roll call vote on 4-B.

Judge Chevere?

DIRECTOR CHEVERE: I will abstain on this
SECRETARY LONGHINI: Thank you.

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: Motion approved. 4-B passes with five yes votes and one abstention by Director Chevere.

CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our next order of business is a report from the Committee on Finance, Audit and Budget. Director Silva?

DIRECTOR SILVA: The Committee on Finance, Audit and Budget met earlier this morning via Zoom video-teleconference. The Committee approved the September 16, 2020 minutes. The Committee reviewed the finance report. The Committee also reviewed
the following six ordinances.

One, an ordinance authorizing a license agreement with Cash Depot, Limited to install, operate, and maintain automated teller machines at designated rail stations and employee locations.

An ordinance authorizing a license agreement with Compass Group USA, Inc. by and through the Casteen Division to install, operate, and maintain personal protective equipment, PPE, vending machines at designated rail stations.

An ordinance authorizing a sublease to 7-Eleven, Inc. for ground floor space located at 567 West Lake Street, Chicago, Illinois.

An ordinance authorizing the license from the City of Chicago of parcels adjacent to the Authority's West Shops facility along Maypole Avenue.

An ordinance authorizing the purchase of cyber insurance coverage for policy year November 1st, 2020 through October 31st, 2021.

And an ordinance authorizing the purchase of blanket railroad protective liability insurance for policy year November 1 -- November 1st, 2020 through October 31st, 2021.
The Committee also reviewed four purchase and sales award recommendations. The Committee approved all items and recommends Board approval of all items.

The Committee placed all six ordinances and all four contracts on the omnibus. And that concludes my report, Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Thank you, Director Silva. Thank you very much.

May I now have a motion to approve the omnibus as stated by Director Silva?

DIRECTOR CHEVERE: So moved with the abstention, on my part, on Items C and D.

DIRECTOR MILLER: Second --

SECRETARY LONGHINI: Hold on. Let's make sure I understand. Let me just make sure what C and D are here. I'm a little bit confused. C and D were -- those Executive Session items?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: Those are not part of this omnibus. Those are voted separately.

DIRECTOR CHEVERE: Oh, okay. In that case, I so move on Chairman Silva's request to approve the items that were on the omnibus.
SECRETARY LONGHINI: That were discussed all in FAB. Okay. So it has been moved by Judge Chevere.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: And seconded by Director Miller. So on the omnibus, moved and seconded.

We'll take a roll call vote.

Judge Chevere?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: Reverend Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Reverend 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: Motion to approve the omnibus, which were all the items that were in the Finance Committee, is approved with six yes votes.

CHAIRPERSON ALVA ROSALES: Thank you.

Our next order of business is the construction report. We'll hear from Bill Mooney.
BILL MOONEY: Good morning. I'm Bill Mooney, your Chief Infrastructure Officer with your construction report.

Our first project is our -- as we usually start, is Your New Blue signals project between Jefferson Park and O'Hare. Can you advance the slides to five, please.

So work continues in the underground structure of duct banks and cabling to support the infield equipment that is in the process of being installed. We also continue cutting over the first of the relay houses, which I shared with you in the prior months as being set and beginning at Jefferson Park.

We did factory testing for the acceptance of the next two relay houses at Central and Foster and we had a major infrastructure weekend, which is one of the last ones with a line cut between Harlem and Rosemont to put in major duct banks and other subgrade infrastructure. Next slide, please.

Here on the first picture, you can see excavations occurring near Cumberland station. This is for the foundations of the future relay house that will be going there. Next slide,
This work is near River Road, which is just south of Rosemont station. They're installing what we call insulated joints, which allow us to isolate out signals in the rails themselves at the crossover there at River Road and then they're installing underground duct banks along the crossover on the picture on your right.

Next slide. Here, they're repairing a concrete underground duct bank near Canfield, which is between Cumberland and Harlem. They had to dig out the concrete duct bank that runs between the two tracks and make repairs to it and ultimately pour new concrete around it. Here, you can see that concrete installation occurring.

