

1 CHICAGO TRANSIT BOARD

2  
3 IN RE THE MATTER: )  
4 REGULAR MEETING )  
5 OF SEPTEMBER 15TH, 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 15th day of  
11 September, 2021, at the hour of 10:11 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 ARABEL ALVA ROSALES, Vice Chairperson

4 KEVIN IRVINE

5 BERNARD JAKES

6 JOHNNY MILLER

7 ALEJANDRO SILVA

8  
9  
10 STAFF PRESENT:

11 DORVAL R. CARTER, JR., President

12 GREGORY LONGHINI, Secretary

13 BRAD JANSEN, Deputy General Counsel

14 CHRIS BUSHELL

15 BILL MOONEY

16 JUAN PABLO PRIETO



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

4 SECRETARY LONGHINI: Good morning. This is  
5 Greg Longhini of the Chicago Transit Board again.  
6 We are about to start the meeting. Chairman  
7 Barclay, you may begin the regularly scheduled  
8 Transit Board meeting.

9 CHAIRPERSON BARCLAY: Good morning. I would  
10 like to call to order the regularly scheduled  
11 meeting of the Chicago Transit Board for  
12 September 15th, 2021.

13 would the secretary call the roll?

14 SECRETARY LONGHINI: Yes.

15 Director Miller.

16 DIRECTOR MILLER: Here.

17 SECRETARY LONGHINI: Director Jakes.

18 DIRECTOR JAKES: Here.

19 SECRETARY LONGHINI: Director Irvine.

20 DIRECTOR IRVINE: Here.

21 SECRETARY LONGHINI: Director Silva.

22 DIRECTOR SILVA: Here.

23 SECRETARY LONGHINI: Director Alva Rosales.

24 DIRECTOR ALVA ROSALES: Here.



1 SECRETARY LONGHINI: Chairman Barclay.

2 CHAIRPERSON BARCLAY: Here.

3 SECRETARY LONGHINI: We have a quorum with all  
4 six members of the Board present and let the record  
5 show that President Carter and Deputy Counsel  
6 Jansen are also in attendance at the meeting.

7 CHAIRPERSON BARCLAY: Our first order of  
8 business is public comment.

9 SECRETARY LONGHINI: Yes. We have one public  
10 comment speaker today, Laura Saltzman.

11 So, Laura, you may begin and if you can  
12 keep your remarks to three to four minutes, that  
13 would be appreciated. Thank you very much.

14 LAURA SALTZMAN: Hi. My name is Laura  
15 Saltzman. I'm the Transportation Policy Analyst  
16 for Access Living, a disability rights organization  
17 located in Chicago.

18 I am here on behalf of the Transportation  
19 Equity Network, a coalition of (indiscernible)  
20 community groups and organizations in Chicago and  
21 suburban Cook County working on (indiscernible)  
22 racial equity mobility justice to transportation to  
23 speak in support of CTA establishing a transit  
24 ambassador program.



1 with lower ridership during COVID, there  
2 has been an increased perception of safety issues  
3 on transit and widespread news coverage of public  
4 safety incidents. The perception that transit is  
5 unsafe discourages people from using it. There is  
6 concern that there may be permanent decreased  
7 ridership if people do not feel safe on buses and  
8 trains. However, an increase in law enforcement or  
9 other armed guard presence is no cure-all.

10 Transit riders are disproportionately  
11 likely to have had negative interactions with law  
12 enforcement and fear an escalated response if their  
13 behavior is seen as threatening or abnormal.

14 Regretfully, law enforcement in Chicago simply does  
15 not have a reputation or history of de-escalating.

16 The recent report by Transit Center called  
17 safety For All provides insights in potential of  
18 re-imagining, quote, since simply increasing police  
19 presence can generate additional risks for many  
20 riders, transit agencies need to shift resources  
21 toward public safety programs that acknowledge that  
22 a safe system can mean different things to  
23 different people. More holistic approaches that  
24 make use of unarmed customer service and social



1 welfare personnel to be used to reduce interactions  
2 between riders and the police building support for  
3 vulnerable riders, end quote.

4 This is why we wholeheartedly support the  
5 creation of a transit ambassador program on CTA.  
6 We want people to feel welcomed on the trains and  
7 buses; safe, not over-policed or in fear.

8 At Access Living, we view disabilities  
9 holistically, which is why we are happy to sign on  
10 to a program that would train transit ambassadors  
11 on how they interact and help people with a range  
12 of disabilities with a special focus on  
13 de-escalation for people with mental health issues  
14 or for those who seem to be on the verge of causing  
15 disruption.

