

1 CHICAGO TRANSIT BOARD

2  
3 IN RE THE MATTER: )  
4 REGULAR MEETING )  
5 OF OCTOBER 13TH, 2021 )  
6 )

7  
8 Report of proceedings at the meeting of  
9 the above-entitled cause, before Tabitha Watson, an  
10 Illinois Shorthand Reporter, on the 13th day of  
11 October, 2021, at the hour of 10:07 a.m., via  
12 videoconference.

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19 Reported by: Tabitha Watson, CSR, RPR  
20 License No.: 084-004824



1 BOARD MEMBERS PRESENT:

2 LESTER BARCLAY, Chairperson

3 KEVIN IRVINE

4 BERNARD JAKES

5 JOHNNY MILLER

6 ALEJANDRO SILVA

7  
8  
9 STAFF PRESENT:

10 DORVAL R. CARTER, JR., President

11 GREGORY LONGHINI, Secretary

12 KAREN SEIMETZ, General Counsel

13 CHRIS BUSHELL

14 BILL MOONEY

15 JUAN PABLO PRIETO



1 (whereupon, the following  
2 proceedings were had via  
3 videoconference.)

4 SECRETARY LONGHINI: Good morning, again. This  
5 is Greg Longhini and we are about to start the  
6 regular board meeting of the Chicago Transit  
7 Authority.

8 Chairman Barclay, we may begin.

9 CHAIRPERSON BARCLAY: I would like to call to  
10 order the regularly scheduled meeting of the  
11 Chicago Transit Board for October 13th, 2021.

12 will the secretary call the roll, please.

13 SECRETARY LONGHINI: Yes.

14 Director Silva.

15 DIRECTOR SILVA: Yes.

16 SECRETARY LONGHINI: Director Jakes.

17 DIRECTOR JAKES: Here.

18 SECRETARY LONGHINI: Director Miller.

19 DIRECTOR MILLER: Here.

20 SECRETARY LONGHINI: Director Irvine.

21 DIRECTOR IRVINE: Here.

22 SECRETARY LONGHINI: Chairman Barclay.

23 CHAIRPERSON BARCLAY: Here.

24 SECRETARY LONGHINI: Director Alva Rosales will



1 not be here today, so let the record show that we  
2 have a quorum with five members of the Board  
3 present and President Carter and General Counsel  
4 Seimetz are also in attendance of this meeting.

5 CHAIRPERSON BARCLAY: Our first order of  
6 business is public comment.

7 SECRETARY LONGHINI: Yes, sir. We have three  
8 public comment speakers today. The first one will  
9 be Ms. Madonna Parker and please address the Board  
10 and if you are reading something, Ms. Parker,  
11 please speak slowly so the sign language  
12 interpreters can get it all down and please address  
13 the Board. Thank you.

14 MADONNA PARKER: Good morning and thank you for  
15 allowing me to speak this morning. I was calling  
16 in because I had some concerns about normally the  
17 transportation -- I take the J14 every morning  
18 downtown, but a couple times, like last Thursday I  
19 guess when they are preparing or rerouting downtown  
20 for the race or whatever, I stood outside in the  
21 rain for 30 minutes waiting on a bus. The concern  
22 that I have with that is that I know that your  
23 buses state that everyone should actually wear a  
24 mask when getting on the bus. However, the bus was



1 so late and the was a bus a few minutes behind,  
2 both buses were packed. I'm sitting next to a  
3 person who gets on the bus who doesn't have a mask  
4 on. One standing above us coughing and talking on  
5 the phone doesn't have a mask on. Now, I'm not  
6 quite sure -- I'm so passionate about this because  
7 I've lost people due to this virus. I had a very  
8 dear, dear friend who was on a ventilator for two  
9 months we thought we were going to lose because of  
10 this virus.

11 I know that you can't police everybody,  
12 but the one lady that I look for every morning that  
13 I intentionally ride with, before they get on the  
14 bus she says don't forget your mask on and she's  
15 very kind about it and nobody has ever given her a  
16 problem about that. They put their mask on and go  
17 sit down.

18 But it makes you uncomfortable and it --  
19 for people to be on a bus packed like that with  
20 nothing on their face, you don't know if they're  
21 vaccinated, what the situation is, but it's a very  
22 touchy situation for me because I know the severity  
23 of it and I have lost and known people I almost  
24 lost because of this whole pandemic thing.



1           Now, I don't know what we can try to do to  
2 rectify this or fix this or do better in terms of  
3 scheduling when you have reroutes so the buses are  
4 not like this so we're not packed like sardines on  
5 the bus. I don't know what can be done, but  
6 something has to change because we shouldn't have  
7 to be on the bus all on top of each other when we  
8 still are in a state of uncertainty with this virus  
9 out here.

10           CHAIRPERSON BARCLAY: Thank you, Ms. Parker. I  
11 appreciate your comments and I'll ask President  
12 Carter to assign that to appropriate staff to  
13 (indiscernible) a little bit better.

14           MADONNA PARKER: So tell me what can we do as a  
15 community to try to help the situation; because  
16 some people, we rely strictly public transportation  
17 and we don't have any means of going downtown to go  
18 to work without that. I mean, what else can we do  
19 as a community to work with you as a whole?  
20 Because it's a shared responsibility as I see it.

21           PRESIDENT CARTER: Mr. Chairman, if I can speak  
22 to this.

23           I recognize the challenges that our  
24 customers have with compliance with mask wearing



1 and even though our -- our surveys and analysis  
2 have shown that a substantial number of our  
3 customers do comply, we recognize that just like in  
4 society, there are people who basically for  
5 whatever reason refuse to or will not wear a mask.

6 We obviously want to continue to work with  
7 customers to figure out ways we can improve or  
8 increase compliance. I'm happy to have a staff  
9 person sit down and speak directly with her about  
10 the -- what we can do or what we could ultimately  
11 try to determine, even together, to work on this.

12 As you know, we pass out free passes, we  
13 give -- masks. We pass out free masks. We have  
14 signage, announcements. We do all sorts of things  
15 to try to encourage people to do this, but it is a  
16 constant struggle and we'll continue to come up and  
17 look for any ways we can to improve on our overall  
18 compliance.

