Report of proceedings at the meeting of
the above-entitled cause, before Tabitha Watson, an
Illinois Shorthand Reporter, on the 16th day of
September, 2020, at the hour of 10:34 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
CHRIS BUSHELL
BILL MOONEY
JUAN PABLO PRIETO

PUBLIC COMMENT SPEAKERS:

MOIKA LONG
GARY STEPHENS
SECRETARY LONGHINI: Good morning. This is Gregory Longhini, Chicago Transit Board secretary. We are about to begin the board meeting of September 16th, 2020.

Chairman Alva Rosales, you may begin.

CHAIRPERSON ALVA ROSALES: Good morning, everyone.

SECRETARY LONGHINI: Good morning.

CHAIRPERSON ALVA ROSALES: I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for September 16th, 2020.

Would the secretary call the roll?

SECRETARY LONGHINI: Yes.

Director Chevere?

DIRECTOR CHEVERE: Present.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Present.

SECRETARY LONGHINI: Thank you.

Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: I'm here.

SECRETARY LONGHINI: Director Silva?
Silva?


SECRETARY LONGHINI: Yes, we can. Thank you.

Loud and clear.

Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Here.

SECRETARY LONGHINI: We have a quorum of the Board with all six members present. Just for the record once again, President Carter, General Counsel Seimetz, and myself are all in the building, which is required in the Open Meetings Act.

CHAIRPERSON ALVA ROSALES: Thank you. Our first order of business today is public comment.

Greg?

SECRETARY LONGHINI: Yes. We have two public comment speakers. They will both be calling in and our first speaker is Ms. Long.

Is Ms. Long here?

MOIKA LONG: Yes, I am.

SECRETARY LONGHINI: Hi. Ms. Long, thank you very much for calling in. You can address the Board and we ask that our speakers try to limit their comments to approximately three minutes. So
go right ahead, Ms. Long.

MOIKA LONG: Okay. I'm calling as a person with a disability who is taking public transit and an incident that occurred on Saturday, September 12th.

My issue with the CTA is many-fold, but two-fold. As I was walking to the bus stop, I looked at Transit Tracker and it indicated that there was no bus. 201 specifically was what I was looking for, 201 Central Ridge. It said that there was no bus. The only buses going to the location were actually coming southbound. I was trying to go northbound.

So from almost the corner where that bus stops, I walked away from the bus stop because the tracker indicated that there was no bus. So as I'm walking to the train station, this was at Howard and Chicago Avenue, I was walking towards the terminal -- the Howard Street terminal where buses and trains come from. I saw a 201, or the display indicated 201. It was stopped at a red light and I actually got to the bus and I pointed up from almost in front of the bus, asking the bus driver was he the 201, because the tracker indicated that
there was no 201.

I guess he didn't hear me, so I walked around to the door. The door was closed. The driver's shield, the plexiglass shield was up and he also had on a mask. He did not open the door. He motioned like he didn't know, the I-don't-know universal symbol. I thought that he would open the door if not there, then at the turn that he was about to make onto Howard Street maybe to get closer to the curb so that he wouldn't be holding up traffic coming out of that station.

Instead of him pulling over or opening the door, he -- when the light turned green, he continued to turn on -- left onto Howard Street and continued through. He did not stop, didn't open the door, absolutely nothing.

So that -- those two things are really my issue, that I was informed through Tracker that there was no bus and the bus driver didn't even have the decency to open the door. He was fully protected from COVID. While I didn't have on my shield, I would have been six feet away from him. Even with his plexiglass and his mask, he did not open the door, but continued on.
That was the last bus leaving, the last 201 leaving. I have some mobility problems. That bus takes me closest to where I live. I walked back to the Chicago Avenue and Howard Street bus stop hoping that there was a bus that would get me closer to home and at some point a 97 turned onto the street.

But this really is an issue about the bus drivers being more customer friendly. I know we all have to be protected against COVID, but that was just common decency that he open the door knowing that he was the last bus, the last 201. And just out of common courtesy, no, ma'am, this isn't a bus stop. I'm kind of new to riding. But he could have said, no, ma'am, I'm not a bus stop, as another bus driver told me. That bus driver showed me where the bus stop was. I said thank you. Thank you for picking me up and thank you for letting me know where the bus stop was. This gentleman did not even stop.

So that's an issue of me being in an area that seems to be getting more unsafe with the shooting in July, the shooting in May. I didn't need to be -- no one needs to be stuck when there
are buses there and no bus driver had the common
courtesy to open the door.

I wish that the bus drivers there would
continue to, you know, provide the service, but
think about this if they were in my position or in
any other customer's position. Would they want to
be left in the dark alone with no other bus?

That is my comment. Thank you very much
for listening.

CHAIRPERSON ALVA ROSALES: Ms. Long, this is
Arabel Alva Rosales. I'm chairing the meeting
today.

First of all, I really want to thank you
for taking the time to share this information with
us. I apologize that you had to go through that
situation. Number one, our apologies with regards
to the bus tracker and that information not being
relayed correctly to you. Our apologies on that.