16 An ambassador program staffed by unarmed  
17 personnel explicitly trained on de-escalation  
18 measures has seen success in San Francisco on their  
19 rapid transit.

20 In the spring, the Los Angeles Metro Board  
21 of Directors unanimously approved a motion  
22 (indiscernible) \$40 million for the creation of a  
23 transit ambassador program. The concept of such a  
24 program is consistent with where the State of



1 Illinois is moving. The natural extension of the  
2 work that Access Living and our allies achieved  
3 with the passage of the Community Emergency  
4 Services and Supports Act, or CESSA, signed into  
5 law last month. CESSA mandates a non-law  
6 enforcement response for people in crisis  
7 throughout Illinois.

8 So we are asking CTA to fund and develop  
9 during its next budget cycle a transit ambassador  
10 program with people who are trained in how to deal  
11 with disabilities and de-escalation. We need a  
12 program that welcomes all that want to ride transit  
13 in Chicago. This will be an eligible and very  
14 appropriate use of COVID relief funds so this  
15 program can be started immediately.

16 The members of the Transportation Equity  
17 Network would be eager to partner with CTA to help  
18 shape this program. Thank you very much for your  
19 time.

20 CHAIRPERSON BARCLAY: Ms. Saltzman, thank you  
21 for sharing your thoughts and concerns this  
22 morning. I'll ask Director -- I mean President  
23 Carter to send it to the appropriate staff person  
24 for discussion.



1 SECRETARY LONGHINI: Thank you very much,  
2 Ms. Saltzman.

3 Chairman Barclay, that concludes the  
4 public comment section of today's meeting.

5 CHAIRPERSON BARCLAY: Our next order of  
6 business is the approval of the minutes. I will  
7 now entertain a motion to approve the minutes of  
8 the regular board meeting of August 11th, 2021.

9 DIRECTOR JAKES: So moved.

10 DIRECTOR IRVINE: Second.

11 SECRETARY LONGHINI: Moved by Director Jakes,  
12 seconded by Director Irvine. I'll take the vote.

13 Director Miller.

14 DIRECTOR MILLER: Yes.

15 SECRETARY LONGHINI: Director Jakes.

16 DIRECTOR JAKES: Yes.

17 SECRETARY LONGHINI: Director Irvine.

18 DIRECTOR IRVINE: Yes.

19 SECRETARY LONGHINI: Director Silva.

20 DIRECTOR SILVA: Yes.

21 SECRETARY LONGHINI: Director Alva Rosales.

22 DIRECTOR ALVA ROSALES: Yes.

23 SECRETARY LONGHINI: Chairman Barclay.

24 CHAIRPERSON BARCLAY: Yes.



1 SECRETARY LONGHINI: That motion is approved,  
2 sir, with six yes votes.

3 CHAIRPERSON BARCLAY: Our next order of  
4 business is Executive Session. It is my  
5 understanding, Brad, that there's no Executive  
6 Session today.

7 COUNSEL JANSEN: That's correct, Chairman.

8 CHAIRPERSON BARCLAY: Since there is no other  
9 board matters, our next order of business is a  
10 report from the Committee of Finance, Audit &  
11 Budget. Director Silva.

12 DIRECTOR SILVA: The Committee on Finance,  
13 Audit & Budget met earlier this morning via Zoom  
14 video-teleconference.

15 The Committee approved the August 11, 2021  
16 committee minutes. The Committee reviewed the  
17 finance report. The Committee reviewed the  
18 following ordinances.

19 An ordinance amending Ordinance Number  
20 020-108 approving the fiscal years 2012 [sic]-2025  
21 Capital Improvement Programs.

22 The Committee also reviewed four  
23 contracts. The Committee approved the ordinance  
24 and all four contracts. The Committee placed the



1 ordinance and three of the contracts on the omnibus  
2 recommending board approval of the omnibus.

3 Contract Number G-1 also approved by the  
4 Committee was not placed on the omnibus and will  
5 require a separate vote.

6 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 JAKES: So moved.