19 MADONNA PARKER: So let me ask you a question,  
20 young man. As an example, one day we were on the  
21 bus, you had a CTA driver that got on the bus that  
22 took his mask off standing in the front near us  
23 because they decided to eat McDonald's and drink  
24 their drink and I thought that was inappropriate



1 because you have a thing saying -- you should, as a  
2 CTA employee, be setting a better example; but to  
3 get on, to eat your breakfast in the morning and  
4 expose yourself to us, I don't know what your  
5 situation is and everybody is suspect for me  
6 because of what I've experience in my life with  
7 this whole thing. So I --

8 SECRETARY LONGHINI: Ms. Parker.

9 MADONNA PARKER: -- don't know what's going on  
10 with him and I just thought it was wrong for him --

11 PRESIDENT CARTER: So --

12 MADONNA PARKER: -- to do that because they  
13 need to set an example for us as well.

14 PRESIDENT CARTER: So all CTA employees are  
15 required to wear their masks when they're in  
16 public. If an employee is not wearing their mask,  
17 if you report that information to us, if possible,  
18 give us his badge number, if not, give us the time  
19 and location, we do follow up and we will  
20 discipline the employee for not wearing their mask.  
21 They are required to wear them. They are  
22 constantly informed of their requirement to wear  
23 them and we do discipline them if they do not.

24 SECRETARY LONGHINI: Thank you, President



1 Carter. Ms. Parker, we need to wrap this up. We  
2 have some more speakers.

3 MADONNA PARKER: Okay. That's fine.

4 SECRETARY LONGHINI: (Indiscernible) -- you've  
5 raised very, very serious issues and I want to  
6 thank you for coming before the Board.

7 Chairman Barclay, our next speaker is  
8 David Dalka.

9 David, I did receive your comments last  
10 night. They have been distributed to the entire  
11 board, so I know you have a lot of issues so try to  
12 please get to the point within three or four  
13 minutes and the Board is yours, sir. Please  
14 address us.

15 DAVID DALKA: Thank you, Greg. Thank you to  
16 the members of the Board for their public service  
17 and to make Chicago and the CTA a better place. I  
18 appreciate your service.

19 I'm calling today to inform about  
20 declining safety and service around the Blue Line  
21 Jefferson Park station, especially around the  
22 Milwaukee Avenue side.

23 When you guys renovated this, there's  
24 still a missing stop sign leaving the property and



1 the crosswalks have not been painted on the  
2 sidewalks across the entire block when the new  
3 cement was poured last year. I've made numerous  
4 calls about this. Nothing has been done. The  
5 crosswalk across Milwaukee Avenue needs to be  
6 repainted and better signage is needed for  
7 pedestrian safety. There is a rats' nest on the  
8 property. The only rats' nest anywhere in this  
9 area. Please do something to stop this before that  
10 spreads and ruins an entire clean and wonderful  
11 neighborhood. Garbage cans near the rats are often  
12 overflowing. This is probably what's causing it.

13 There are now in the past month or two  
14 aggressive panhandlers loitering on the benches,  
15 urinating on the property, sleeping there all  
16 night. Their numbers are getting larger and it's a  
17 problem. The Dunkin' Donuts manager right across  
18 from the entrance on Milwaukee says she sees  
19 troublemakers that likely did not pay leave the 81  
20 and 91 buses.

21 I have seen evidence (indiscernible) as  
22 I've seen human feces on the 81 bus more than once  
23 this year. That is completely unacceptable under  
24 any circumstance, but it's also a sign that



1 homeless people getting on the bus for free and  
2 riding it all night or whatever they're doing.

3 In terms of service issues, the rush hour  
4 Blue Line trains, I've been waiting 12 to  
5 15 minutes for trains during rush hour. I'm  
6 talking 7:30, 8:00 a.m. on a weekday morning  
7 instead of the traditional three to five minutes  
8 during rush hour. I've talked with the Blue Line  
9 manager about this two months ago. Nothing has  
10 changed.

11 And to support Ms. Parker's, you know,  
12 thing, there are problems with buses as well. On  
13 October 6th at 7:50 a.m., I arrived downtown from  
14 Jefferson Park with a need to arrive at a  
15 conference I was attending at Navy Pier and at  
16 Lake -- at State and Lake at 7:50 a.m. on a  
17 Wednesday morning, there was a 27-minute wait for a  
18 29 bus, a bus that normally during rush hour  
19 operates every five, six minutes tops. There is  
20 clearly a problem with bus spacing as Ms. Parker  
21 notes. I support her coming here today to talk  
22 about that. So a trip that should have taken me  
23 about an hour ended up taking an hour and  
24 45 minutes. You know, I missed the breakfast



1 morning networking here.

2 In addition, smoking on trains and buses  
3 remains a problem. I would love to see the CTA  
4 Board encourage the City Council to raise the fine  
5 for this atrocity and assault on people to, you  
6 know, \$500 or more so that there was some actual  
7 teeth in the law that created that there.

8 You know, I'm happy to discuss any of  
9 these issues further or in person; but there is a  
10 declining safety issue at the Jefferson Park  
11 station. There are many bus lines that come there  
12 together from many neighbors, some where there's a  
13 high homeless rate, some where there's a lot of  
14 violence such as the Number 91. Yesterday on the  
15 Metra platform --

16 SECRETARY LONGHINI: David, we need to wrap it  
17 up.

18 DAVID DALKA: -- there was a fight that the  
19 police were called. So I'm just saying, this  
20 whole -- I've never seen a security guard at the  
21 station and the safety of it is becoming to the  
22 point nobody wants to enter it or ride it.

23 SECRETARY LONGHINI: David, thank you. We need  
24 to wrap this up.



1 DAVID DALKA: Okay.

2 SECRETARY LONGHINI: Thank you very much.

3 DAVID DALKA: Thank you.

4 SECRETARY LONGHINI: Chairman Barclay, would  
5 you like to say anything?

6 CHAIRPERSON BARCLAY: I just would like to say  
7 I appreciate your comments and, you know, we always  
8 appreciate, you know, our citizens telling us where  
9 we can have some improvement and so we certainly  
10 appreciate you coming in this morning and sharing  
11 your thoughts for us and I'll ask President Carter  
12 to assign the appropriate staff person to look into  
13 some of these matters so we can improve the quality  
14 of service for all citizens of Chicago.

15 DAVID DALKA: I appreciate that, sir. Thank  
16 you for your time.

17 SECRETARY LONGHINI: Thank you, David. I'm  
18 sure we'll be in touch.

19 Do we have the third speaker, Mr. Lafarge?  
20 Is he connected with us yet?

21 MICHAEL LAFARGE: Yes, sir, I am.

22 SECRETARY LONGHINI: Oh, you are here, sir.  
23 Well, thank you very much.

24 MICHAEL LAFARGE: Yes.



1           SECRETARY LONGHINI: I just got your notes you  
2 sent me a few minutes ago, sir, and I will forward  
3 it to all of our board members. So feel free to  
4 address the Board right now, sir.

