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 8th day of
April, 2020 at the hour of 10:24 a.m.,
telephonically.

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

    MR. TERRY PETERSON, Chairperson
    MS. ARABEL ALVA ROSALES
    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. MIKE CONNELLY
MR. LONGHINI: Good afternoon. We are now about to begin the Transit Board meeting for April 2020.

Chairman Peterson, you may start the meeting.

CHAIRPERSON PETERSON: Thanks, Greg.

Good morning, everyone. Thank you for being on the call. I'd like to call to order the regular scheduled meeting of Chicago Transit Board for April 8, 2020.

Would the secretary call the roll?

MR. LONGHINI: Yes.

Director Chevere?

MS. CHEVERE: Present.

MR. LONGHINI: Director Jakes?

MR. JAKES: Present.

MR. LONGHINI: Director Miller?

MR. MILLER: Present.

MR. LONGHINI: Director Irvine?

MR. IRVINE: Present.

MR. LONGHINI: Director Silva?

MR. SILVA: Present.

MR. LONGHINI: Director Alva Rosales?

MS. ALVA ROSALES: Present.
MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Present.

MR. LONGHINI: Chairman, we have a quorum of the Board with all seven members present.

MR. PETERSON: All right. Thanks, Greg.

The first order of business is public comment. Greg?

MR. LONGHINI: Yes, sir. We have one public comment speaker and then we have written communication that I will read into the record. But first, we will start with our public comment speaker, Georganna Jacobs.

Ms. Jacobs, are you here?

MS. JACOBS: I am here.

MR. LONGHINI: Well, thank you, Ms. Jacobs. I'm glad you were able to join us. It was nice speaking to you yesterday. Would you like to address the Board concerning your matter?

MS. JACOBS: I would. Thank you very much.

I've been working to try and get our bus stop reinstated from where it was moved. It was originally at Broadway and Montrose. They moved the bus stop to Broadway and Cullom. And because of the distance and the very unique street
configuration, it is very difficult to reach, especially for seniors. But I did have signatures, collected about 18 pages, that I turned over to my alderman and they were turned over to you guys at the RTA to reinstate the bus stop.

Just this morning -- just yesterday, I heard that there was a reevaluation of the bus stop and that -- well, I don't have the -- it was read to me over the phone. Talking about the footage from here to here and so forth and so on.

Bottom line is that it will be possible to reinstate the bus stop at Montrose and Broadway, not where it was originally, but across the street on the north side of the street instead of the south side of the street. So that would be an alternative. But it's really needed.

If you don't know the area here on the near north side, Cullom is at a point that the streets Broadway and Sheridan merge. It's a diagonal street. It's difficult to cross and I was really concerned, you know, during the winter months, the slipperiness of the street and then people with walkers. But it's not just people with walkers and what have you and walking canes. It's
everybody. So I'm imploring the Board to understand and to work to get the bus stop reinstated.

Do you have any questions for me?

CHAIRPERSON PETERSON: No questions for you. Just want to thank you for bringing this to the Board's attention. I think Mike Connelly is on the phone.

And, Mike, I don't know if you can share any updates with the Board regarding -- I think that this issue was brought to our attention back in March. What's going on with that potential bus stop?

MR. CONNELLY: So this is Mike Connolly, your chief planning officer. As the -- as your speaker mentioned, she was informed yesterday that there are -- there is an alternative to the bus stop elimination that she is concerned about. It will require aldermanic approval and removal of a row of paid parking spaces, but my staff will follow up with the alderman and see if it is in fact an alternative and possible to try to do this.

MS. JACOBS: Excuse me. This is Georganna Jacobs back again. I already have a call into the
alderman. It's difficult because, you know, no one is in their offices right now, but if I can get his approval, will you move it back?

MR. CONNELLY: Ma'am --

MS. JACOBS: Hello?

MR. CONNELLY: We have to get his approval and CDOT approval as well. So we'll proceed with going through what needs to be done, but I can't promise you that because the alderman gives you approval, it will actually be done. There are more steps than just going to the alderman.

MS. JACOBS: What other steps do I need to take?

MR. CONNELLY: We have to go to CDOT who owns this sidewalk and the street. We are operating our buses on CDOT streets, so we will have to go to CDOT to see if they would approve of this alternative --

MS. JACOBS: And who --

MR. CONNELLY: And get the aldermanic approval.