13 DIRECTOR IRVINE: Second.

14 SECRETARY LONGHINI: Moved by Director Jakes,  
15 seconded by Director Miller [sic]. I'll take the  
16 vote.

17 Director Miller.

18 DIRECTOR MILLER: Yes.

19 SECRETARY LONGHINI: Director Jakes.

20 DIRECTOR JAKES: Yes.

21 SECRETARY LONGHINI: Director Irvine.

22 DIRECTOR IRVINE: Yes.

23 SECRETARY LONGHINI: Director Silva.

24 DIRECTOR SILVA: Yes.



1 SECRETARY LONGHINI: Director Alva Rosales.

2 DIRECTOR ALVA ROSALES: Yes.

3 SECRETARY LONGHINI: Chairman Barclay.

4 CHAIRPERSON BARCLAY: Yes.

5 SECRETARY LONGHINI: Motion to approve the  
6 omnibus passes with six yes votes, sir.

7 CHAIRPERSON BARCLAY: Our next order of  
8 business is Contract Number G-1. I will now  
9 entertain a motion to approve Contract Number G-1.

10 DIRECTOR JAKES: So moved.

11 DIRECTOR IRVINE: Second.

12 SECRETARY LONGHINI: Moved and seconded by  
13 Directors Jakes and Miller -- I'm sorry, by  
14 Directors Jakes and Irvine. I'll take a vote.

15 Director Miller.

16 DIRECTOR MILLER: Yes.

17 SECRETARY LONGHINI: Director Jakes.

18 DIRECTOR JAKES: Yes.

19 SECRETARY LONGHINI: Director Irvine.

20 DIRECTOR IRVINE: Yes.

21 SECRETARY LONGHINI: Director Silva.

22 DIRECTOR SILVA: Yes.

23 SECRETARY LONGHINI: Director Alva Rosales.

24 DIRECTOR ALVA ROSALES: I'll abstain.



1 SECRETARY LONGHINI: Chairman Barclay.

2 CHAIRPERSON BARCLAY: Yes.

3 SECRETARY LONGHINI: That motion is approved  
4 with five yes votes and one abstention by Director  
5 Alva Rosales.

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

9 BILL MOONEY: Good morning. Bill Mooney, your  
10 Chief Infrastructure Officer.

11 We'll start this month's report where we  
12 normally do, our Your New Blue Signals Project  
13 between Jefferson Park and O'Hare. Advance the  
14 slide, please.

15 Project remains on budget but tight to  
16 schedule. Since we last met, we have started the  
17 cutover formally at Old Mannheim relay house. Made  
18 a lot of progress there. We continue to clear up  
19 discrepancies and install the rest of the remaining  
20 wayside equipment for the upcoming cutovers at  
21 River Road and Cumberland. Next slide, please.

22 So here's some of that wayside equipment  
23 being installed at River Road. River Road is two  
24 cutovers out, so we'll finish up Old Mannheim and



1 then move on to Cumberland.

2 Here, they're putting the wayside signal  
3 apparatuses in place. Ultimately, those then get  
4 wired up to the house in kind of the pretesting  
5 phase before that cutover.

6 Here, they're installing cameras at Old  
7 Mannheim as part of the -- the commissioning  
8 process there. So actually as our new standard for  
9 wayside signaling equipment, we have camera  
10 installations that go back to those houses to allow  
11 people working the tower panels locally there to be  
12 able to see the interlockings more, but also allow  
13 us to observe other issues that may be going on in  
14 the right-of-way from those locations. Next slide.

15 And here they are wiring up the house at  
16 Cumberland. So Cumberland is the upcoming cutover  
17 and so this is all localized wiring. So from all  
18 those wayside devices, like the signals I just  
19 showed you in the first picture, they then wire  
20 those up to internal, you know, components in the  
21 house that helps the logic tell what the wayside  
22 stuff to do. Next slide, please.

23 My next project is our Refreshed and  
24 Renewed. The project continues on -- on schedule



1 and on budget. You know, so we've added a new  
2 section to talk about. So this is upgrading  
3 directional line diagrams in 29 stations. This is  
4 localized signage that's at stations that show you  
5 the rail routes and kind of the -- where those  
6 stations go on the line from where you're at.

7 Director Irvine had raised with staff that  
8 not all the older stations had signage that  
9 represented which stations were ADA accessible and  
10 so as part of the Refresh and Renewed, we're doing  
11 a campaigned effort to get all that signage  
12 upgraded as part of the effort of this program for  
13 this year. So while I'll be reporting on the  
14 progress of those stations, you know, there's  
15 nothing formally updated on the slide, kind of it's  
16 a timing thing, but just as a sense, we're about  
17 halfway there already. We've made a pretty good  
18 push on these 29 stations. So next month you  
19 should see a pretty significant amount of progress  
20 report.

21 Also in the upcoming month, you'll start  
22 seeing the SBE contracts (indiscernible) in  
23 progress as well. We've had kickoffs and those  
24 contractors are starting to get to work on painting



1 those stations and so you'll see kind of progress  
2 showing up in the upcoming months with those.