5           MICHAEL LAFARGE: Good morning, Mr. Chairman  
6 Barclay and President Carter and Board of  
7 Directors. Thank you for allowing me to speak  
8 today about the litter, trash, and filth on the  
9 east side parkway of CTA's new \$280 million Red  
10 Line terminal.

11           I am Michael Lafarge. I'm an active  
12 member of this area that we fondly call the  
13 University Village 95. I am very active in the  
14 community. I am the past president of the West  
15 Chesterfield Community Association just east of the  
16 terminal, past president of the Chicago Parks  
17 Consortium, past president of the Red Line  
18 Extension Coalition, founding member of University  
19 Village 95 in support of Chicago State University,  
20 and I am a commercial real estate broker, facility  
21 manager, and appraiser.

22           Chicago has a huge litter problem and  
23 that's not your fault and that's not my fault, but  
24 it occurs in many of our communities and CTA's 95th



1 Street terminal is a victim of that, especially on  
2 the east side parkway area, or pantry (phonetic)  
3 area as some call it.

4 Since 2019, the east parkway  
5 planner (phonetic) has become a filthy, trashy,  
6 really disease-ridden unclean mess. If you look at  
7 the area now, there are chicken bones, rib bones,  
8 and just -- it's horrible. The community's thought  
9 is that if you build it, you should clean it.  
10 However, CTA will -- cannot clean the parkway. CTA  
11 has shared with me that it is IDOT's responsibility  
12 and CTA's union rules do not permit cleaning the  
13 area.

14 In contacting IDOT, I've asked them to  
15 plant (phonetic) the area in 2019, a year after the  
16 station was built, and they did; but they will not  
17 clean the station. IDOT says call 311, call the  
18 City. So, recent, I have placed service requests  
19 and so have members of the community.

20 Gentlemen and ladies of the Board, I have  
21 cleaned the area myself. The west Chesterfield  
22 Community Association and the Chicago Association  
23 of Realtors Diversity 77 Committee has come out and  
24 cleaned the area.



1           As I conclude, I would like to change the  
2 topic a little bit, but I would like to thank you  
3 for removing the underground storage tanks and for  
4 installing the white gravel and the fencing at  
5 CTA's former 95th Street staging area. That's the  
6 area that you will be selling and developing. But,  
7 however, the staging area is also becoming a  
8 trash-ridden mess as well. This is a poor way to  
9 market real estate and, in fact, I would love to be  
10 a broker on this property.

11           The community asks for regular cleaning  
12 and maintenance of these areas, the staging area  
13 and especially the parkway area, and there are many  
14 local vendors that will be happy to be hired to  
15 clean the area.

16           Community letters to support have been  
17 attached with my document for this meeting today  
18 and also a 118-page document that was prepared by  
19 the community, Roseland Heights, Burnham Park,  
20 Washington Heights, and West Chesterfield with many  
21 support organizations to give you ideas on what the  
22 community is thinking.

23           The community needs --

24           SECRETARY LONGHINI: Mr. Lafarge, we need to



1 wrap up pretty soon.

2 MICHAEL LAFARGE: Yes, sir.

3 SECRETARY LONGHINI: Thank you.

4 MICHAEL LAFARGE: A few more lines.

5 what the community is looking for is a  
6 good business neighbor, public and private sector  
7 that will participate with the community itself.  
8 So my question is will you be a good business  
9 neighbor, will you assist us in cutting through the  
10 multi-agency red tape to have this parkway cleaned  
11 regularly? And my final question is who will be  
12 contacting me regarding this matter? Thank you so  
13 much for your patience.

14 CHAIRPERSON BARCLAY: Mr. Lafarge, thank you  
15 very much for coming in this morning.

16 President Carter, I'll ask you to assign  
17 the appropriate staff person to address some of  
18 those concerns.

19 PRESIDENT CARTER: I will have Bill Mooney, my  
20 Chief of Infrastructure, follow up on this.

21 SECRETARY LONGHINI: Thank you, President,  
22 Chairman.

23 Thank you, Mr. Lafarge, for addressing the  
24 Board and have a wonderful day.



1 Chairman Barclay, that concludes the  
2 public comment section of today's meeting.

3 CHAIRPERSON BARCLAY: Our next order of  
4 business is the approval of the minutes. I will  
5 now entertain a motion to approve the minutes of  
6 the regular board meeting of September 15, 2021.

7 DIRECTOR IRVINE: So moved.

8 DIRECTOR MILLER: Second.

9 SECRETARY LONGHINI: Moved by Director Irvine,  
10 seconded by Director Miller for the minutes.

11 Director Silva.

12 DIRECTOR SILVA: Yes.

13 SECRETARY LONGHINI: Thanks.

14 Director Jakes.

15 DIRECTOR JAKES: Oh, yes. Thank you.

16 SECRETARY LONGHINI: Yes on the minutes. No  
17 problem.

18 Director Miller.

19 DIRECTOR MILLER: Yes.

20 SECRETARY LONGHINI: Director Irvine.

21 DIRECTOR IRVINE: Yes.

22 SECRETARY LONGHINI: Chairman Barclay.

23 CHAIRPERSON BARCLAY: Yes.

24 SECRETARY LONGHINI: Minutes are approved with



1 five yes votes, sir.

2 CHAIRPERSON BARCLAY: Our next order of  
3 business is Executive Session. It's my  
4 understanding, Karen, there's Executive Session  
5 today.

6 COUNSEL SEIMETZ: Yes, Chairman. We will have  
7 a short Executive Session pursuant to Section 2,  
8 paragraph c, subparagraph 2 of the Open Meetings  
9 Act.

10 CHAIRPERSON BARCLAY: I will now entertain a  
11 motion to recess into Executive Session based upon  
12 counsel's recommendation.

13 DIRECTOR IRVINE: So moved.

14 DIRECTOR MILLER: Second.

15 SECRETARY LONGHINI: Moved by Director Miller,  
16 seconded -- no. Moved by Director Irvine, seconded  
17 by Director Miller. The vote on Executive Session.

18 Director Silva.

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Jakes.

21 DIRECTOR JAKES: Yes.

22 SECRETARY LONGHINI: Director Miller.

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Irvine.



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Chairman Barclay.

3 CHAIRPERSON BARCLAY: Yes.

4 SECRETARY LONGHINI: That motion is approved  
5 with five yes votes to recess into Executive  
6 Session and I don't expect it to take that long.  
7 We'll be back in a little while. Thank you.