MR. LONGHINI: Ms. Jacobs --

MS. JACOBS: And who is your contact at CDOT?

Hello?

MR. LONGHINI: Ms. Jacobs, this is Greg
Longhini, the Board secretary. We can't answer all these questions right now, but you have our word that Mike Connolly and our staff will be in touch with you immediately and we will communicate with you in terms of what needs to be done.

As Mike was saying, it's not just us, it's not just the alderman. There's City agencies and other factors involved. But we thank you for coming before us with this question. We know it's an issue for you and many other people in the neighborhood and we will be in touch with you.

We cannot solve the problem today, but that does not mean that we're not going to continue to communicate with you and others in the community to try to make this work for everybody. There's a lot of steps involved.

MS. JACOBS: Okay. I will be patient and, Greg, you've been wonderful organizing and getting me to speak in front of the Board and I appreciate it and I appreciate the Board listening to me. Thank you very much.

MR. LONGHINI: Thank you very much, Ms. Jacobs. Have a great day and stay healthy.

CHAIRPERSON PETERSON: Thank you. You too. Be
we well.

MR. LONGHINI: Thank you, Ms. Jacobs.

Chairman, we now have written communication -- this is Longhini again -- that was sent to me yesterday at 10:00 o'clock in the morning by Cameron Pestinger, spelled P, as in Peter, E-S-T-I-N-G-E-R. One second.

The communication is as follows: I am submitting the following public comments for the CTA board meeting tomorrow on behalf of a group of concerned Chicagoans.

Number one. The Board has suggested that they're offering telehealth services and other health care services to CTA workers. We know from both Second Chance workers and full-time employees, who have been contacted by the CTA, that they have been exposed and are currently symptomatic, that they have not been contacted by anyone at CTA about telehealth testing or any health services whatsoever. Please clarify why you are saying that you are offering these services when you are not.

Number two. The City has not been clear about how many workers have tested positive or tested at all for COVID-19. Currently, the Mayor
is updating on other City employees such as CPD and
has suggested offering hotel accommodations for
quarantine. Meanwhile, CTA workers are going into
work with reports of confirmed cases of COVID-19 in
the workplace while this is not being reported by
the City, County, or State. Please clarify how
many cases there are in this workplace and what
accommodations are being made for these City
employees that parallel other City employees at
this moment.

   Number three. The Mayor announced today,
Monday, that routes will not be suspended
regardless of low ridership. Can you clarify what
protections are being offered to workers at this
moment? It has been confirmed that only two
sanitizing wipes and a pair of gloves are being
offered. Hardly the demands being suggested across
the country for frontline workers and public
services. What is the rationale for keeping ghost
routes going in the midst of the pandemic?

   Number four. The current protocol for
buses that have been reported to have had exposure
to COVID-19 is to quarantine the vehicles for
72 hours. Given the most recent data on the life
of the virus on surfaces, can the CTA respond to its protocol for cleaning these buses and the safety of workers who must clean them? It is our understanding that extra protection is only provided if blood is found on the buses, but given the spread of this virus, can you please expand on how equipment is provided that parallels the actual transmission of COVID-19?

Finally, number five. Can the Board tell us how they are specifically protecting the Second Chance Program frontline workers who have no benefits and no health insurance and, again, who are losing their State benefits given the number of hours they are working for the CTA?

These employees are particularly vulnerable. They fear losing their jobs for not showing up out of concern for their health and safety. They fear losing their pay even if they are sick because of the precariousness of their situation. And they have no support if they do happen to get sick or exposed to this virus.

Many of these employees have underlying conditions. What is the CTA going to do explicitly to protect these employees who, by working under
hazardous conditions as frontline workers, fall sick with COVID-19 until the coming weeks?

Thank you for your time.

CHAIRPERSON PETERSON: Thanks, Greg.

Dorval, can you respond?

PRESIDENT CARTER: Yes, Chairman.

With regards to item number one, I think it's important to note that CTA does have enhanced health care services that it provides -- that it provides to both exempt and union employees.

Previously, this benefit was only available as part of the health -- as part of all health care -- was not available as part of all health care packages. CTA expanded it to make sure it would be available to all employees at no additional cost.