Our next project is our Logan Square station repair project, as I've talked about. The only remaining piece on this is the second elevator, which is currently on schedule to reopen at the end of this month. Can you advance the slides please to the pictures?

Here on the first picture you can see the demolition of the existing elevator from street-level to mezzanine. And on the next slide
you can see the installation of the structures for the new elevators. So that is the base that the floor of the elevator itself will be installed on top of and the new cab will be built around that.

My next project is our Electric Bus En Route Charging Station. This remains on budget and tight to schedule. Most of the work has focused and remains focused on the installation of the facility at Navy Pier, if we can advance the slides to those photos.

Here, we actually have a full building on-site fully constructed with roofs and walls and they've begun doing inside work at that facility.

The picture on the left shows them starting to put cable into that facility through the piping I've been showing you that was laid in the foundation. The picture on the right shows the installation of the roof and the covert wall to it. Next slides, please.

Here, you can see the finishes being added to the exterior. So all the masonry, the new solid structure elements of the building, are in place and now they're adding the finishing brickwork that creates its ornate nature. That project continues
to advance now towards the phase where we do mostly interior work on that complex.

My next project is our transformer upgrade. If we can advance to the slide describing the work. Most of the work has been completed now at Lotus and Washington substation and we've moved forward to Edmunds substation, which is up near Jefferson Park on the Blue Line. Move to the next slide.

So here's the last of the transformers at Lotus. What they're doing here is they're actually creating a shoring power to hold the anode busbar, which connects the rectifier inside the building to the transformer being replaced on the outside of the building.

Next slide. Here is Edmunds. That's the breaker that allows power to go from the transformer to the rectifier that has been isolated out and secured in a lock-out-tag-out for the protection for people so they can move that old piece of equipment.

My next project is our 98th bridge deck, if we can advance to the photos here. So since we last met, they've completely demoed out the west
Here, the first photo shows you the demolition. As I mentioned in previous meetings, it's kind of a phased demolition of the structure of the bridge itself so we can maintain access to the shop at all times.

So here, the first phase is removal of the west side of the structure. We removed an overhead canopy in previous pictures, so we removed that subgrade structure now. Next slide.

Here, they've started, they've reinstalled the new steel. That is that underside structure for that portion of the bridge.

And here is the new surface. So we're doing something different here on this bridge to help deal with some of the water issues we've had versus having a concrete tub on the bridge that risks deterioration due to build-up of ice and salt and water. We're actually doing a grated metal bridge. So these are heavy formed grated metal sections that are then the floor of the bridge.

Then, here, all the grated metal is on that half of the bridge and they've started installing the railings, the guardrails, and the
beams that ultimately the new roof gets installed on. This project is progressing very well.

One of the last features on the interior of the building, as I had showed you previously, we had to redo the penthouse floor, which was the ceiling for the locker room and lunchroom underneath it. So we relocated those rooms and now we've fully restored both the locker room and the lunchroom and here are the new lockers and benches and light fixtures that were installed as part of that restoration.

At the bottom side of the bridge, so the columns that support all that good structure, are also being renewed. They've -- what they've done is they've broken off any loose concrete. They've reprepped the metal that's underneath it and now they're doing concrete repairs and installing new concrete around it.

So I have a new project for you this month. This is what -- part of our Fast Tracks program. This is the Ravenswood Ballast to -- portion of it. So this takes work that was tied to -- I had showed you a project last year, the Ravenswood Ballast up in the area between Kimball
and Francisco, where we did work at the Francisco grade crossing and within the stations at Rockwell and Kedzie and Francisco.

This picks up work that is tracked between Rockwell and Francisco as well as track near Kimball terminal and the grade crossing at Kedzie. Kedzie is a very heavy, busy truck route and that grade crossing takes a significant amount of beating because of it.