8 (A break was had for  
9 Executive Session.)

10 SECRETARY LONGHINI: Hello again. It's Greg  
11 Longhini. Chairman Barclay, we are ready to  
12 reconvene the board meeting, sir.

13 CHAIRPERSON BARCLAY: I will now entertain a  
14 motion to return to the open meeting of the October  
15 Transit Board meeting.

16 DIRECTOR IRVINE: So moved.

17 DIRECTOR MILLER: Second.

18 SECRETARY LONGHINI: Moved by Director Irvine,  
19 seconded by Director Miller. I'll take a vote.

20 Director Silva.

21 DIRECTOR SILVA: Yes.

22 SECRETARY LONGHINI: Director Jakes.

23 DIRECTOR JAKES: Yes.

24 SECRETARY LONGHINI: Director Miller.



1 DIRECTOR MILLER: Yes.

2 SECRETARY LONGHINI: Director Irvine.

3 DIRECTOR IRVINE: Yes.

4 SECRETARY LONGHINI: Chairman Barclay.

5 CHAIRPERSON BARCLAY: Yes.

6 SECRETARY LONGHINI: Motion to reconvene the  
7 meeting is approved with five yes votes, sir.

8 CHAIRPERSON BARCLAY: Our next order of  
9 business is Executive Session matters. Karen.

10 COUNSEL SEIMETZ: Thank you, Chairman.

11 In Executive Session, we discussed the  
12 recommendation of the Law Department and  
13 Infrastructure for the execution of a collective  
14 bargaining agreement containing terms of a  
15 tentative agreement with the International  
16 Brotherhood of the Teamsters Local 700, which  
17 basically is the unit for our construction project  
18 managers, of which there are about seven.

19 This is the first collective bargaining  
20 agreement and we have agreed to wage adjustments  
21 that reflect the market, the agreement also allows  
22 for gradual tiers for the managers based on  
23 seniority, qualifications, and testing. And,  
24 finally, the health care plan design remains the



1 same as it is in our ATU contract for 2016 to 2019.

2 So, again, law and construction recommend  
3 that the Board approve this -- these tentative  
4 agreement terms.

5 CHAIRPERSON BARCLAY: Thank you, Karen.

6 I will now entertain a motion to approve  
7 an ordinance authorizing execution of a collective  
8 bargaining agreement containing the terms of a  
9 tentative agreement with the International  
10 Brotherhood of Teamsters Local 700 Construction  
11 Managers.

12 DIRECTOR IRVINE: So moved.

13 DIRECTOR MILLER: Second.

14 SECRETARY LONGHINI: Moved by Director  
15 Miller -- I'm sorry. Moved by Director Irvine,  
16 seconded by Director Miller. I'll take the  
17 rollcall vote.

18 Director Silva.

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Jakes.

21 DIRECTOR JAKES: Yes.

22 SECRETARY LONGHINI: Director Miller.

23 DIRECTOR MILLER: Yes.

24 SECRETARY LONGHINI: Director Irvine.



1 DIRECTOR IRVINE: Yes.

2 SECRETARY LONGHINI: Chairman Barclay.

3 CHAIRPERSON BARCLAY: Yes.

4 SECRETARY LONGHINI: That contract is approved  
5 with five yes votes, sir.

6 CHAIRPERSON BARCLAY: Since there are no  
7 more -- no board matters, our next order of  
8 business is a report from the Committee of Finance,  
9 Audit & Budget. Director Silva.

10 DIRECTOR SILVA: The Committee on Finance,  
11 Audit & Budget met earlier this morning via Zoom  
12 video-teleconference. The Committee approved the  
13 September 15, 2021 committee minutes. The  
14 Committee reviewed the finance report. The  
15 Committee reviewed the following two ordinances.

16 An ordinance authorizing the purchase of  
17 cyber security insurance coverage for policy year  
18 November 1st, 2021 through October 31st, 2022.

19 An ordinance authorizing the purchase of  
20 blanket railroad protective liability insurance for  
21 policy year November 1st, 2021 through  
22 October 31st, 2022.

23 The Committee also reviewed three  
24 contracts.



1           The Committee approved the two ordinances  
2 and all contracts -- all three contracts. The  
3 Committee placed the ordinances and the three  
4 contracts on the omnibus and recommend the board  
5 approval of the omnibus.

6           And that concludes my report, Chairman  
7 Barclay.

8           CHAIRPERSON BARCLAY: Thank you, Director  
9 Silva.

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

12           DIRECTOR IRVINE: So moved.

13           DIRECTOR MILLER: Second.

14           SECRETARY LONGHINI: Moved by Director Irvine,  
15 seconded by Director Miller. I'll take the  
16 rollcall vote.

17           Director Silva.

18           DIRECTOR SILVA: Yes.

19           SECRETARY LONGHINI: Director Jakes.

20           DIRECTOR JAKES: Yes.

21           SECRETARY LONGHINI: Director Miller.

22           DIRECTOR MILLER: Yes.

23           SECRETARY LONGHINI: Director Irvine.

24           DIRECTOR IRVINE: Yes.



1 SECRETARY LONGHINI: Chairman Barclay.

2 CHAIRPERSON BARCLAY: Yes.

3 SECRETARY LONGHINI: Motion to approve the  
4 omnibus is approved with five yes votes, sir.

5 CHAIRPERSON BARCLAY: Our next order of  
6 business is the construction report. Bill Mooney.

7 BILL MOONEY: Good morning. Bill Mooney, your  
8 Chief Infrastructure Officer.

9 We will begin where we normally do, our  
10 Your New Blue Signals Project. We continue to  
11 progress closing out the cutover at Old Mannheim  
12 since last month. We are moving towards Cumberland  
13 interlocking, which is just south of Cumberland  
14 station and we have continued to kind of finalize  
15 the last pieces of signal equipment that we need on  
16 the wayside and in the manufacturing plant for kind  
17 of the long-term look ahead, which will ultimately  
18 be Rosemont and O'Hare. Next slide, please.

19 Here is they're installing what we call  
20 the AC power racks for the Cumberland interlocking,  
21 two brand new ComEd feeds that come into a transfer  
22 switch, provide us a redundant power supply for the  
23 signal house there. Next slide, please.

24 Those are those racks actually installed



1 and wired up in the field now.

2 Here is more of the wayside kind of  
3 infrastructure stuff. This is in Rosemont yard  
4 where they're starting to prep to be able to pull  
5 cable from the local junction boxes and cabinets  
6 back to the relay rooms and houses.