Telehealth services are now presented to employees when they log in to their health care accounts and additionally, CTA sent e-mails about the service to all employees, posted the information at work locations, and included it in the information presented on the information screen at nearly 50 employee facilities.

In addition, CTA's health care provider
Cigna is in the process of sending out a mailing to employees specifically informing them about the services.

With regard to Second Chance employees, CTA has worked with its medical service provider Concentra to make sure that an employee without health care coverage can call or come into one of our urgent care facilities if they were experiencing COVID-19 symptoms at no cost to the employee.

CTA has also reminded employees throughout this time that all employees, including Second Chance, have 24-7, 365 days a year, access to CTA's employee assistance program. This benefit is free to all employees and is provided to them from the first day that they start. The program offers professional support to all employees, including stress management and other concerns related to COVID-19.

With regard to our protocol for how we deal with notifications for employees who test positive, CTA has closely followed the Chicago Department of Public Health guidance with regards to notification of positive COVID-19 cases,
followed the same process that all City agencies are following.

In each case reported, even if it is not confirmed, the sick employee stays home with pay until they recover. Following CDC and CDPH guidelines, we also immediately identify, notify, remove from service any fellow employees who have had close contact with a sick employee. The CDC defines close contact as being within six feet from someone for ten minutes or more. Those employees are told to quarantine with pay for 14 days from when they last had contact with the sick employee.

CTA has also posted notices at the work locations advising employees that a coworker has reported to be positive for COVID-19 and they should take the appropriate precautions.

In every communication we have with employees about COVID-19, we continue to reiterate the Chicago Department of Public Health guidance and remind them of the City's coronavirus website, which is constantly being updated and provides directions on who should be tested for COVID-19.

I think it's important to point out specifically that no employee under any
circumstances will be terminated because they go out sick as a result of the COVID-19 virus. In fact, we have expanded our sick pay benefits to ensure that all employees, while they are out sick, get paid.

With regard to the question regarding the continuation of service and the sanitation of our vehicles, CTA continues to coordinate closely and follow both CDC and CDPH guidance around the proper use of PPE. CTA is providing gloves and hand sanitizers to all employees and has distributed extensive information to all work locations about the COVID-19 pandemic as well as the best practices recommended by City, State, and national health experts.

We also have adjusted the common room areas to allow for social distancing and have posted signs throughout the work locations regarding the importance of distances.

CTA is also providing hand wipes for the operators to wipe down their specific work areas around their cabins that they operate in. We are not limiting them to just two hand sanitizers a day. And the idea is to really give them some
additional material for wiping down their steering wheel and other things in between the time that CTA will do a regular cleaning of the vehicle itself.

In addition, I have ensured that buses that are out on the street during this pandemic are only those equipped with the protective shield that creates a barrier between the operators and riders.

On the rail side, all rail operators are entirely enclosed in operating cabs at the front of the train and all rail station attendants conduct their work from inside enclosed kiosks in our stations.

As for our ridership loss during this pandemic, each day CTA still carries about 250,000 riders a day, including transit-dependent riders accessing essential services as well as essential employees such as health care workers, emergency responders, grocery store employees, and others.

The number of people CTA is carrying each day is still, although substantially lower than normal ridership levels, more than Metra would carry on a regular day and more than many other cities such as Minneapolis, Phoenix, Detroit carry on a normal day.
Running more service allows for greater social distancing for our rides, which is one of the reasons why I continue to run as best as possible normal service in spite of the fact that our ridership has declined.

With regard to cleaning, in accordance with the CDPH guidelines, if equipment used by the employee has not already been cleaned as a result of CTA's daily cleaning schedule, it will be removed and cleaned immediately.

In addition, the work location area that the employee accessed are also cleaned. The cleaning does not happen only if blood is found on the buses. Cleaning happens as part of a regular step that we take if it is identified as a bus that an employee who has tested positive for COVID-19 was using at the time.

It is important to note that prior to the COVID pandemic, CTA already had one of the most rigorous and extensive cleaning schedules in the transit industry. Our railcars, buses, stations, and work facilities are cleaned and disinfected throughout each day and receive deeper cleanings nightly on a regular basis.
In fact, most of the enhanced cleaning that most transit agencies have implemented during this pandemic has basically raised their cleaning to the level that CTA was already doing as part of its normal daily operation.