3 But moving to the slides, we've been  
4 focused predominantly at Kedzie on the Orange Line  
5 and Kimball on the Brown Line. So here you can see  
6 the upgraded lighting of the bus turnaround outside  
7 the Orange Line station. So the Refreshed Renew  
8 isn't just focused on that rail terminal, it  
9 actually takes it outside the footprint of that  
10 station into the bus terminal. So here is the  
11 waiting area for the buses outside Kedzie Orange  
12 Line stations. We've upgraded all that lighting to  
13 LEDs. Next slide.

14 And we've also done a bunch of concrete  
15 repairs. So, you know, over time, with the -- the  
16 plows and the freeze-thaw cycles, those curbs and  
17 con -- and sidewalks do see a lot of cracking, so  
18 here we've actually replaced a section of the  
19 concrete curb and repaired it and you can see the  
20 before and afters with those. Next slide.

21 Inside the station. So this is the  
22 curtain wall along the stairwell. This kind of  
23 protects the stairwell from the outside elements on  
24 the platform level and there's a lot of



1 deterioration at the bottom of that curtain wall  
2 and (... indiscernible), so we've had to cut out a  
3 section of that sheet metal, they patched it, they  
4 ground it down, and then they did a fresh coat of  
5 paint on it. Next slide.

6 And here's some before/after LED lighting.  
7 Again, kind of the -- most -- most significant  
8 impacts is the lighting and L upgrades and that  
9 painting that goes with it. Next slide.

10 Here we are at the Kimball station. This  
11 is one of the stations I regularly use and you can  
12 see the sense of the before/after here in the night  
13 photo with that LED footprint. This is outside the  
14 station and this really gives you a sense of  
15 what -- what impact that lighting also does on the  
16 security around our stations, right? It increases  
17 that foot (indiscernible), that approach -- you  
18 know, bus terminal waiting there for the 81  
19 Lawrence is right there out in front of the station  
20 with the public art there and so it really makes a  
21 big impact at how that station interfaces with the  
22 neighborhood too. Next slide.

23 Here's, again, lighting upgrade on the  
24 platform level. You get the -- on the left, the



1 before photo and on the right, kind of the after  
2 photo and you can see kind of the difference if you  
3 look at the platform level of how much more the  
4 increase of lighting footprint is. Next slide,  
5 please.

6 My next project is our Jackson Park Track  
7 and Structure Improvement Projects. So most of the  
8 track work at this point between 59th junction and  
9 61st interlocking is complete. We've changed out  
10 rail on the southbound track since we last met and  
11 we're moving towards 61st interlocking and the  
12 structural work continues ongoing progress in  
13 advance of the track work. There's a couple photos  
14 for it.

15 So here is that renewed rails and ties in  
16 the southbound track. You get a sense kind of in  
17 the foreground in the picture on the right of kind  
18 of that older system to the newer system on the  
19 other side. Next slide.

20 Here's that ongoing structural work. Here  
21 they're actually changing out the fixed connection.  
22 So the long piece there is the stringer and that's  
23 actually what the rails are sitting on top of and  
24 that connects into a cross girder that distributes



1 that weight of the structure to columns and  
2 ultimately to the ground in the structure. So  
3 there's a lot of load potentially in that  
4 connection spot. It also sees a lot of  
5 deterioration, so they're breaking out and redoing  
6 those connections there.

7 My next project is our South Shops Waste  
8 Materials Storage and Sewer Upgrade. Project is on  
9 schedule and on budget. Since we last met, we've  
10 actually completed all the wall stabilization work,  
11 the roof repairs and now we've actually moved into  
12 the sewer work as part of this project and that's  
13 significantly completed, so we'll move on to some  
14 pictures of this work.

15 So here you can see they've -- they're  
16 doing flashing repair on the roof over that area I  
17 was showing you shoring -- tying together that wall  
18 in that ante space and then they tie it into the  
19 new guttering system and downspout.

20 Next picture. It ultimately gets run into  
21 a new sewer line underneath the sidewalk there. So  
22 here they're digging up the sewer line. Part of  
23 the big issue we had here was the sewer had  
24 collapsed outside and that's why we were seeing



1 some of the settlement itself. So we actually had  
2 to take up the whole sidewalk, replace the main  
3 sewer there that runs along it, and then redo all  
4 the kind of water connections for that.