7 Our next project is our Refreshed and  
8 Renewed. We've had a really significant kind of  
9 amount of gain over the last couple months and most  
10 notably, really, in the last 30 days. 25 of the 35  
11 full renewed stations are complete at this point.

12 Since we last met, we've knocked out  
13 Western on the O'Hare, Jarvis on the Red Line, 87th  
14 on the Red Line, Francisco on the Brown Line,  
15 Thorndale on the Red Line, Garfield on the Red  
16 Line, 35th and Archer on the Orange Line, Damen on  
17 the Pink Line, Fullerton on the Red Line, and  
18 Cumberland on the O'Hare branch and we're working  
19 at 47th Street, Southport and LaSalle and Van Buren  
20 and we had the first of the SBE painting  
21 contractors come on board. You'll all remember a  
22 few months ago we brought forward contracts for a  
23 series of SBE painting contractors to do kind of an  
24 augmented program here at 92 stations and they've



1 started working at 79th, 69th, 43rd, and Sheridan.

2 And the directional signage, as I  
3 mentioned kind of last month, this is the ADA  
4 directional signage program that we've incorporated  
5 in Refreshed and Renewed. We've knocked out 18 of  
6 those -- of the 29 committed stations within that  
7 program within the last month. So we'll move  
8 towards the pictures.

9 So here we are at Western on the O'Hare  
10 branch. You can see kind of the upgraded painting  
11 and signage on the stairwells. This is kind of,  
12 again, one of those focal welcoming points as you  
13 enter the station. It really is kind of a fresh  
14 look. Next slide, please.

15 Here is the interior of the mezzanine.  
16 We've upgraded all the lighting, cleaned the  
17 ceilings. Again, kind of just that first  
18 impression of the station when you walk in.

19 Next slide. So this is Jarvis in the main  
20 mezzanine. At Jarvis, there was -- the ceiling had  
21 been damaged a few years ago and it had just been  
22 kind of plywooded over, so we actually took that  
23 down, completely repaired the ceiling. We painted  
24 the columns, ceiling. Kind of a real fresh look



1 with the new upgraded lighting in there.

2 Next slide. And here's the stairs. So  
3 these stairs kind of are historical stairs and they  
4 have tile nose edgings, so we actually went  
5 through, kind of repaired all the tiles -- broken  
6 tiles, replaced the missing ones, re-grouted them,  
7 and then painted the stairs kind of in the offset.  
8 Next slide, please.

9 Here's an example of one of the ADA  
10 signage upgrades at Jarvis here. Next slide.

11 This is 87th on the Red Line. So this,  
12 again, you can see kind of the upgraded -- the  
13 impact of the upgraded lighting. Not only in its  
14 coloring. One of the things we do when we upgrade  
15 the lighting too is we replace the lenses or the  
16 plastic covers that go over the lights themselves  
17 because over time they can discolor and tint the  
18 light really funny. So that's an important aspect  
19 of it.

20 Here's Damen on the Pink Line. As I  
21 mentioned kind of a couple times, we try and get  
22 outside the station entrance itself, look at the  
23 footprint we create in the neighborhood and that  
24 approach. Here it's all the bollards and columns



1 that kind of are all the way around the station.  
2 You know, it talks a little bit more about that  
3 neighborly feel and our relationship with that  
4 neighborhood.

5 Here's Logan Square interior. Again, just  
6 kind of what an amazing difference a little coat of  
7 paint does against the refreshed lighting already.

8 Here's Thorndale. So again, you know,  
9 lots of painting here. You know, you can see the  
10 difference kind of on the head houses, you can see  
11 the difference on the columns, what an impact that  
12 kind of does in just the waiting experience.

13 Next slide. Here's a couple more examples  
14 of directional signage upgrades. This is at Davis  
15 and Howard.

16 Our next project is our Jackson Park Track  
17 and Structure Improvements Project. Since we've  
18 last talked, we've completed work between 59th and  
19 61st and we've moved to the area between 61st and  
20 what we call 61st interlocking, which is 61st kind  
21 of south towards 63rd Street; as well as we  
22 continue to do structural renewals. Next slide,  
23 please.

24 So here's some final replacement of what



1 we call the wood guard. This is the long wood  
2 pieces that run on the exterior of the track edge  
3 here. And this was actually an area that was  
4 really problematic with the age of the wood guard.  
5 It was prone to fires.

6 Here is actually a rail replacement. So  
7 we replaced all this rail on track. We were using  
8 a crane from the adjacent alley to be able to load  
9 it in and load it out. And here you actually can  
10 see some fall protection in place. It's one of our  
11 requirements of our safer program for that leading  
12 edge work with that rail. So ...

13 Next slide. Our South Shops Waste  
14 Material Storage and Sewer Upgrade Project is --  
15 has been moving forward pretty strongly since we  
16 last met as well.

17 We've completed all the wall stabilization  
18 work, which I've shown you lots of photos of over  
19 the last couple of months. The focus kind of in  
20 the last period was on the sewer that was tied into  
21 kind of the drainage system there and now they've  
22 started moving towards the waste materials storage  
23 building, which is the last lay of the project.

24 Next slide, please.



1           So here's that new sewer I was just  
2 mentioning. This is right along 79th Street --  
3 77th Street right there and part of the settlement  
4 of the wall issue that I talked about kind of in  
5 the prior months was the store had collapsed. So  
6 we were having some undermining of that wall, so we  
7 dug up the whole sidewalk area, replaced the new  
8 sewer with catch basins. Next slide.

9           Here's the new sidewalk we poured on top  
10 of it and ultimately the downspouts that come from  
11 the gutter system into that sewer to kind of manage  
12 the water off the roof line and minimize any  
13 further impact on that wall.

14           Dan Ryan Inverters and Batteries.  
15 Again, another really productive month here as  
16 we've completed work at 59th, 63rd, 45th, and 79th  
17 and we've moved onto 87th interlocking. This  
18 project is expected to clear up towards the end of  
19 this year.

20           Some photos. Unlike kind of some of the  
21 prior ones I've showed you at 59th and 63rd, we  
22 moved into the elevated houses in the last month at  
23 45th and 79th, which kind of unique about here is  
24 we've actually had to modify the structure of the



1 houses to isolate the inverters from the house  
2 themselves. So you're seeing actually some  
3 structural work here where they were creating a new  
4 landing platform and ultimately installing  
5 equipment on it. Next slide.