We have also informed the public about these cleaning practices via our website, which contains the information about the amount of cleaning that we do as well as the products that we use to clean our system on a daily basis.

With regards to Second Chance Program frontline workers, CTA quickly recognized the need for all employees to access additional leave as part of the response to the COVID-19 outbreak.

On March 17th, CTA issued a leave policy addendum for essentially bargained-for employees, which includes the Second Chance apprentices that granted additional paid time off to union employees, including Second Chance apprentices, that they would continue to be paid their full rate of pay and maintain their employment if they became ill with COVID-19 or if they were directed to quarantine because of COVID-19.

For instance, if a member of the household
becomes ill, it is important that all employees have the ability to stay home if they are sick without -- if they are sick without worrying about their paycheck or employment.

CTA then will work with our medical service provider Concentra to make sure that an employee without health care coverage can call or come in to any one of their urgent care facilities if they were experiencing COVID-19 symptoms at no additional cost to the employee.

CTA has reminded employees throughout this time that all employees, including Second Chance participants, have access to CTA's employee assistance program.

And finally, the Second Chance Program is a partnership, that I would remind the Board, with partner agencies who support the participants with wraparound services and the CTA, as part of this apprenticeship program, is continuing to provide them with the job experience, training, and support that they need to find permanent long-term employment.

We have always recognized that participants encounter additional barriers during
their employment, be it childcare, housing, or otherwise, and make sure that we have agencies that can assist those employees.

Second Chance participants also have an internal advocate within the CTA in the training and workforce development department and outside of the management chain of command. The training and workforce development department continually checks with participants, their managers, and partner agencies to make sure that we are identifying any barriers and addressing them.

And I can't emphasize this enough in terms of my closing remarks here. No employee, be it the Second Chance Program or any of my full-time or part-time employees, will be terminated because they go out sick as a result of the COVID-19 illness. We have been very clear about that throughout all of the brochures and material we put out to our employees and we continue to reemphasize that whenever we can.

The bottom line is I don't want employees coming to work sick. That endangers themselves. That endangers their fellow employees. That endangers our customers that are riding public.
So we are encouraging employees to go home and stay home until they feel better and we have done that by basically providing them full pay, which is more than the collective bargaining agreement would require, in order to ensure that they suffer no financial hardship or ask any other perverse incentive to want to come into work in spite of the fact that they may not be feeling well.

CHAIRPERSON PETERSON: Dorval, thanks for that. Did you have any other comment?

PRESIDENT CARTER: No, that was it.

CHAIRPERSON PETERSON: Okay. Karen, what I would hope -- you know, and the other board members can kind of weigh in, and I think that Dorval laid out point by point trying to address the concerns raised in the letter. If we could also respond -- you know, if you can respond on Dorval's behalf in terms of a written response to the concerns raised in this letter that would incorporate Dorval's response to the Board.

MS. SEIMETZ: Karen Seimetz, general counsel.

Yes, Chairman, I can do that.

CHAIRPERSON PETERSON: All right. Thank you.
PRESIDENT CARTER: Mr. Chairman, one other
point that I want to make as we move forward with
this and I've made this point to each of you
individually in conversations that I've had.
Everyone needs to understand that there's no
written playbook right now. We're all trying to
figure it out as we go along. So I didn't go into
this event with a defined answer to every question
or every incident or every situation that we're
going to encounter.

I do need to say that we have been in
constant communication with our unions who
represent all bargained-for employees at CTA to
both seek their input, guidance, and sign-off on
the things that we are doing and we continue to do
that going forward.

I have no doubt that there will be
additional policies and initiatives that we will
pursue that are intended to further protect and
enhance the support that we're giving to our
employees. And I can tell you that I'm personally
spending every day trying to think about how I can
better do that so that our employees and our
customers are protected while we continue to
provide the highest level of service that we possibly can under these circumstances.

CHAIRPERSON PETERSON: Thank you.

MR. IRVINE: Mr. Chairman, this is Kevin. May I ask a question?

MR. LONGHINI: Director Irvine, ask your question.