Also, the fact that the timing and
everything else and you were left there -- what I'd
like to do though -- and, again, I really thank you
for doing this, for coming in front of us and
sharing this information. It's very important for
us to know this. What I'd like to do is connect
you with Jairo Naranjo, who is vice-president of
bus operations who could more specifically and
directly talk to you with regards to the situation
that you went through.

MOIKA LONG: Okay.

CHAIRPERSON ALVA ROSALES: And, again, I really
thank you for the information and hopefully we can
bring some resolution to some of these things that
you brought before us. So thank you very much.

MOIKA LONG: Okay. Thank you.

SECRETARY LONGHINI: Thank you, Ms. Long. And
Jairo will be reaching out to you. We have your
contact information, so we will make that
connection.

MOIKA LONG: Okay. Thank you.

CHAIRPERSON ALVA ROSALES: Thank you.

SECRETARY LONGHINI: Thank you, ma'am.

All right. Now we're about to go to our
second public comment speaker. Mr. Stephens, if
you could just please state your name for the
record and then address the Board of the CTA.

Thank you.

GARY STEPHENS: My name is Gary Stephens and I
ride the CTA regularly. Can you hear me?
SECRETARY LONGHINI: Yes, we can, sir.

GARY STEPHENS: Great. Although Dr. Fauci recommends it and New York City Transit has adopted an open-window policy on all buses, the CTA feedback team has repeatedly rejected for six weeks my written suggestion to keep bus windows open.

My first question is why can New York City Transit adopt this commonsense pandemic policy in early July and the CTA cannot?

Every day I board a CTA bus, the driver's window is open. Every time I attempt to open a transom window on the bus above my seat, they are locked or disabled. Why aren't passengers allowed this measure of protection during the pandemic that's allowed for the drivers?

From a September 1st New York Times article regarding a documented super-spreader COVID-19 event in China on a bus, I quote, the only factor that may have mitigated the risk of infection was sitting near a window that could be opened or near the door.

I've also requested from the CTA feedback team the number of CTA transit operators that have tested positive for COVID-19. I can find this
information easily in the New York Times. As of August 26th, over 4,000 New York City transit workers have tested positive, 90 percent of whom work for the division that runs the city's subways and buses. Why this information isn't published or transparent with the CTA and then the City of Chicago, I do not understand. Please answer that question as well.

Per CTA rules, bus drivers are not allowed to ask someone to put their mask on and they are not allowed to refuse service to someone who doesn't have a mask on. Why on earth is there no CTA rule requiring all passengers wear masks?

I also wonder, why is the CTA feedback team anonymous?

I also wonder how many passengers and their families and friends have to be infected with COVID-19 before the CTA does something as simple as keeping the bus windows open.

Lastly, I would like to ask each board director a yes or no question. Have you rode on a CTA bus or train since the pandemic began?

Thank you.

CHAIRPERSON ALVA ROSALES: Mr. Stephens, this
is Arabel Alva Rosales. I'm chairing the meeting today.

First of all, I want to thank you for being with us here today. You know, I've got to tell you that during this very difficult time of the pandemic, we appreciate the input that we get from our riders with regards to better helping us service those that utilize the system.

I do have to tell you, though, that although we are a transportation system and we can be comparable to other systems, there are intricacies with regards to the way we do things here. We're hoping to do things as best as we can.

I'm not sure, Greg, that we have a lot of time today with regards to going individually to each one. So normally -- unfortunately --

SECRETARY LONGHINI: Correct. We do not have that kind of time today.

CHAIRPERSON ALVA ROSALES: Yeah.

SECRETARY LONGHINI: General response and follow-up with some other people --

CHAIRPERSON ALVA ROSALES: Yes. And I know you have a series of questions that I want to make sure that we answer them correctly.
GARY STEPHENS: Today, can you please answer one of the questions?

SECRETARY LONGHINI: That's not the way this works, sir. I'm sorry. I mean, we've got your comments in, they're transcribed, and we will get back to you, sir, the best that we can to answer every question that --

GARY STEPHENS: Each board director can take two seconds to answer yes or no, have you rode on a CTA bus or train since the pandemic began? It's a quick, easy question.

SECRETARY LONGHINI: It is a --

DIRECTOR CHEVERE: I'd like to answer that question, if that's okay, Mr. Secretary and Ms. Chair.

SECRETARY LONGHINI: Sure.

CHAIRPERSON ALVA ROSALES: Sure. Go ahead.

DIRECTOR CHEVERE: Public Speaker Number 2, I am Director Gloria Chevere on the CTA Board. I live five doors away from one of the Brown Line stations on the CTA system. I use the Chicago Transit Authority system almost every day.

I was partially blinded by a stroke back in April of 2010, so I no longer drive in the
afternoons or evenings or anything like that. I am
a heavy user of the CTA, heavy user of the Brown
Line and the bus lines on the north side, and I can
tell you with an absolute degree of certainty that
the system is clean, cleaner than it was before the
pandemic. I know that because the cleanliness on
the system has been a pet peeve of mine for a long
time.