6 And then that platform actually comes down  
7 and makes connections at ground level to the third  
8 rail for those inverter connection feeds and here  
9 they are doing the wiring up at that landing again.  
10 Next slide, please.

11 Our Northbound State and Dearborn Project.  
12 So we've completed the work in the Red Line  
13 subway --

14 (Audio interruption.)

15 BILL MOONEY: We've moved on to the Blue Line  
16 subway and completed our first weekend of work  
17 there and have moved on to our second weekend.  
18 This work is mostly focused on the Blue Line subway  
19 up near Division station and really the curve just  
20 north of there. Move to the pictures, please.

21 Here they are removing kind of the old  
22 plates and fasteners. So this area is prone to  
23 water incursion predominantly due to the way it was  
24 originally constructed as a flat-top cut and cover



1 subway there. So we've had to replace kind of all  
2 the plates and the clips that hold the rail in  
3 place, a significant amount of the rail as part of  
4 this project.

5 Next slide. Here you can see that rail  
6 being staged to be changed out. This is actually  
7 in the station at Division. Similar to what we saw  
8 in the Red Line, we're also doing some concrete  
9 (indiscernible) and a lot of water crack injection.  
10 Next slide, please.

11 And here they are installing the new  
12 plates and fasteners and you can actually see the  
13 amount of water just in the bed of the track there.

14 Here is a new project we're introducing  
15 this month. This is our Irving Park Station  
16 Escalator Canopy Replacement project. We will be  
17 installing two new escalators; one at the Irving  
18 Park entrance for Irving Park on the O'Hare branch  
19 and one at the Pulaski entrance.

20 The escalator on the Pulaski entrance was  
21 severely damaged with water many years -- a couple  
22 years ago and we had to actually take it out of  
23 service and put a stairwell in its place and so  
24 this is ultimately an upgrade of those two



1 escalators to modern units as well as a new canopy,  
2 very similar to what we've done at Jefferson Park  
3 or Garfield with the translucent blue tops to  
4 protect those.

5 Here they are doing exploratory survey  
6 work. You can see the stairwell I mentioned is in  
7 place of where the former escalator was at the  
8 Pulaski entrance for Irving Park.

9 Next slide. And here they are starting to  
10 replace the canopy. So as part of this, they will  
11 take off the entire existing kind of clear,  
12 bald (phonetic) canopy and replace it with the  
13 translucent blue. They also will scrape down the  
14 entire structure there and give it a fresh coat of  
15 paint as part of the project. This is being  
16 performed by John Burns Construction and as part of  
17 our State rebuild program.

18 Here's some more examples of the removal  
19 of the canopy panels. And they'll begin painting  
20 in the upcoming months.

21 Any questions for me?

22 SECRETARY LONGHINI: Chairman Barclay.

23 CHAIRPERSON BARCLAY: No questions.

24 SECRETARY LONGHINI: Director Irvine, any



1 questions for Bill?

2 DIRECTOR IRVINE: No questions, Bill. Just  
3 thanks for the update and thanks for all the work  
4 by you and your team.

5 SECRETARY LONGHINI: Thank you.

6 Director Miller.

7 DIRECTOR MILLER: No questions.

8 SECRETARY LONGHINI: Director Jakes.

9 DIRECTOR JAKES: No questions.

10 SECRETARY LONGHINI: Director Silva.

11 DIRECTOR SILVA: No questions.

12 SECRETARY LONGHINI: We have no further  
13 questions for Bill then, Chairman Barclay.

14 CHAIRPERSON BARCLAY: We will now call on Chris  
15 Bushell and Juan Pablo Prieto to make their RPM and  
16 Diversity presentations.

17 CHRIS BUSHELL: Thank you, Chairman. I'm Chris  
18 Bushell, your Chief RPM Officer.

19 The RPM project continues on budget and  
20 tight to schedule.

21 You can go to the next slide. Keep going.

22 So we've got a lot of work going on on the  
23 Red Purple Bypass. We continue to install various  
24 systems on the bypass itself. This includes track,



1 traction, power, and signal. We are preparing that  
2 bypass for use in the late fall.

3 In addition, we are going to be doing work  
4 on either end of the bypass. So as you have seen  
5 in earlier months, we basically built the bypass  
6 off to the side. That is nearing completion and  
7 now we are in the process of planning to connect it  
8 in both the north and the south end. That  
9 connection work will involve a series of line cuts  
10 on the north side or on the Brown Line side to  
11 install some track work.

12 And then on the south side, we've actually  
13 built the piece that's going to fit in off to the  
14 side. We will (indiscernible) extended reroute,  
15 actually do some demolition on the existing tracks,  
16 and then literally move that -- that new piece on  
17 the south end right into place. It will be a  
18 similar operation, or at least you'll see similar  
19 kind of movement as you saw on the Vautravers  
20 building as we moved that. So it is, you know, a  
21 similar sort of construction technique except in  
22 this case applied to bridges.

23 On the Lawrence to Bryn Mawr side, we've  
24 had a lot of work that has been continuing up



1 there; most of it preparation for the large  
2 segmented box girder that's going to be installed.

3 The gantry system, we'll see some  
4 photographs of that starting the assembly this  
5 month -- this past month, as well as various  
6 demolition and foundation activities. So if we  
7 could go to the next -- next slide.

8 So I talked a little bit about that  
9 southern end that's built off to the side and slid  
10 in. well, this is the slide in, so you can see  
11 them pouring the concrete for it. We're actually  
12 going to wait to do the track assembly until the  
13 piece is in place, just so we can get that perfect  
14 alignment with the existing tracks. But here you  
15 can see them putting the base slab on top of the  
16 new structure for the slide. And next.

17 And I talked about the work at the north  
18 end that is near Kenmore. So you can see them  
19 preparing the work on the new bypass. In this  
20 section, it's an open deck structure, not closed  
21 deck as it is from most of the pictures you've  
22 seen. So as it kind of comes back in and attaches  
23 to the existing Ravenswood tracks, it is a similar  
24 type of structure as the Ravenswood tracks. So we



1 have -- we're in the process of building the tracks  
2 in that area and then we will -- during a series of  
3 line cuts connect it physically to the Brown Line  
4 as well.

5 Next. Lawrence to Bryn Mawr segment. You  
6 know, a lot of heavy civil work here, demolition.

7 I've talked about the earth retainage  
8 system. We're now complete with that. That is a  
9 system that was installed between the center of the  
10 two tracks out on the -- on this corridor and that  
11 just enables us to do the kind of heavy civil  
12 construction you hear -- you see on the east side  
13 while we continue to run service on the west.