MR. IRVINE: Thank you. First, President Carter, thank you so much for the detailed explanation and for you and your team and all the work that you've been doing and scrambling trying to manage the response during these unprecedented (inaudible) CTA and the community is dealing with.

I just saw in today's New York Times, in New York City, 41 transit workers have died from COVID-19. Which, even though New York City is a much larger system than ours, even proportionally, if that were happening in Chicago, that would still be a stunning number of people.

And I know the situation in New York is different than Chicago and is -- it's the worst spot in the U.S. and right now I think even in the world. Have you been able to or your team been able to look at what's happening in New York to
determine if there's anything else we can do, any
lessons we can learn to try and prevent similar
situations from happening here?

PRESIDENT CARTER: I think the short answer to
your question is yes. We have been looking at what
New York is doing. We've been looking at just
about what every transit system has been doing
across the country and we are certainly stealing
from and using things that other transit systems
have done or learned in our experience for what we
do.

I am now on almost daily calls with CEOs
around the country talking about various issues
that we're experiencing with regard to the pandemic
and exchanging ideas and thoughts on how to deal
with them.

You're absolutely right to point out the
situation in New York is horrific. And certainly
the number of deaths by transit employees in
New York is a very sobering, sobering fact. I will
say that we have been fortunate so far to not have
experienced an employee death at CTA. But we
obviously have employees who are getting sick as a
result of this virus.
I think it's also important to point out that with the ongoing community spread that's happening throughout the entire city, the likelihood of more employees getting sick and more challenges facing CTA are very real and while we may not experience what New York has experienced here in Chicago, I think it's safe to say, and if anyone has been following all of the media accounts from both the Mayor and Governor around this, that we're preparing for a wave of challenges in Chicago as well, possibly within the next week or so.

And so as a result, I'm continuing to identify new policies and procedures we can put in place that I hope will identify additional layers of protection for our employees as well as continuing to encourage our employees if they are sick to stay home and to not try to work if you are experiencing any sort of flu-like symptoms, whether you know or don't know that you have COVID-19, and we'll continue to pursue that as we go forward to make sure that we're identifying best practices everywhere and aligning them with the advice that we're getting from the health experts for the actions that we should take here at CTA.
CHAIRPERSON PETERSON: Dorval, this is Terry.

Just a follow-up question too. In light of the guidance around masks, the wearing of masks, have we made any adjustments as it relates to additional -- I know you mentioned the gloves and --

PRESIDENT CARTER: Yes.

MR. PETERSON: -- in terms of the cleaning. What are we doing around the issues of masks?

PRESIDENT CARTER: We have actually issued guidance to all of our employees informing them that they are allowed to wear cloth masks in the performance of their work as long as it does not create a safety hazard and my understanding is that many of our frontline employees are now wearing masks as a further layer of protection.

As you pointed out, Chairman, up until Friday, the guidance that we had been getting from both CDC and the Chicago Department of Public Health is that masks were not necessary if you were healthy. That guidance obviously changed dramatically on Friday and so we have updated our policy to reflect the most recent guidance from the CDC.
I have instructed our employees accordingly as to the ability to start to use cloth masks immediately if they choose to do so. It is a voluntary action on our part. We're not mandating them. But as far as I've been able to see anecdotally, most employees, if not all, are taking advantage of this new directive to wear masks in the performance of their work.

CHAIRPERSON PETERSON: Are we doing anything to acquire masks to provide them?

PRESIDENT CARTER: We are in the process of procuring masks to provide for them. As you can imagine, when the CDC announced that they were going to allow or recommend this, the demand for these masks went through the roof almost immediately. So we are in the process of doing that. In the meantime, we have given our employees a link that will show them how to make their own mask or we authorized them to wear any personal mask that they choose to wear or covering to basically address their personal situation.

MR. PETERSON: I know I'm sure there's coordination with the Chicago Department of Public Health and the City, who I know I think are
purchasing, you know, PPE items in bulk. So, again, I don't know if you're talking with them about how they're purchasing it or using them.

PRESIDENT CARTER: Yeah. We have daily meetings with the City and all the City departments about resource needs and both -- purchasing. I can tell you, the City is experiencing the same challenges that we are experiencing right now in terms of getting access to the masks and are in the process of attempting to procure masks themselves.