5 My next projects are Dan Ryan inverters  
6 and battery updates. So we've completed completely  
7 at 59th interlocking and moved on to 63rd  
8 interlocking. And we can move towards some  
9 pictures.

10 So here similar to what you saw at  
11 59th Street, they're installing the new inverter  
12 equipment. This is how we take our robust DC power  
13 system that their substations run on and run our  
14 signal houses on to give it a redundant supply  
15 that's really, really rich.

16 So here they are installing that new  
17 equipment and wiring it up. And next slide.

18 Here they are working on the commissioning  
19 effort of that equipment. So 63rd interlocking has  
20 been commissioned at this point and it will be  
21 moving on it in the next upcoming report to 47th  
22 interlocking, which is a little different because  
23 it's an elevated interlocking, so you'll actually  
24 see structure work that goes with that.



1           So I have a new project this month. This  
2 is our Northbound State and Dearborn Project. This  
3 is part of our Fast Tracks Program. It's one of  
4 the last projects in that program. This was a  
5 MID-CON contract that has a value of 6.5 million.  
6 It's being constructed by Kiewit. They'll be  
7 renewing localized track work on the northbound  
8 side of the State Street subway as well as in the  
9 Blue Line subway near Division station both on the  
10 northbound and the southbound track.

11           There's a couple reroutes in the Red Line  
12 subway to facilitate this work and then there's  
13 some long single track weekends on the Blue Line to  
14 facilitate that work on the upcoming weeks.

15           So this is similar to what you saw last  
16 summer on the southbound side. Here they are doing  
17 concrete inspection of the ceiling. So as we've  
18 had water infiltration in the subway, we've had to  
19 knock down any loose concrete, reinspect the  
20 structure elements of rebar. Associated with that,  
21 they re-coat the rebar and then will reseal the  
22 concrete. So here's an engineer actually doing  
23 some sounding inspection of that concrete. Next  
24 slide.



1           And then we also do a bunch of crack  
2 injections (indiscernible) actually remove the wall  
3 panels within the station at Roosevelt. These are  
4 the sound panels. They expose the concrete walls  
5 so we can get in there and do some water crack  
6 injections. This is where we drill holes and fill  
7 kind of voids behind the wall with concrete fill so  
8 that then it stops water from infiltrating the  
9 subway. Next slide.

10           Here, over the next couple slides, a big  
11 focus of the work in the State Street subway was  
12 actually replacing a series of the concrete ties at  
13 Roosevelt station. This was actually one of the  
14 earliest installations of concrete ties we had done  
15 on our subway system and those ties kind of aged  
16 out and were showing some strain and deterioration,  
17 so we broke them out in place. And then next  
18 slide. And then they formed them up. And then on  
19 the next slide, they fill those forms with concrete  
20 and create new concrete ties and then that's over a  
21 period of time before we run service on it on a  
22 Monday morning.

23           I'll turn it over to Chris if there aren't  
24 any questions for me at this time.



1 SECRETARY LONGHINI: Yes. We'll ask questions  
2 for Bill first. Chairman Barclay, do you have any  
3 questions?

4 CHAIRPERSON BARCLAY: Sorry. I do not have any  
5 questions.

6 SECRETARY LONGHINI: All right. Director Alva  
7 Rosales, any questions for Bill?

8 DIRECTOR ALVA ROSALES: No questions. I  
9 just -- I do want to say it was interesting to see  
10 something as simple as lighting, like on Kimball,  
11 the major difference that it makes. So, you know,  
12 thanks for all the work that you're doing because  
13 it's dramatic and I know that as nice as it looks  
14 aesthetically, it's really uplifting I think for  
15 our riders to see all our changes. So thanks for  
16 all the hard work.

17 BILL MOONEY: Thank you. I'll pass it along to  
18 the team.

19 SECRETARY LONGHINI: Thank you.

20 Director Irvine, any questions?

21 DIRECTOR IRVINE: No questions. Just, yeah,  
22 great work and thank you for including the ADA info  
23 on the line diagrams during that work. Appreciate  
24 it. Thank you for adding it to your report.



1 SECRETARY LONGHINI: Thanks.

2 Director Jakes?

3 DIRECTOR JAKES: Bill, I have a question for  
4 you. Are these -- are these outside contractors or  
5 are they CTA employees?

6 BILL MOONEY: So the projects we've talked  
7 about are a mix of both actually. So the Refresh  
8 and Renewed Program is mostly CTA employees, though  
9 we do have those SBE paging (phonetic) contracts  
10 that are coming online. You'll start seeing some  
11 reporting of those reporting of those. So those --  
12 that is an outside contractor. Under the Jackson  
13 Park track and structure work, that's all internal  
14 resources, CTA employees and all the other projects  
15 I talk about are contractors, sir.