I have noticed the improvements. I have
noticed the fact that social distancing is
maintained and encouraged. I know that part of
that is because there are less riders right now
because we're not back to normal yet or whatever
the new normal will be, but I can tell you that
when I get on a train or a bus, there's a lot of
space between the passengers. I can actually -- I
can actually distinguish between the way those --
that rolling stop, both the rail car and the buses,
how they smelled before the pandemic and how they
smell now and how they look now. And I, for one,
am very proud of the work the Chicago Transit
Authority is doing, their facilities and
maintenance people, their cleaning people.

Because like I said, I use the system
almost every day and I appreciate your input, by the way, in keeping our feet to the fire, but I have nothing but a high regard for the job that the CTA is doing.

GARY STEPHENS: I'm sorry, but the last time I was on a bus, there were two passengers without masks.

DIRECTOR CHEVERE: I believe your question was whether we rode the system or not. I'm answering that question. I ride the system every day.

GARY STEPHENS: Okay. Can I hear from the other boards directors?

DIRECTOR IRVINE: Chair Alva Rosales, it's Director Kevin Irvine. And, Mr. Stephens, thank you for your comments. I do ride the bus and the train and I have since the pandemic. Much less frequently because I'm working remotely like many of us.

President Carter, I'm wondering if you could just talk about the issues of the windows and masks because I know all of us are concerned about safety of all of our customers.

CHAIRPERSON ALVA ROSALES: Director Irvine and President Dorval, if you'd like to quickly. Yes,
I've ridden and I think most of us have here. I do want to keep this -- we have a long agenda as well and very honestly, one of the things that we had discussed, and I'll let President Dorval comment quickly, but there is a long list of questions that need to be addressed and I would really like to direct it to the best person to do that so that they can walk through these issues.

DIRECTOR MILLER: Yes.

PRESIDENT DORVAL CARTER: So thank you, Director Alva Rosales -- Chairman Rosales. I am familiar with this issue. I'm also familiar with the New York Times article discussing New York MTA and what -- and how they operate the railcars.

As you indicated and as Director Chevere indicated, there are substantial differences between New York MTA's vehicles and CTA's vehicles. The one thing I will state and I think that -- well, what really needs to happen is that I need to have my head of transit operations, Don Bonds, follow up with Mr. Stephens and he can give him a more detailed explanation of what we do and how -- what action we take to protect our customers.

But the ventilation systems that we
utilize in our vehicles, buses, and trains is better than the ventilation system that you would find in most indoor homes, restaurants, or other businesses. The air is circulated through those vehicles numerous times over the course of an hour and, in fact, ours, while not identical to what you would experience on an airplane, are closer to what you experience in airplanes than what you would compare to in your own home.

So there are measures in place to protect customers from airborne viruses and we also recognize the impact of opening windows and our ability to maintain a proper level of heating or cooling within our buses and trains. But I think that the best way to handle this instead of having a back and forth is to have my Chief Transportation Officer Don Bonds follow up with Mr. Stephens and explain to him in more detail what we do and how we do it and as you indicated, indicate all the steps that we do take to make it safe for our customers, including rules that we do have in place that requires customers to wear masks.

INTERPRETER: Hi. This is the interpreter. I'm going to interrupt one moment. We're going to
switch interpreters now.

SECRETARY LONGHINI: Okay. Wait until Alyssa is on.

INTERPRETER: The host has to allow me to get back on.

SECRETARY LONGHINI: Is Alyssa on?

INTERPRETER: Interpreter Number 2 needs to go on the screen.

SECRETARY LONGHINI: Right. Is it a problem with Interpreter Number 2 coming on the screen? I'm confused.

INTERPRETER: Hi. This is Interpreter Number 2. The host needs to allow me to get my thingy to switch me out. I'm going to start my video now. We're all good.

SECRETARY LONGHINI: Okay. Chairman Alva Rosales, I guess we can wrap this up then.

CHAIRPERSON ALVA ROSALES: Yeah. I know we're over our limit on this. Mr. Stephens, again, thank you so much. As our president stated to you, Mr. Donald Bonds, who is the Chief Transit Officer, is going to follow up with you because you do have a long list that we would like to make sure that you get the proper information on. So we're going
to do that.

I would like, President Dorval, if we could get just a follow-up for the Board with regards to some of the answers to those questions. That would be helpful.

PRESIDENT DORVAL CARTER: Yes. As you know, Chairman Rosales, as is our normal practice, we will provide the Board follow-up for both public comment speakers and the information provided to them and the way we attempted to resolve their concerns.

CHAIRPERSON ALVA ROSALES: Thank you. And, Mr. Stephens, thank you. We're somewhat limited in this format that we have, but I really want to thank you for your interest and we're going to follow up with you. You've got the best person assigned to you with regards to this. Thank you.

Thank you, Greg.

SECRETARY LONGHINI: Thank you, Chairman. And that concludes the public comment section of today's meeting, Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Okay. Our next order of business for today is the approval of the August 12th, 2020 board meeting minutes. The
Minutes were previously distributed to everyone and I will now entertain a motion to approve the minutes of the regular board meeting of August 12, 2020.

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: Second.

SECRETARY LONGHINI: That motion was moved by Director Jakes, seconded by Director Irvine. I'll take a rollcall vote.

Director 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 with six yes votes.