But yes, we work closely with the City on all issues, not just this issue, and have, you know, at least two calls a day with the City talking through the strategies and the issues and the resources needed for the City's overall response to the pandemic.

CHAIRPERSON PETERSON: Any other questions for Dorval from the Board?

MS. ALVA ROSALES: I guess I just have a question. This is Arabel. There's a number of organizations that are making, you know, the cloth masks as well. If some of them are making that as a charitable contribution, who would they contact at the CTA for that?
PRESIDENT CARTER: Actually, the City of Chicago has been the one that has been the conduit for any sort of charitable donations for response to the pandemic. And, Arabel, I can get you the actual contact information of the person at the City that we would direct them to.

MS. ALVA ROSALES: Okay. Great.

PRESIDENT CARTER: I can give it to the rest of the Board too, I just don't have it off the top of my head.

MS. ALVA ROSALES: Sounds good. Thank you.

MR. LONGHINI: This is Greg. Any questions from Judge Chevere --

MS. CHEVERE: No questions.

MR. LONGHINI: -- or comment? Reverends Jakes?

MR. JAKES: No.

MR. LONGHINI: Reverend Miller?

MR. MILLER: No questions. Thanks.

MR. LONGHINI: Director Silva, do you have any questions or comments?

MR. SILVA: No questions.

MR. LONGHINI: Okay. Then, Chairman, I believe all the questions are finished and Dorval's
presentation seems finished. So given that, this concludes the public comment section of today's board meeting, sir.

CHAIRPERSON PETERSON: Okay. Thanks, Greg.

The next order of business today is the approval of the March 12th, 2020 -- I'm sorry, March 11th, 2020 board minutes. The meeting -- the minutes were previously distributed. I will now entertain a motion -- if there are no questions, I will now entertain a motion to approve the minutes of the regular board meeting of March 11, 2020.

MS. ALVA ROSALES: So moved.

MR. IRVINE: Second.

MR. LONGHINI: Moved by Director Alva Rosales, seconded by Director Irvine. I'll now take a rollcall vote on the March minutes.

Judge Chevere?

MS. CHEVERE: Yes.

MR. LONGHINI: Director Jakes?

MR. JAKES: Yes.

MR. LONGHINI: Director Miller?

MR. MILLER: Yes.

MR. LONGHINI: Director Irvine?

MR. IRVINE: Abstain.
MR. LONGHINI: Director Silva?

MR. SILVA: Yes.

MR. LONGHINI: Director Alva Rosales?

MS. ALVA ROSALES: Yes.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: That motion is approved with six votes and one abstention by Director Irvine.

CHAIRPERSON PETERSON: All right. Thanks, Greg.

The next order of business is board matters. Karen.

MS. SEIMETZ: Karen Seimetz, general counsel.

Thank you, Chairman.

This next matter is a recommendation from the law department to settle the lawsuit entitled Joanne Baroud, Limited Guardian for the Estate and Person of Raymond Baroud, versus Chicago Transit Authority and Erik D. Towner, Circuit Court of Cook County number 012694.

This case involves a pedestrian-bus accident which occurred on November 16th, 2018 at approximately 3:30 in the afternoon at Madison and Pulaski. Mr. Baroud, who at the time of the
accident was 80 years old, was walking about eight to ten feet outside the crosswalk when the CTA bus made a right turn and struck him.

As a result of the accident, Mr. Baroud's left leg was amputated about five inches above the knee. His medical expenses are $370,000 and ongoing. He is currently residing in a skilled nursing home.

The case was mediated before former Judge Hogan. On March 12th, the parties have agreed to a resolution of $3 million to resolve the case in its entirety and the law department recommends this settlement.

That concludes my report on the case.

CHAIRPERSON PETERSON: Okay. Thanks, Karen. We will now consider board item number 4A, a settlement recommendation in the amount of $3 million in the Circuit Court of Cook County, case number 2018 L 012694, the case of Joanne Baroud, Limited Guardian of the Estate and Plenary Guardian of the Person Raymond Baroud, a Person under Limited Guardianship versus Chicago Transit Authority, a Municipal Corporation and Erik D. Towner. May I have a motion to approve?
MS. ALVA ROSALES: So moved.

MR. IRVINE: Second.