16 DIRECTOR JAKES: So there is -- I see Juan  
17 Pablo on here. So there is a DBE component to  
18 those outside contractors?

19 BILL MOONEY: Yes, sir.

20 J.P. PRIETO: That's correct, sir. When we  
21 have an outside contract, we evaluate all of them  
22 for a DBE goal.

23 DIRECTOR JAKES: Okay. Thank you.

24 BILL MOONEY: Director Jakes, in your full



1 package that you receive every month, there's  
2 actually a broader version of the construction  
3 report that has some info slides that has the  
4 details about the DBE percentages and what's  
5 reported to date. So if you were curious on any of  
6 those contract jobs, there is a reference point in  
7 the presentation to those.

8 DIRECTOR JAKES: Okay. Thank you.

9 SECRETARY LONGHINI: Thanks, Bill.

10 Director Miller, any questions?

11 DIRECTOR MILLER: Just wanted to ask, Bill,  
12 disability program, the 29 stations, that number  
13 was chosen (audio cutout) location and I think you  
14 said you're about halfway with the -- in the  
15 process.

16 BILL MOONEY: Sure. So, you know, a while  
17 back, we changed our signage standard and so when  
18 we were installing these directional signage at the  
19 stations, we started incorporating the ADA  
20 locational references to those signs. So this --  
21 the 29 stations are the stations that do not have  
22 that upgraded signage left. You know, it was a  
23 goal at kind of Director Irvine's request to make  
24 sure that we get all those signs upgraded, so we



1 made it part of this campaign to make sure that we  
2 can get the rest of the system cleaned up and up to  
3 that standard. And it's solely -- it's solely  
4 signage upgrades.

5 DIRECTOR MILLER: Right. Right. I know you  
6 said 29, but including the ones that was already up  
7 includes all sides of the city --

8 BILL MOONEY: Yep.

9 DIRECTOR MILLER: Okay.

10 BILL MOONEY: Those were the remaining 29  
11 stations that didn't meet the new standard.

12 DIRECTOR MILLER: Gotcha. Okay. Thank you.

13 SECRETARY LONGHINI: Thank you.

14 Director Silva, do you have any questions?

15 DIRECTOR SILVA: No questions.

16 SECRETARY LONGHINI: All right. No questions.

17 All right. Then we're finished with questions for  
18 Bill Mooney, Chairman.

19 CHAIRPERSON BARCLAY: We -- we will now --  
20 sorry.

21 We will now call on Chris Bushell and Juan  
22 Pablo Prieto to make their RPM and Diversity  
23 presentations.

24 CHRIS BUSHELL: Thank you, Chairman. Chris



1 Busshell, your Chief RPM Officer. The project  
2 continues on budget and tight to schedule.

3 If we go to the next slide, please. And  
4 the next side.

5 A lot of work. We -- in particular on the  
6 Red Purple Bypass, this is the piece of the work in  
7 the area of the Belmont station. We continue to  
8 build and finish the bridge. So many of the  
9 systems, including track, you'll see some  
10 photographs of that in a few minutes, are being  
11 installed on that bypass or that bridge as we  
12 speak.

13 In particular, as well as the track and  
14 other systems -- traction, power, signal -- we  
15 continue working on the tie ends at both the north  
16 and the south ends of the bridge. So it is a  
17 challenge to build a bridge in the dense urban  
18 context, but the biggest challenges really ahead of  
19 us in terms of actually connecting to the system  
20 during various types of, you know, track access  
21 occurrences and impacts to service so we can  
22 install those tracks and systems in those two  
23 areas.

24 And then Lawrence to Bryn Mawr



1 Modernization. It's a big project. I've explained  
2 a little bit about how some of these impacts  
3 relative to demolition of the viaducts relative to  
4 demolition of some of the track structures and the  
5 installation of the foundations, which are called  
6 caissons, how that would spread throughout this  
7 Lawrence to Bryn Mawr segment and we're seeing the  
8 impact of that work moving forward. So you'll see  
9 some photographs that show what we were talking  
10 about in some of our earlier explanations about how  
11 this work would be a necessary precursor to  
12 actually assembling the bridge in that area and  
13 then finally the stations -- the four stations. So  
14 if we can go to the photographs that would be  
15 great.