CHAIRPERSON ALVA ROSALES: Our next order of
business today is executive session. It is my understanding, Karen, that there is no executive session, is that correct?

ATORNEY SEIMETZ: That is correct, Vice Chair. There is no executive session today.

CHAIRPERSON ALVA ROSALES: Thank you. Then our next order of business on the board agenda today is resolution number five. This is a resolution which is an appreciation to Terry Peterson, our former chairman.

Before we take a vote to approve, I would like to ask Greg to please read this resolution.

SECRETARY LONGHINI: I'd be happy to.

Resolution of appreciation to Mr. Terry Peterson.

Whereas, Terry Peterson served as the Chicago Transit Board Chairman for 11 years after being appointed by Mayor Richard M. Daley in 2009.

And whereas, Terry Peterson is the longest tenured Board Chairman in the history of the Chicago Transit Authority.

And whereas, Terry Peterson oversaw more than 8 billion, with a B, in capital investment for the Authority, including the Red and Purple
Modernization Project, the 95th Street Terminal Improvement Project, the Wilson Street Reconstruction Project, the Garfield Gateway Project, and many more needed improvements.

And whereas, Terry Peterson has overseen the initial planning for the 2.3 billion Red Line Extension Project.

And whereas, Terry Peterson oversaw the planning and building for five new rail stations and improvements to another 40 stations.

And whereas, during Terry Peterson's tenure as Board Chairman, the percentage of the Authority's accessible rail stations went from 50 percent to over 70 percent.

And whereas, Terry Peterson oversaw the repair of over 70 miles of track and the replacement or overhaul of almost the Authority's entire fleet.

And whereas, Terry Peterson initiated expanded programs to improve job and contracting opportunities in disadvantaged business enterprises on the Authority's construction projects.

And whereas, during the Red Line construction project --
DIRECTOR MILLER: (Audio feedback.)

DIRECTOR JAKES: Director Miller, we need you to mute your line.

SECRETARY LONGHINI: Thank you.

During the Red Line -- I did that.

Whereas, Terry Peterson was a proponent of CTA's Second Chance Program, which assists ex-offenders in finding job opportunities and offering other holistic support at the Authority resulting in more than 1300 participates.

And whereas, Terry Peterson offered guidance, resources, and support to the many Authority employees who were honored to work with him.

And whereas, Terry Peterson's commitment to improve the customer experience, service, security, and amenities improved the quality of life of the many diverse communities served for the Authority and was evidenced for the 4,006 days that he served as chairman.

And whereas, Terry Peterson presided over 131 Transit Board meetings with grace and humor and respect and never missed a single meeting in his 11 years of service.
Whereas, Terry Peterson always welcomed and appreciated the many individuals who provided public comment at the Transit Board meeting and testimony at public hearings.

And whereas, Terry Peterson welcomed and appreciated all the employees of the Authority, whatever their position, who received commendations and recognition at Transit Board meetings.

Now, therefore, be it resolved that the members of the Chicago Transit Board recognize the extraordinary positive impact that Terry Peterson provided to the Chicago Transit Authority and the region's public transportation system.

Be it further resolved that the members of the Transit Board thank Terry Peterson for the leadership he provided the Board for the past 11 years.

And, finally, be it further resolved that the members of the Transit Board wish Terry Peterson blessings, good health, and happiness in the coming days.

CHAIRPERSON ALVA ROSALES: First of all, before I go and ask for a motion to approve this resolution, I just -- and I know we all said a
number of things directly to our former chairman the last time, but he will be missed. What a great leader I think to all of us. And I know the one thing that makes me feel good about this is he said he's not more than a phone call away, which is a very good thing.

The resolution I think summed it up, said a lot of good things. But if anyone else on our board would like to make a few comments before we go to approve this, go ahead and do so.

I think we all said a lot the last time and I know a few people had tears in their eyes the last time as well, so why don't we move forward and I'll entertain a motion to approve board agenda item number 5, which is a resolution honoring Terry Peterson.

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: And I second.

SECRETARY LONGHINI: Moved by Director Jakes and seconded by Director Irvine. I'll take a vote.

Director Chevere?

DIRECTOR CHEVERE: Absolutely.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.
SECRETARY LONGHINI: Okay. Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Director Irvine?

DIRECTOR IRVINE: Absolutely.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Absolutely.

SECRETARY LONGHINI: Chairman Alva Rosales?

CHAIRPERSON ALVA ROSALES: Absolutely.

SECRETARY LONGHINI: Not surprisingly, that motion passes with six yes votes.

DIRECTOR CHEVERE: Mr. -- Secretary Longhini, may I address the Chairman and the President?

SECRETARY LONGHINI: Yes.

DIRECTOR CHEVERE: Ms. Chairman and Mr. President, I have a prior commitment, a pressing matter that I need to take care of and I need to excuse myself from the remainder of this meeting.

Chairman Rosales, I trust that you will still have a quorum since I believe you will have at least five directors left. So if you'll indulge me, I will leave this meeting and I will hopefully see all of you next month hopefully in person, but if not, via Zoom again.
CHAIRPERSON ALVA ROSALES: Thank you, Director Judge Chevere. Thank you so much. Have a good day, the rest of it.