14 Next.

15 Caisson installation. This is a steel  
16 cage that gets lowered down into the caisson hole  
17 that gets dug. These holes go down between 60 and  
18 80 feet; in some cases, to bedrock where they get  
19 socketed into that bedrock. You can kind of see  
20 the size and complexity of this particular  
21 operation; once that steel is lowered down in  
22 there, we pour concrete and then that forms the  
23 basis of the foundation for the segmented box  
24 girder bridge to come.



1           Next. This is a cap on top of one of the  
2 short columns that sit on top of that caisson.  
3 This is in the area where the gantry is to be  
4 installed. Next slide.

5           And here you can see a picture of the  
6 gantry taking -- being assembled. So the gantry is  
7 assembled incrementally and then moved into place  
8 on top of the first two piers (phonetic), one of  
9 which you saw in the slide before, that will  
10 facilitate the installation of the various  
11 segments.

12           So this operation, that is the  
13 construction of the segmented box girder is set to  
14 begin a little later this fall. But this is a  
15 very, very large piece of metal that forms the  
16 backbone of the gantry crane that will assemble the  
17 segmented box girder. Next.

18           And, of course, we've been busy in the  
19 community. We've been busy with various project  
20 updates for the wards that this project covers. We  
21 have been participating in various community events  
22 trying to get people to sign up for alerts and  
23 otherwise be aware of the construction that's going  
24 on in the project and the impact that that has



1 either to their adjacent community or to their ride  
2 in in the morning. That's including various  
3 farmers' markets. That's the season. That has  
4 been a great opportunity to get out there and  
5 spread the word. We also have been working with  
6 local businesses, in this cases, one of the local  
7 saloons in the area of the Red Purple Bypass.

8           Additionally, meeting with chambers and  
9 doing other sorts of various outreach. We did a  
10 public meeting the other day on the gantry for the  
11 Lawrence to Bryn Mawr segment just kind of showing  
12 everyone what it's going to look like, what the  
13 impacts are. I think we had over 170 people  
14 participate in that virtual meeting, which was I  
15 believe a record for us. You know, it overall went  
16 very well and I think the community walked away  
17 with a lot of really good information.

18           So with that, I'm going to come back to  
19 you at the end with a little video on our Open For  
20 Business campaign, but in the interim here, I want  
21 to turn it over to Juan Pablo to discuss the  
22 projects' workforce SBE/DBE efforts. Thank you.

23           J.P. PRIETO: Thanks, Chris.

24           Juan Pablo Prieto, Director of Diversity



1 Programs. Diversity continues to meet with the  
2 contractor monthly to discuss DBE and workforce  
3 outreach and compliance. We also continue to send  
4 out opportunities from the prime to the DBE  
5 communities so they're aware of the trade packages  
6 and how to submit their bids. These packages also  
7 go out to our technical assistance agencies and our  
8 DBE advisor committee to make sure they make their  
9 way to the DBE community.

10 On September 24th, we attended a  
11 pre-apprenticeship event hosted by one of our  
12 workforce partners, the Chicago Cook Workforce  
13 Partnership. The event was hosted at the JLM  
14 Center and highlighted the avenues for individuals  
15 interested in a career in construction.

16 The pre-apprenticeship program  
17 representatives discussed enrollment dates and  
18 barrier reduction services that would be beneficial  
19 for advancement into the union trades.

20 There were eight pre-apprenticeship  
21 program representatives and about 50 attendees.

22 Diversity Programs Workforce -- Workforce  
23 Initiative's Senior Manager Brandy Phillips  
24 delivered remarks on CTA's commitment to diversity,



1 equity, and inclusion on the workforce on our  
2 projects.

3 On September 28th, CTA and Walsh-Fluor  
4 hosted our first in-person event in over a year and  
5 a half to discuss opportunities on RPM. The event  
6 took place at the Broadway Armory, which is in the  
7 Lawrence to Bryn Mawr modernization footprint.

8 Over 40 attendees heard from Walsh-Fluor;  
9 two of their sub-primes, Meade and Hitachi; and our  
10 workforce partners the Chicago Cook Workforce  
11 Partnership and HIRE360 about upcoming contracting  
12 and workforce opportunities on the project.

13 We also had multiple building trade unions  
14 that hosted tables to talk to DBE firms and  
15 individuals interested in a career in construction  
16 about their programs.

17 Partnering with some of the SBE RPM  
18 communications contractors, we followed CDC  
19 guidelines to ensure we hosted a safe event and we  
20 were excited to bring these opportunities to the  
21 community.

22 As I presented in the last several months,  
23 we will begin transitioning our RPM diversity  
24 presentation from outreach to compliance as the



1 prime completes their subcontracting awards.

2 As of September 30th, DBEs have been  
3 awarded over \$169.5 million between the design and  
4 construction packages. Additionally, those dollars  
5 have been awarded to 71 unique DBE firms. This is  
6 as a result of the outreach that has been conducted  
7 by CTA and the prime to be sure the DBE community  
8 is aware of opportunities on the project.

9 One of the goals of RPM was to engage with  
10 DBE firms that have not participated on CTA  
11 projects in the past. Some of those firms are well  
12 established and some new to the industry. Of the  
13 71 unique DBE firms on the project, 25 are new to  
14 CTA. Additionally, as of September 30th, RPM has  
15 produced over 486,000 labor hours. These represent  
16 family sustaining middle class jobs, which is why  
17 we continue to outreach to the community to ensure  
18 residents of economically disadvantaged areas have  
19 the resources to access these careers.

20 That concludes my portion of the report.  
21 I will now pass it back to Chris for the RPM Open  
22 For Business video. Thank you.

23 CHRIS BUSHELL: All right. So as one of the  
24 many things we're doing in our Open For Business



1 campaign, we're creating a series of videos. We've  
2 done about ten of them to date with an intent to do  
3 more and we're using these videos on social media,  
4 we're using them at events with local chambers, and  
5 otherwise in various effort to make sure our local  
6 businesses are promoted and the people are aware --  
7 aware of them, that they're open, they're open for  
8 business, and some of the services they provide.  
9 So with that, I'll show you an example of one of  
10 those videos. They are pretty quick. We -- the  
11 production value is modest, but the impact we hope  
12 is significant, particularly to these individual  
13 businesses.

14 So go ahead and roll it, Herb, if you  
15 would.

16 (A video was played.)