It's a pretty quick moving project. It has three outage weekends to facilitate the work associated with it. The contractor is Kiewit. Sorry. Let me just get the right note in front of me. And it's a total project budget of just shy of $8 million with a contract value of 5 million. It has a DBE goal of 20 percent with a commitment of 20.19 percent.

If you can move to the first round of pictures. So the activity to begin with that was associated with Kedzie grade crossing, those were the focus of the first two weekends. Here, they are cutting the rail associated with that grade crossing to be able to remove that rail as part of the demolition process. Next slide, please.
Here, they are demolishing the existing track here. So what was previously an asphalt and rubber pad grade crossing has been completely removed and demolished.

Similar to what we did at Francisco, they then dug down and poured in a new duct bank underneath each side of the track that then facilitates all the signal equipment that goes across the grade crossing. Next slide, please.

Here is the new concrete tubs for that portion of the track being reinstalled. Each track has got pre-fabbed concrete track that the rail ultimately gets installed in and has a series of sublayers above that duct bank mixed between compressed stone, asphalt, and then ultimately leveling sand and then the concrete tubs themselves gets set.

Here, those tubs are all being set again. They're being lined up so that the new rail can be brought in and adjusted to the existing track.

Next slide, please -- can you go back one slide, please. Sorry.

So what happens then is we did the first track and then we moved to the second track and
then we ultimately tied those two together with a concrete section in the middle, which I'll have some pictures of for you in future presentations.

At this time, this completes my portion of the construction report. I'll be glad to take any questions.

CHAIRPERSON ALVA ROSALES: Are there any questions?

SECRETARY LONGHINI: Excuse me. Before we take any questions, Chairman Alva Rosales, I think it would be a good time to switch the sign language interpreters and go back to Ellen. Let me make sure that gets done.

CHAIRPERSON ALVA ROSALES: Okay. Great. Thank you.

SECRETARY LONGHINI: Ellen is on.

Chairman, we can go back to your asking the Board for questions.

CHAIRPERSON ALVA ROSALES: Are there any questions from the Board? I don't --

DIRECTOR IRVINE: Bill, I just have a question about that bridge, the metal bridge down at like 95th, your building. Is it just going to be like a metal grate or is there going to be any kind of a
smoother surface on top of it?

BILL MOONEY: There are walkways that go with it that have a smoother surface on top of it. The truck passage is a metal grate.

DIRECTOR IRVINE: Got it. Thank you. That's all I have.

CHAIRPERSON ALVA ROSALES: Thank you. Actually, I have a question with regards to the bridge too. So you said that that was to help deal with water issues, so is that being used -- the grated metal bridge, is that being used in other locations now as well to try to deal with those types of issues?

BILL MOONEY: So we haven't done any bridges similar to this. This is kind of a unique piece of property for us. So the entrance for the shop is -- it's a multi-story shop and the entrance is actually an elevated entrance, which is why this bridge exists. It's how you gain access on the street there into the shop itself. We can load in material and that's how personnel gets into it, because the yard -- the shop and the rail yard ultimately go below that grade.

I think, you know, one of the things is we
looked at why the deterioration occurred on the bridge as we looked for opportunities to improve upon that and we felt that the galvanized steel for the durability and use for this bridge was a good option.

It's not always the greatest option, so we have other circumstances where we have bus, vehicular traffic, and passenger traffic.

Having -- as Director Irvine noted, a smooth surface, especially for ADA purposes, is really a requirement. In those circumstances, you know, with the more -- more of that volume of wheel movement, concrete works a lot better for us. So I think it's a case-by-case scenario.

CHAIRPERSON ALVA ROSALES: Got it. More of a unique situation.

BILL MOONEY: Yes.

CHAIRPERSON ALVA ROSALES: Great. Thank you so much, Bill. We appreciate it.

Next I would like to ask Chris Bushell to make his report on the RPM presentation.

CHRIS BUSHELL: Thank you, Vice-Chair.