DIRECTOR CHEVERE: You too.

CHAIRPERSON ALVA ROSALES: Our next order of business is a report from the Committee on Finance, Audit and Budget.

Director Silva?

DIRECTOR SILVA: The Committee of Finance, Audit and Budget met earlier this morning via Zoom video-teleconference. The Committee approved the August 12, 2020 minutes. The Committee reviewed the finance report. The Committee also reviewed the following four ordinances.

An ordinance authorizing an additional experimental University Pass Program Agreement with the City Colleges of Chicago for part-time students for the fall 2020 and spring 2021 semesters.

Two ordinances each authorizing an intergovernmental agreement with the City of Chicago through its Department of Planning and Development for tax increment finance funds for improvements to the Dearborn Street subway and to the Lake Street bridge.
An ordinance authorizing additional funding for contract number B1B2 [sic] OP 04206, with Genuine Parts Company doing business as NAPA.

The Committee also reviewed 12 purchases and sales award recommendations. The Committee approved all items and recommends Board approval of all items. The Committee placed all four ordinances and all 12 contracts on the omnibus.

And that concludes my report, Chairman Alva Rosales.

CHAIRPERSON ALVA ROSALES: Thank you, Director Silva.

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

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: I second.

SECRETARY LONGHINI: Moved by Director Jakes, seconded by Director Irvine. I will now take a rollcall vote.

Director Miller? Director Miller, the rollcall vote on the omnibus?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Thank you.

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 to approve the omnibus passes with five yes votes.
CHAIRPERSON ALVA ROSALES: Thank you, Greg.

Our next order of business is the construction report. Bill Mooney.

J.P. PRIETO: Bill, you're on mute.
BILL MOONEY: Sorry. I'm Bill Mooney, your Chief Infrastructure Office and joining me today are Chris Bushell and Juan Pablo Prieto. They join an interest in (inaudible).

We'll go -- start where we normally do, our Jefferson Park to O'Hare signal project upgrade. If you flip forward to slide five.

Since we last spoke, we continue the cutover of the Jefferson Park relay house, which we delivered the prior month and I showed you pictures of that delivery. We've actually been in the
process of testing and commissioning that new
system at Jefferson Park. We are currently running
on the new cab (phonetic) controls, which is what
allows the train -- safe train movements. And
they're also working on commissioning the actual
interlocking at Jefferson Park. So we're making
progress there.

We also have advanced wiring and design of
additional houses at Foster, Central, Nagel, and
the Harlem design has been approved and moved into
shop fabrication wiring, which is very exciting.
The project remains on budget and tight to
schedule.

We continue to struggle kind of in the
COVID environment, social distancing in tight
locations and being able to operate appropriate
manpower.

Moving forward to slide six, this is a
picture of a train stop at the interlocking at
Jefferson Park. This is the new wayside equipment
installed and being tested in service.

Slide seven shows you some work. So we
continue to do some prep work for future
installations and major underground up near
Rosemont yard. I showed you some pictures of this work last month. Here's some more foundation and conduit duct bank work being installed up there.

Slide eight, this is one of the new switch machines being installed and commissioned as part of the Jefferson Park interlocking.

So my next project is our Logan Square station rehab project as we move kind of forward. As I mentioned in previous months, all the focus is on the elevators.

So the first elevator unit is in service as we speak. It is fully recommissioned. So if you move to slide 12 please, this is the new elevator in service. This is -- the first one is completed and fully functional at this point. The second one has now been taken out of service and they have started demolition and reconstruction of that.

Slide 13 shows you the new control features with this elevator and the modernization that goes with it. So the second unit should be -- will be coming on line in the next month or so.

My next project is our e-bus -- electric or e-bus charging stations. The project remains on
schedule and tight to budget. Moving kind of forward on it, most of the activity remains at Navy Pier.

So if we can advance to slide 17. This is the new substation being built at that site. I've shown you some of the underground work kind of going on there. This is the actual building going up. It's starting to have walls and look like an actual building.

Slide 18 is the advance of that foundation to that. So last month, I showed you kind of some of the pouring on the edges and them starting to set the conduit for the in-ground work here. They've actually poured the whole foundation and done waterproofing associated with that foundation.

And slide 19 shows you some more of that exterior construction. The site continues to progress. Chicago Austin and Chicago garage are finalizing their UL commissioning for the brand-new equipment.

One of those unique things I mentioned a couple times in this project, this is the first time this equipment is being used in the country. And as such, it actually hasn't been certified by
UL ever before this project. So they are in the process of finalizing that certification so we can get our permits and put it into use.

My next project is our system wide traction power upgrades and transformer replacement project. The project continues on schedule and within budget.

If we move forward to Slide 22, we've completed the installations at a significant amount of facilities at this point and most of the activity in the last month has been focused on Lotus substation.

You can move to slide 23. Here is the removal of the existing transformer at Lotus substation and the new transformer actually in place. The courtyard.

And slide 24 shows you oil -- so many of these are older style transformers that are oil-filled and oil-cooled and before they can be decommissioned from the site, the oil actually has to be removed from them and pumped out to special totes to be removed as hazardous waste.