16           So, again, this is the bypass. This  
17 bridge is the most complete of the bridges on the  
18 project so far. You can see we're in the process  
19 of installing track. You don't see it quite as  
20 visibly, but we're installing traction power and  
21 beginning the process of installing a signal system  
22 for the bypass as well. Not quite as complex as  
23 some of the signal systems that we've installed on  
24 the two interlockings that were preparation for the



1 Lawrence to Bryn Mawr segment, but still something  
2 to give a lot of care and attention to as we go  
3 forward in the project. Next slide.

4 So some of the decorative items, important  
5 as well because they do have a function, which is  
6 to control noise. You can see the installation of  
7 the sound walls up here that continues. You can  
8 get a sense for the sweep and size of the bridge in  
9 this photograph.

10 Next. Demolition. So the demolition  
11 continues on existing viaducts. These are the two  
12 tracks obviously that are not in service on the  
13 east side of the viaduct in this area. So,  
14 generally speaking, where these viaducts go over  
15 main -- you know, larger streets, arterial streets,  
16 we are closing those streets down over the weekend  
17 to do the demolition. In various neighborhood  
18 streets, like Catalpa, that demolition occurs on  
19 weekdays and the street is closed for an extended  
20 period of time in coordination obviously with the  
21 neighborhood and the aldermen and local businesses.  
22 Next slide.

23 The installation of various anchors. So  
24 one of the things you've seen pictures of is the



1 installation of an earth retainage system  
2 between -- in the middle of those four tracks up  
3 there. That is basically a big piece of corrugated  
4 metal. That piling is vibrated into place and then  
5 we further strengthen that. It goes down anywhere  
6 from 15 to 25 feet. Pretty far into the ground as  
7 you can imagine. And then in various places, we  
8 also install tie-ins. These are structural cables  
9 that go down, are shot into the ground, drilled  
10 into the ground, and then placed and set against  
11 the opposing wall and add further strength to that  
12 earth retainage system. So that's what you see  
13 here, soil anchor installation. Next.

14 So the caisson or drilled shaft  
15 installations, the foundations if you will, are  
16 also underway up here. So these are drilled down  
17 60 to 80 feet into the ground. Generally in this  
18 project, we're drilling all the way to bedrock and  
19 then attaching those foundations. They're being  
20 rock socketed, which is a great word, into the  
21 bedrock and then we install rebar cage and then  
22 pour concrete. So that work is also underway up in  
23 this area. That is a necessary precursor to  
24 installing the columns above and then once the



1 columns are done, to install the (indiscernible)  
2 and then start the assembly of the bridge later  
3 this year in the Lawrence to Bryn Mawr segment.  
4 Next.

5           And outreach continues. Not only working  
6 very closely with Juan Pablo and his group on  
7 various outreach efforts as well as overall  
8 compliance, but also just getting out to the  
9 community and increasing the knowledge of the  
10 project within that community. That includes  
11 updates for the 44th ward -- actually, all the  
12 wards in the project.

13           Uptown United, we're getting ahead and  
14 talking about some of the station closures that  
15 have happened. And the Vautravers relocation, we  
16 had to have a community watch party that was pretty  
17 successful and generated some good will,  
18 particularly among the sort of four-to-ten-year-old  
19 level.

20           A -- we do various types of outreach at  
21 local -- local activities that are happening, local  
22 events that are happening in the footprint of the  
23 project. So North Halsted Market Days is an  
24 example of that. You see our Government and



1 Community Relations Director, Jeff Wilson, here in  
2 a photograph at the North Halsted Market Days.  
3 Again, various outreach efforts to the wards and  
4 then we have both real and virtual office hours  
5 where we endeavor to answer questions from the  
6 community about our project.

7 So with that, I'll turn it over to Juan  
8 Pablo.

9 J.P. PRIETO: Thanks, Chris. Good morning,  
10 Directors. Juan Pablo Prieto, Director of  
11 Diversity Programs.

12 Diversity continues to meet with the  
13 contractor monthly to discuss DBE and workforce  
14 outreach and compliance. We also continue to send  
15 out opportunities from the contractor to the DBE  
16 community so they are aware of the trade packages  
17 and how to submit their bids.

18 On August 19th, Diversity staff attended  
19 the St. Paul's community development ministry  
20 construction apprenticeship event to speak about  
21 the opportunities on RPM and other construction  
22 projects and how to start your careers in the  
23 trades. We discussed opportunity -- we discussed  
24 how to connect with our workforce partners and how



1 to connect with CTA to find out about future  
2 opportunities.