RPM Phase One Design-Build contract continues on budget and tight to schedule. Let's
So the progress since our last report continues with a lot of design. We still are at about 65 to 70 percent with design. There has been a number of large packages that have been under development and going through the interdisciplinary review coordination process. So that effort continues to move forward.

In addition, the signal designer, which is being handled by the signal subcontractor Hitachi, is advancing their work principally with regard to some of the final pre-stage signaling elements, but also with regard to the design work associated with the larger corridor signal improvements that will come.

Red-Purple Bypass. We are in the process of accepting our first deliveries of steel this week. We'll see in some of the subsequent slides the fit-up of some of that steel at the producer's yard in Missouri.

The corridor signal improvements, we are continuing with testing the DG track circuit. This is the track circuit that will be installed in the corridor-wide project.
In addition, they are working on various pieces of production to the pre-stage houses. Although, at this point, we're really -- in terms of the pre-stage work, we are in the process of installing electrical to support most of the houses. You'll see some of that in the photographs to come.

In pre-stage, probably the biggest piece of work that's going on besides the installation of cabling and other infrastructure associated with the two major duct banks -- major interlockings that we installed over the course of the summer is the construction of the temp stations. You'll see photographs today of that construction. It is really starting to pick up substantially.

Then in terms of the larger Lawrence to Bryn Mawr modernization, we are continuing with the production of precast box girder segments. Again, you'll see some photographs of that in the report to follow. Next slide, please.

So I mentioned in the bypass that the steel for this bypass was in the fit-up stage. So after it's produced, as you can see here, they mock up the installation of it just to make sure all the
components fit and there's no issues before they break it down to ship.

So you can see it here being assembled in their yard in Missouri. You can see the Mississippi River in the background there. Next slide.

So in the pre-stage work, you can see the construction of the Thorndale relay house. This is a platform in association obviously with the Thorndale interlocking that we installed this past summer. Next, please.

Temporary stations. So the stations have both an at-grade requirement or at-grade construction as well as on the right-of-way. So you can see here, the installation of platform steel on the outside of the tracks and then between, on tracks two and three on this four-track corridor, you can see the installations of the foundations for the temporary station in association with our first phase of segmented box girder construction. Next slide, please.

So segmented box girders. This is the production of those box girders in Morris, Illinois. They are continuing to move forward on
schedule. They had some initial — they were
developing their process and as such, their
efficiency was a little bit lower, but they've
moved up to a production level that reflects the
schedule and we're pleased that their quality also
remains very high. Next slide, please.

So, again, pre-stage work relative to
signaling. So this is the installation of the
Montrose relay house. So this proceeded without
incident.

If we go to the next slide, the sister
house to Montrose, it came almost at the same time
as Berwyn. We had two more to set. Thorndale and
Loyola. Actually, we've set them. We'll see
photographs of that in the next board meeting.

So this is the Berwyn house. They kind of
come in pairs. So we get two of them within a
one-week period and then we set them and then
proceed to connect them to various interlockings
throughout the system or track circuits.

Next slide. Advance contracts are in
close out. Nothing real new here. We continue to
finish this work, mostly relatively minor cable
pulling or utility terminations. Some comm service
switch-overs in coordination with customers and various aldermen and other interested parties in the area, but it is in closeout. Nothing really to report, no photographs.

Next slide, please. Next. Next.

So community outreach. We are participating in various system-wide efforts, healthy kit distribution. We are also, though, using those as opportunities in the RPM project area to collect people's information, mostly e-mail addresses, so we can provide them with various service alerts and other information about the project, including our Open For Business campaign, which is really kicking into gear here.

You know, with all the impacts associated with COVID, we are undergoing a pretty active Open For Business campaign to support the businesses that at this point are probably more impacted by COVID than RPM, but we feel this is a good opportunity to get some goodwill for the project.