My next project is the 98th rail shop bridge, deck, drainage improvement project. We can
advance forward a couple slides to slide 28.

So, you know, since we last talked, they finished the penthouse work and they started demolition and reconstruction of the actual bridge itself. As part of kind of the penthouse activity, there was a lunchroom and locker room underneath that floor that had to be temporarily relocated. So we've actually been in the process of reinstalling and improving that space as well.

If we move forward through the pictures, slide 29 shows demolition of the canopy over that bridge deck.

Slide 30 shows you -- what happens here is we actually take half the bridge deck out of service. The only access to the shop is through this bridge deck. So we have to facilitate full operation of the shop throughout this kind of project. So half the bridge deck gets demolished and rebuilt and then we phase over to the other half of the bridge deck. So this is the first half being demolished.

Slide 31. So this is below the penthouse floor. I talked a little bit about the lunchrooms and locker rooms. So now they're -- now that we've
finished the new flooring, which is really the
ceiling in this room, they are reinstalling all of
the fire alarm systems, the drainage, new lighting,
and a fresh code of paint. And, ultimately, all
the lockers and other equipment get reinstalled in
this space.

Then slide 32 is that finished penthouse
slab. It's (inaudible) from what we looked at last
month, what that finished project looked like.

My last project today is kind of a unique
project that I felt like an opportunity -- it's a
one hitter. We'll only talk about it this month.
It was kind a quick project that spent a lot of
time in planning and conceptualization and
development, but a really kind of quick
implementation project and often times, Directors,
you've asked a little bit about the public arts
program as one-offs post-project.

This is a standalone art project that
we've done kind of to advance our collection as a
whole. The piece is called An Ordinary Relic.
It's by an artist named Matthew Wilson. If we can
advance a couple slides to the pictures.

The vision of the project dealt with a
couple different elements. The first of which is the painting of the structure here, this bright yellow painting of the structure. Then the second piece was pulling out and replicating the historic customer assistance booth or ticket booth. Actually, that's part of the decommissioned historic station there.

It's a very unique piece and he pulled forward this -- what he considered this relic of history that existed, buried from the public eye, and replicated it in this form. It mimics the same yellow as the structure here and, ultimately, then we had a contractor come in and form and pour this mass pedestal that's sitting on -- this bright blue concrete pedestal. Along the edges of the pedestals are a series of ten dates which are significant to the community as historical dates.

The artist -- and kind of throughout the station, there's a couple placards that go up I'll show you too, as kind of a last element that talk about history and memory. And the artist plays forward on this concept of memory is an individual's collection of thoughts about how they understand what occurred; history is society's
collection of thoughts. And, oftentimes, you know, history is representative in statutes of figures that most people don't know and we lose a sense of this. He felt like he wanted to play on and open the debate on what the collective person's memories are versus how it's reflective in history and he wanted to open this forum of conversation.

The project was first envisioned in 2015 and has been through a couple iterations. I actually feel like, you know, we've finally got this installed and it was a combination effort between the artist actually developing the concept, designing it, and fabricating the piece to our trades, as part of the CTA workforce, doing the painting and increasing the lighting in the premises, and then ultimately we had a construction contractor who came in and poured the pedestal and installed the piece proper.

But it seems like a very timely piece for the conversation going on in society as a whole and it seemed like a great opportunity to share this piece with you which we just opened up and kind of fully completed about a month ago.

DIRECTOR IRVINE: Bill, this is Kevin. Quick
question. On the pedestal for this artwork, are you going to be installing those guards that keep skateboarders from using that for stunts?

BILL MOONEY: So it's not envisioned to have those guards today. What was existing there, Director, was actually a planter that was installed as part of the Brown Line project that has long since lost its presentation, but had kind of a bench seating around it. So they wanted to kind of keep it available because there's a bus stop that's right there, to make it available for seating. You know, we'll monitor the site. We try to build durable pieces of art that survive kind of our environment as a whole and if it seems like it's becoming a problem, we can always do some retrofit to work it in.

DIRECTOR IRVINE: Thanks, Bill.

CHAIRPERSON ALVA ROSALES: It seems well received, isn't it, Bill? I know we've got some --

BILL MOONEY: Yeah. We did some press releases on it. There has been some feedback. I would strongly encourage any of you to go out and see it in person. The pictures do not do it justice.

You know, and if you come out of the
station, I would walk down to the corner and then walk back on it. Because walking up and seeing the structure -- the bright yellow structure from a distance, it's a really stunning kind of moment. It really is breath taking.

So and, as you can see -- and, actually, if you look in the windows of the old station house, which is adjacent in this picture that's on display here, you can see the historic ticket agent booth there that the replica is made of.

So it's -- it is a standalone part of our collection. There are a couple placards on-site. So if you do go out and visit, and I'm glad to share it with you separately, that talk about what the historical dates are and what they're representative of and kind of the -- and then, you know, the artist's -- the artist's concept and what his feelings are about what he's trying to display and the conversation he's trying to create.