17 CHRIS BUSHELL: All right. Well, that  
18 concludes our RPM report and thank you all very  
19 much.

20 SECRETARY LONGHINI: Thank you both, Chris and  
21 Juan Pablo.

22 Chairman Barclay, do you have any  
23 questions for either of our two presenters?

24 CHAIRPERSON BARCLAY: I do not.



1 SECRETARY LONGHINI: All right. Director  
2 Irvine.

3 DIRECTOR IRVINE: No questions. Just great  
4 work and thanks for sharing the video with us.

5 SECRETARY LONGHINI: All right. Director  
6 Miller.

7 DIRECTOR MILLER: No questions. Just say thank  
8 you, good job. And thank you, Chris and Juan  
9 Pablo, we were glad to host at JLM the group, the  
10 opportunity and we're getting still some activity  
11 and many, many compliments of the program that was  
12 hosted here at JLM.

13 Thank you and good morning all. I've been  
14 informed I got to go.

15 SECRETARY LONGHINI: Okay. Thank you very  
16 much, Director Miller, for those kind words.

17 Director Jakes, do you have any comments?

18 DIRECTOR JAKES: Comment, yes. Chris and Juan  
19 Pablo, absolutely fabulous. Congratulations. Very  
20 impressive as I stated yesterday to Juan Pablo.

21 DIRECTOR MILLER: Yeah.

22 DIRECTOR JAKES: I want to make sure that I  
23 brag on you for the work you're doing because it  
24 really does mean a lot and I think more Chicagoans



1 need to know what's happening with CTA and DBE  
2 because, you know, a piece of trash can get a  
3 conversation for an hour, but for the work that  
4 you're doing, doesn't get any conversation. So I  
5 am just overwhelmed at the great work.

6 Chris, I think that was unfair you showed  
7 the restaurant with the food as hungry as I am, but  
8 I've just go to let that slide.

9 My question to you, Chris, is the slide-in  
10 and the lane of the tracks, is that going to be  
11 done before winter really sets in or does it not  
12 matter whether it's cold outside or snowy?

13 CHRIS BUSHELL: well, you're absolutely right,  
14 it does impact concrete work in particular. But  
15 honestly, we really don't have a season anymore in  
16 construction. All four seasons are construction  
17 seasons. We have techniques to keep the concrete  
18 at the right temperature, to keep it isolated. So  
19 we really can work through almost any season.

20 That said, we anticipate the concrete for  
21 the slide-in being poured before the real cold  
22 winter -- before the winter weather sets in. So  
23 that still will be fall -- late fall work. So it's  
24 a good question, though. You know, I'll say, in



1 general, we work through every season. You know,  
2 the tools we are working with are big enough to  
3 punch through the frozen ground and get to the  
4 neural temperatures underneath. So, generally  
5 speaking, you know, we increase accountability for  
6 weather in the schedule because there are some  
7 times actually when the CTA is busy clearing snow  
8 and other things, so we can't work; but generally  
9 speaking, we keep on going. It's a big ship and  
10 we're endeavoring to do it, you know, on schedule  
11 and on budget and as safely as we possibly can.

12 DIRECTOR JAKES: Thank you. No more questions,  
13 Greg.

14 SECRETARY LONGHINI: Go ahead.

15 DIRECTOR JAKES: No, I said that was it. Thank  
16 you.

17 SECRETARY LONGHINI: Oh, no more questions.  
18 Thank you.

19 Director Silva.

20 DIRECTOR SILVA: Yes. I see the plan, okay,  
21 with a lot of potential and I think, okay, that is  
22 going to go very well, okay, so I want to  
23 congratulate Chris and Juan Pablo, okay, for the  
24 good job, okay, they're doing.



1 CHRIS BUSHHELL: Thank you.

2 J.P. PRIETO: Thank you.

3 SECRETARY LONGHINI: Thank you, Chairman Silva  
4 and all.

5 Chairman Barclay, that concludes the  
6 questions for Chris and Juan Pablo.

7 CHAIRPERSON BARCLAY: Our next order of  
8 business is new business. Greg, is there any new  
9 business?

10 SECRETARY LONGHINI: Not that I'm aware of,  
11 sir, no.

12 CHAIRPERSON BARCLAY: Since there's no further  
13 business to come before the Board, may I have a  
14 motion to adjourn the Chicago Transit Board meeting  
15 of October 13, 2021?

16 DIRECTOR IRVINE: So moved.

17 DIRECTOR JAKES: Second.

18 SECRETARY LONGHINI: Moved by Director Irvine  
19 and I think seconded by Director Jakes I heard  
20 because Director Miller has walked away, correct?

21 DIRECTOR JAKES: Correct.

22 SECRETARY LONGHINI: Jakes seconded that  
23 motion, so I will now take the rollcall vote on the  
24 adjournment.



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Director Silva.

DIRECTOR SILVA: (Indiscernible.)

SECRETARY LONGHINI: Director Silva, that's a  
yes on adjournment?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Director Jakes.

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Miller stepped  
aside, so Director Irvine.

DIRECTOR IRVINE: Yes.

SECRETARY LONGHINI: Chairman Barclay.

CHAIRPERSON BARCLAY: Yes.

SECRETARY LONGHINI: That motion to adjourn is  
approved with four yes votes, sir. So we are  
adjourned. Thank you.

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

(Meeting adjourned at  
11:10 a.m.)





	<b>\$</b>	<b>486,000</b> 43:15	<b>ADA</b> 27:3 28:9	<b>asks</b> 16:11	<b>base</b> 37:15	<b>Bryn</b> 36:23 38:5 40:11
<b>\$169.5</b> 43:3		<b>5</b>	<b>addition</b> 12:2 36:3	<b>aspect</b> 28:18	<b>based</b> 19:11 21:22	42:7
<b>\$280</b> 14:9		<b>50</b> 41:21	<b>Additionally</b> 40:8 43:4,14	<b>assault</b> 12:5	<b>basically</b> 7:4 21:17 36:5	<b>budget</b> 23:9,11 35:19
<b>\$500</b> 12:6		<b>59th</b> 29:18 31:16,21	<b>address</b> 4:9,12 9:14 14:4	<b>assemble</b> 39:16	<b>basins</b> 31:8	<b>build</b> 15:9
	<b>1</b>		<b>addressing</b> 17:23	<b>assembled</b> 39:6,7	<b>basis</b> 38:23	<b>building</b> 30:23 36:20 38:1
<b>118-page</b> 16:18		<b>6</b>	<b>adjacent</b> 30:8 40:1	<b>assembly</b> 37:4,12	<b>Batteries</b> 31:14	42:13
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