We are meeting, continuing, with the aldermen associated with Open For Business, but also various pieces of construction. We've had some meetings with Loyola. You've heard me talk
about our Loyola relay house. We had to set that kind of right in the back of the university and make sure we were in coordination with any remote activities they have at the moment.

Then we are having virtual office hours. So we have a virtual environment where people in the community can come in and ask us questions. We've done a couple sessions with that so far.

That really concludes my report on community outreach. If I can turn it over to Juan Pablo, that would be great.

CHAIRPERSON ALVA ROSALES: Chris, I have a quick question with regards to the Open For Business. How are we seeing the businesses do in the area? I mean, are most of them staying afloat?

CHRIS BUSHELL: You know, I would say we have two predominant business communities for the project as a whole. The businesses in and around -- in and around the bypass, those are kind of associated for the most part more or less with Wrigley Field and kind of ebb and flow with the Cubs. We were seeing kind of a reshuffling of those businesses in that area associated with various things that are happening in the
communities around the stadium. So I would say that those businesses are less affected by construction at the moment and probably more affected by general trends with the Cubs and with COVID.

In the area of Lawrence to Bryn Mawr, I think you see a lot of small family-owned retail businesses, particularly restaurants, that have been significantly impacted by COVID. You know, many of the restaurants that have strong delivery services are hanging on, albeit in smaller -- they're contracting a little bit. It is a significant impact though.

We are doing everything we can to make sure that when we're -- as we open the temp stations, that we're creating whatever opportunities we can for those local businesses and otherwise just making them, you know, available for the kind of resources we can bring to the table in terms of advertising or other business opportunities through our website through our Open For Business campaign.

Frankly, it's a big concern in the LBMM area and we're working very closely with the
aldermen and local chambers of commerce to mitigate the impact.

CHAIRPERSON ALVA ROSALES: Well, thank you for the information and all the work that your team is doing. I really appreciate that.

Before we go to Juan Pablo, does anyone else on the Board, do any of the directors have any questions for Chris?

I see none. Okay.

SECRETARY LONGHINI: Chairman. Chairman, it's Greg again.

CHAIRPERSON ALVA ROSALES: Yes.

SECRETARY LONGHINI: Because we've got another long presentation coming, I think now would be a good time to change the sign language interpreter for probably like the final time. So I'll wait for LJ to come on and then we can start.

CHAIRPERSON ALVA ROSALES: Great. Thanks, Greg.

SECRETARY LONGHINI: Ellen is off. Okay. Chairman, back to you.

CHAIRPERSON ALVA ROSALES: Okay. Thank you.

Juan Pablo?

J.P. PRIETO: Good morning, Directors. Juan
Pablo Prieto, Director of Diversity Programs. We continue to meet monthly with the prime contractor to discuss workforce and DBE outreach and compliance.

In September, we attended virtual membership meetings for the U.S. Minority Contractors Association, Black Contractors Owners and Executives, and Federation of Women Contractors to speak about our Building Small Businesses program and opportunities on RPM.

Attending these membership meetings was in preparation for our October 8th virtual BSB session. During our virtual four-to-four (phonetic) session, we had 15 firms attend the workshop and nine firms attend the one-on-one session.

To date, including CARES Act funding, the Building Small Businesses program has helped firms secure over $4.7 million in capital with almost 1 million more dollars in capital being requested. We will continue to host these session to provide support for firms interested in bidding on opportunities on RPM.

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

CHAIRPERSON ALVA ROSALES: Any questions for Juan Pablo?

No? Thank you to everybody. I guess I just have a comment more so than a question. I know we've discussed this before, but with regard to some of the outreach that you do, I know we've talked about when we see that some of the contracts we have are not being fulfilled by DBEs because we don't have any of those in the market and down the road maybe in three years or something, that contract is going to come up, that is something that you're communicating to the communities -- the business communities so that maybe some business can prepare itself to bid on that, you know, at a later date?