CHAIRPERSON ALVA ROSALES: It was a very interesting concept. Actually, I've experienced it probably the best way, but you do have to kind of walk away from it and then come back toward it. It's in my area. So I do encourage everybody to do
the same thing because it's a different feel when
you first are just close to it. But then as you
walk away and then come back in and then kind of
look at it with the surroundings, it does have a
different impact. So thank you for that.

BILL MOONEY: With that, if there's no more
questions, I'll turn it over to Chris and JP.

CHAIRPERSON ALVA ROSALES: Before we go --

SECRETARY LONGHINI: I'm going to interrupt --

(Simultaneous Cross-Talk.)

SECRETARY LONGHINI: I'm sorry. Go on.

CHAIRPERSON ALVA ROSALES: Does anyone have any
questions for Bill? Okay.

SECRETARY LONGHINI: I was cutting in because
before we move onto Chris, we want to change the
sign language interpreters. Let's give them a few
seconds. Sorry I interrupted.

BILL MOONEY: Hey, Herb, can you put the
presentation back up, please?

SECRETARY LONGHINI: Okay. I think then we're
ready for Chris now.

CHRIS BUSHELL: All right. Good day. I hope
everyone's having -- having a good morning.

So the RPM phase one design-build contract
is on budget and tight to schedule due to COVID-related delays. If we could skip forward two slides.

So construction progress, we -- it has been a very busy summer into fall. I think most of you have followed some of the main pieces, which I'll cover. But design is sort of arcing from, you know, halfway done to sort of 60, 65 percent, at least the main part of the design. So that effort has continued seamlessly for the most part during the COVID times. Some challenges. But pretty easy to shift a lot of that work to a virtual environment and to make significant progress.

As we have continued, you'll see from the photographs, we have continued work on the bypass and the foundation. So the first photograph here shows continuing structural work. So the columns report earlier, you've seen photographs of them. Now we are pouring pads on top in preparation for steel that will come. There will be sort of a steel piece that will sit on top of the column and then larger beams or girders that will be installed after that. Those will be coming in the early fall or mid fall I should say. We're in the early fall
now.

    Next photograph. So similar to, Bill, this RPM has a major signaling component. We have been able to advance the design and various aspects of the project and have been fabricating the signaling houses. We've done much of the factory acceptance testing remotely, which is unique. I think Bill has found himself in a similar position with regard to that.

    So this was our first relay house, which is now -- for those of you that are in the area of Wilson, has been placed kind of right behind the station, behind the Target there for those of you in the area. This is a photograph of it prior to shipping. It was shipped from South Carolina up to Illinois a couple of weeks ago.

    Next photo. So one of the other elements that continues, along with the signaling system up on the Lawrence to Bryn Mawr segment, is the construction of temporary stations. So this is one element of the Bryn Mawr temporary station. So it is being constructed as we speak, making good progress on the construction of the temporary stations at both Bryn Mawr and Argyle. Next
So you've seen various slides over the course of I think July and August showing the progress that we've been making in the Lawrence to Bryn Mawr segment installing two interlockings on either side of it. Those interlockings help us move trains from one track to another and build, in an incremental fashion, half of the segmented box girder bridges that will follow.

This was an extremely difficult piece of work that took place over a concentrated time. We did some reroutes through this area, extended reroutes which enabled the contractor to increase the efficiency of this effort versus doing it just on weekends. So this is sort of a final picture of that work that was completed in mid August.

Very proud of the team, the contractor, the construction manager, and my own CTA team. They did a great job pulling together to do this work under some pretty trying circumstances.

So next slide. So the segmented box girder, you will see probably a few slides of these area segments. We do cast over a thousand of them for the major Lawrence to Bryn Mawr bridge. So
I'll beg your patience as I show pictures of a few of them probably in different configurations. I believe you've seen pictures of the form work. It is quite a process to complete a piece like this.

You will also see in coming months, pictures of the (indiscernible) crane, which we'll use to erect them in the following year -- next year.

Next photograph. So the advance contracts similar to last month are really in close-out at this point. We are completing various pieces of work mostly relative to the communication scope where we continue to pull cable through various duct banks that were installed previously.

The impacts to community on this advance utility work is becoming less. We are coordinating to the extent there are any impacts due to service cutovers or other work on the com (phonetic) side through the various aldermen's offices and making sure that our constituents are aware. We've had virtual town hall meetings to cover the topic as well.

The ComEd work is for the most part also in close-out. If we can get to the slides, you can
get a flavor for what we're doing.

    Some of the last work that's happening
here is the City's own com work for various sorts
of fiber connections throughout the project area.

    Next slide, please. DEO, for those of you
not familiar, is CDOT's Department of Electrical
Operations that handles a lot of the cabling and
fiber work for the City. Splicing copper still
gets done. There's not much of it out there, but
it still gets done. This is obviously in the area
of Argyle. Next slide.

    So the outreach effort has focused mostly
around some of the major construction impacts and,
again, has occurred all virtually. We actually had
some virtual office hours. The first office hour
was last night. So we're -- we have a community
office up in the area of the Lawrence to Bryn Mawr
segment. We haven't opened that during these times
for obvious reasons; but we feel as though kind of
continuing with periodic less formal communication
with the community is important, so we've started
some virtual office hours. We're trying to do it
on a regular basis. So if people have questions,
we'll answer the questions in an e-mail, but if
they feel like a longer discussion is necessary, we'll schedule time and do a public meeting with smaller groups.