MR. LONGHINI: Moved by Director Alva Rosales, seconded by Director Irvine. I will now take a rollcall vote on the settlement offer.

Director Chevere?

MS. CHEVERE: Yes.

MR. LONGHINI: Director Jakes?

MR. JAKES: Approve.

MR. LONGHINI: Director Miller?

MR. MILLER: Yes.

MR. LONGHINI: Director Irvine?

MR. IRVINE: Yes.

MR. LONGHINI: Director Silva?

MR. SILVA: Yes.

MR. LONGHINI: Director Alva Rosales?

MS. ALVA ROSALES: Yes.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: That motion is approved, sir, with six yes votes -- I'm sorry, seven yes votes.

CHAIRPERSON PETERSON: Thanks Greg.

The next order of business is a report from the Committee on Finance, Audit and Budget.
MR. SILVA: The Committee on Finance, Audit and Budget met earlier this morning. The Committee approved the March 2020 committee minutes and reviewed the finance report. The Committee also reviewed 11 ordinances.

An ordinance authorizing establishment of a short-term operating borrowing program.

An ordinance authorizing the execution of supplemental indentures and issuance of Capital Receipts Revenue Refunding Bonds, the Series 2020 GARVEE Bonds.


An ordinance authorizing the execution of supplemental indentures and issuance of Sales Tax Receipts Revenue Bonds, Series 2020.
Receipts Revenue Bonds, Series 2020, Ground Transportation Tax IGA Revenues.

An ordinance authorizing an amendment to a diesel fuel contract with Mansfield Oil Company of Gainesville, Inc. to extend the contract for one year.

An ordinance authorizing the treasurer to execute a diesel fuel contract.


An ordinance authorizing an amendment to a sublease to Decennial Group, LLC, a portion of property located at 120 North Racine Avenue, Chicago, Illinois.

An ordinance authorizing a lease of retail concession space located at 4612 West 59th Street, Chicago, Illinois, Orange Line.

An ordinance authorizing an intergovernmental agreement with the City of Chicago through its Department of Police for Federal -- fiscal year 2019 transit security grant funds.

The Committee approved all 11 ordinances,
placed them -- placed all of them on the omnibus and recommended Board approval of the omnibus.

That concludes my report, Chairman Peterson.

CHAIRPERSON PETERSON: Thank you, Director Silva.

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

MS. ALVA ROSALES: So moved.

MR. IRVINE: Second.

MR. LONGHINI: Motion has been moved by Director Alva Rosales and seconded by Director Irvine. I will now take a rollcall vote.

Judge Chevere?

MS. CHEVERE: Yes.

MR. LONGHINI: Reverend Jakes?

MR. JAKES: Yes.

MR. LONGHINI: Reverend Miller?

MR. MILLER: Yes.

MR. LONGHINI: Director Irvine?

MR. IRVINE: Yes.

MR. LONGHINI: Director Silva?

MR. SILVA: Yes.

MR. LONGHINI: Director Alva Rosales?
MS. ALVA ROSALES: Yes.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: The motion to approve the omnibus passes with seven yes votes, sir.

CHAIRPERSON PETERSON: Thanks, Greg. The next agenda item is new business. Greg, is there any new business to come before the Board?

MR. LONGHINI: Not that I'm aware of, sir.

MR. PETERSON: Thank you, Greg.

With no further business to come before the Board, may I have a motion to adjourn?

MS. ALVA ROSALES: So moved.

MR. IRVINE: Second.

MR. LONGHINI: The motion to adjourn has been moved by Director Alva Rosales and seconded by Director Irvine. I will take a rollcall vote.

Judge Chevere?

MS. CHEVERE: Yes.

MR. LONGHINI: Director Jakes?

MR. JAKES: Yes.

MR. LONGHINI: Director Miller?

MR. MILLER: Yes.

MR. LONGHINI: Director Irvine?
MR. IRVINE: Yes.

MR. LONGHINI: Director Silva?

MR. SILVA: Yes.

MR. LONGHINI: Director Alva Rosales?

MS. ALVA ROSALES: Yes.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: The motion passes with seven yes votes, sir. The board meeting for April is adjourned. Thank you.

(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
telephonic 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 telephonic meeting on said date.

[Signature]

Certified Shorthand Reporter
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