J.P. PRIETO: Yes, Vice-Chair. We are going through the last three years' worth of contracts that have had zero percent or low DBE goals assigned to them and working out the work categories where we had low availability of DBEs so that we can talk to our technical assist agencies and other partners about where firms can expand to.
Maybe there are already firms, small businesses that exist in these areas that are just not DBE certified. So we can talk to them about the certification process and get their applications submitted or maybe there's entrepreneurs looking to start new businesses and wondering what is a good industry to get into. So we can present this to our partners as opportunities to those folks.

CHAIRPERSON ALVA ROSALES: I really appreciate that, especially during this time because so many of the companies are having to pivot, right? So to know what direction to pivot -- and I ask that also because today on the agenda I saw one of those. So -- I think it was in the area of cranes, right? And we don't have any more DBEs in that particular area. So I think --


CHAIRPERSON ALVA ROSALES: Okay. We appreciate that. I guess there's no other questions. So all right. Thank you so much to the three of you for presenting. We appreciate that.

I guess we've reached our next agenda item, which is new business. Greg, is there any
new business for us?

SECRETARY LONGHINI: No, Chairman Alva Rosales.

There is no new business today.

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

DIRECTOR CHEVERE: So moved.

DIRECTOR MILLER: Second.

SECRETARY LONGHINI: Moved by Judge Chevere, seconded by Reverend Miller. I will now take a roll call vote.

Judge Chevere?

DIRECTOR CHEVERE: Yes.

SECRETARY LONGHINI: Reverend Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Reverend 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: Motion to adjourn passes
with six yes votes, so we are adjourned. Thank you.

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

(Meeting adjourned at 11:26 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 on said date via videoconference.

[Signature]

Certified Shorthand Reporter
<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
</tr>
<tr>
<td>27-4</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>8th</td>
</tr>
<tr>
<td>35:12</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>9</td>
</tr>
<tr>
<td>95th</td>
</tr>
<tr>
<td>24:23</td>
</tr>
<tr>
<td>98th</td>
</tr>
<tr>
<td>19:22</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>13:23</td>
</tr>
<tr>
<td>35:20</td>
</tr>
<tr>
<td>120</td>
</tr>
<tr>
<td>9:2, 18</td>
</tr>
<tr>
<td>15</td>
</tr>
<tr>
<td>35:14</td>
</tr>
<tr>
<td>16</td>
</tr>
<tr>
<td>12:23</td>
</tr>
<tr>
<td>16th</td>
</tr>
<tr>
<td>5:8, 11</td>
</tr>
<tr>
<td>1st</td>
</tr>
<tr>
<td>13:20:23</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>6:11</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>22:16</td>
</tr>
<tr>
<td>20:19</td>
</tr>
<tr>
<td>22:17</td>
</tr>
<tr>
<td>2015</td>
</tr>
<tr>
<td>8:24</td>
</tr>
<tr>
<td>2020</td>
</tr>
<tr>
<td>3:3,10</td>
</tr>
<tr>
<td>13:20:23</td>
</tr>
<tr>
<td>12:23</td>
</tr>
<tr>
<td>13:20:24</td>
</tr>
<tr>
<td>21st</td>
</tr>
<tr>
<td>3:3,10</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>31st</td>
</tr>
<tr>
<td>13:20:24</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>4-A</td>
</tr>
<tr>
<td>8:20:23</td>
</tr>
<tr>
<td>4-B</td>
</tr>
<tr>
<td>10:24 11:1 22 12:13</td>
</tr>
<tr>
<td>4th</td>
</tr>
<tr>
<td>8:24</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6:11 22:15</td>
</tr>
<tr>
<td>567</td>
</tr>
<tr>
<td>13:13</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>6:12</td>
</tr>
<tr>
<td>65</td>
</tr>
<tr>
<td>27:4</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>7</td>
</tr>
<tr>
<td>7-eleven</td>
</tr>
<tr>
<td>13:12</td>
</tr>
</tbody>
</table>

### McCorkle Litigation Services, Inc.
Chicago, Illinois (312) 263-0052