But you can see up here the various outreach we've done, again, mostly focused on construction and construction-related impacts. Some related to job opportunities and business opportunities that I will turn over to Juan Pablo and his team to cover.

So, Juan Pablo, take it away.

J.P. PRIETO: Thanks, Chris.

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

We continue to hold our monthly meetings with Walsh-Flour to discuss compliance and outreach for both DBE and workforce.

On August 18th, we attended a HISEA (phonetic) virtual membership meeting to talk about -- to talk to their members about our Building Small Businesses Program and opportunities on RPM.

We will be attending other technical assistance agencies virtual membership meetings to continue to spread the word about the BSB program
and opportunities on RPM.

On August 21st, we held another Construction Talks webinar and took a tour of the Plumbers Local 130 Apprentice Training Center. After the tour, we answered questions regarding the plumbers' apprenticeship program.

And, lastly, we hosted an RPM training and workforce outreach webinar on August 27th. This webinar featured our workforce partners, HIRE360 and Chicago Cook Workforce Partnership and they covered the training and career opportunities that individuals can sign up for through them, including opportunities on the RPM project.

For this event, we coordinated with the aldermen in the RPM corridor and the 48th Ward held a viewing at their office for individuals who do not have the technology to jump onto a webinar.

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

CHAIRPERSON ALVA ROSALES: Does anyone have any questions for either Chris, Pablo [sic], or even Bill if you thought of something that we haven't covered?

Looks like no questions. Everybody seems
to be shaking their heads no.

Well, I want to thank the three of you because great report and apart from that, it's so good to see that we're on target with all of our projects and really moving forward because I think what people don't realize is just how much these projects will affect our city. So thank you so much for the work that you're doing and for keeping it on track.

I also want to thank you for keeping the community organizations involved. That's not the easiest thing to do, especially right now during this period. I'm so curious how you're getting ahold of all these people. It seems like -- correct me, but it sounds like aldermen, community organizations, chambers of commerce, is that how you're reaching out and getting the feedback virtually?

CHRIS BUSHELL: Well, I think Juan Pablo can comment more on some of his issues. But we have developed a list of various folks. At each of our public meetings, we encourage people to sign up for alerts and otherwise provide us with their e-mail address so we can contact them whenever we have a
meeting.

As time goes on and that list gets bigger, we're endeavoring to focus it around specific pieces of work, you know, so that you don't bomb folks in the area of the bypass with information about work that's occurring in the Lawrence to Bryn Mawr area, which they may be interested in, but may not affect them directly either as a passenger or community member. So we're endeavoring, as time goes on, to make that outreach more focused. But most of it is occurring electronically through e-mail initially and then we set up sort of virtual meetings through different web conferencing platforms.

And, you know, we found in some of the virtual town halls that we've done, the participation is increasing, simply because most people find that they can get the information in a more efficient way rather than taking a whole evening out. They can still be with their kids, doing homework, or otherwise working on stuff while they attend the Zoom conference. So we've actually seen some better participation recently in terms of community involvement. So we've tried to make
lemonade out of lemons, if you will.

CHAIRPERSON ALVA ROSALES: Well, thank you for all that hard work. I don't know if Juan Pablo was going to say something. I wasn't quite sure.

J.P. PRIETO: For the DBE community, much like Chris said, we are in touch with a lot of the chambers of commerce. We're members of a lot of the technical assistance agencies that help the DBE community, so getting the word out through them has helped and also attending their virtual membership meetings.

As President Carter has said many times to the DBE community, you know, the diversity program's office is their number one advocate within CTA and they know that, so they contact us frequently to talk about opportunities on our construction projects.

CHAIRPERSON ALVA ROSALES: Well, thank you for that. I think that's all -- if anybody else has any other questions, you can ask now. If not, we're going to move on. But I want to thank the three of you for your report and the team for their hard work because everybody is, you know, keeping us on track. So thank you for that. We really
appreciate it.

Our next agenda item is new business.

Greg, is there any new business?

SECRETARY LONGHINI: No, ma'am, there is not.

CHAIRPERSON ALVA ROSALES: Okay. Great.

I'd like to entertain a motion now to adjourn if there is no other business.

DIRECTOR JAKES: So moved.

DIRECTOR IRVINE: I second. And great job, Arabel.

CHAIRPERSON ALVA ROSALES: Thanks, everybody.

Have a great day and --

SECRETARY LONGHINI: Let me just take the vote. Moved by Director Jakes and seconded by Director Irvine. And I also want to say, I just calculated, Arabel, I've been to 264 of these board meetings, this is 265, and you've done as well as anyone I have ever seen anyone do it.

DIRECTOR MILLER: Good job. Good job.

SECRETARY LONGHINI: So let me take the vote on the adjournment.

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. And thank you.

SECRETARY LONGHINI: The motion passes with five yes votes and we are adjourned. Thank you all.

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

(Meeting adjourned at 11:29 a.m.)
STATE OF ILLINOIS

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.

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