3 As I presented the last two months, we  
4 will begin transitioning our RPM Diversity  
5 presentations from outreach to compliance as  
6 walsh-Fluor completes their subcontracting awards.

7 As of August 31st, DBEs have been awarded  
8 over \$169.5 million between the design and  
9 construction packages. Additionally, those  
10 \$169.5 million have been awarded to 71 unique DBE  
11 firms. This is a result of the outreach that has  
12 been conducted by CTA and the prime contractor to  
13 ensure the entire DBE community is aware of the  
14 opportunities on the project.

15 One of the goals of RPM was to engage with  
16 DBE firms that had never participated on a CTA  
17 project. Some of these firms are well established  
18 and some are new to the industry. Of the 71 unique  
19 DBE firms on the project, 25 are new to CTA.

20 That concludes my portion of the report.  
21 We're happy to answer any questions.

22 SECRETARY LONGHINI: Thank you both.

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



1 CHAIRPERSON BARCLAY: I do not have any  
2 questions at this time.

3 SECRETARY LONGHINI: Okay. Director Alva  
4 Rosales?

5 DIRECTOR ALVA ROSALES: No. Good work. Juan  
6 Pablo, though, I do have a question. So the  
7 169.5 million, what percentage is that? Maybe I  
8 missed it.

9 J.P. PRIETO: That's -- it's roughly 13 and a  
10 half percent of the total contract value. So  
11 they're working their way to get to that 20 percent  
12 goal.

13 DIRECTOR ALVA ROSALES: Got it. Okay. Great.  
14 Thank you.

15 J.P. PRIETO: Thank you.

16 SECRETARY LONGHINI: Director Irvine, questions  
17 for this element?

18 DIRECTOR IRVINE: No questions. Just enjoying  
19 the update and seeing the progress.

20 SECRETARY LONGHINI: Thank you.

21 Director Jakes?

22 DIRECTOR JAKES: No questions.

23 SECRETARY LONGHINI: Okay. Director Miller?

24 DIRECTOR MILLER: No questions.



1 SECRETARY LONGHINI: Finally, Director Silva,  
2 do you have any questions for either Chris or Juan  
3 Pablo? Director Silva?

4 DIRECTOR SILVA: No questions.

5 SECRETARY LONGHINI: No questions. Thank you,  
6 sir.

7 Chairman Barclay, that concludes the  
8 questions on the various construction reports --  
9 presentations.

10 CHAIRPERSON BARCLAY: Thank you. Our next  
11 order of business is new business. Greg, is there  
12 any new business?

13 SECRETARY LONGHINI: No, sir, not that I'm  
14 aware of.

15 CHAIRPERSON BARCLAY: Since there's no further  
16 business to come before the Board, may I have a  
17 motion to adjourn the Chicago Transit Board meeting  
18 of September 15, 2021?

19 DIRECTOR JAKES: At 10:42 -- I don't know, I  
20 think I might want to stay until 11:00 o'clock,  
21 chairman.

22 SECRETARY LONGHINI: It's in your hands, sir.

23 DIRECTOR JAKES: But, you know, since everyone  
24 else looks like they're ready to leave, I'll just



1 say so moved. How about that?

2 CHAIRPERSON BARCLAY: Spoken like a preacher,  
3 right?

4 DIRECTOR JAKES: Right. That's right.

5 SECRETARY LONGHINI: So moved by Director  
6 Jakes.

7 DIRECTOR IRVINE: And I second.

8 SECRETARY LONGHINI: And seconded by Director  
9 Irvine. I'll take the vote. I think I know what  
10 it's going to be.

11 Director Miller.

12 DIRECTOR MILLER: Yes.

13 SECRETARY LONGHINI: Director Jakes.

14 DIRECTOR JAKES: Yes.

15 SECRETARY LONGHINI: Director Irvine.

16 DIRECTOR IRVINE: Um -- okay. Yes.

17 SECRETARY LONGHINI: That's a yes from Director  
18 Irvine. Director Silva.

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Alva Rosales.

21 DIRECTOR ALVA ROSALES: Before I say that, I  
22 just want to remind everybody that today begins  
23 Hispanic Heritage Month. So hopefully everybody  
24 celebrates with us. And that's a yes.



1 SECRETARY LONGHINI: Thank you.

2 And then finally, Chairman Barclay.

3 CHAIRPERSON BARCLAY: Yes.

4 SECRETARY LONGHINI: Six yes votes on the  
5 adjournment motion, so we are adjourned and see you  
6 all next month. Thank you.

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

10 (Meeting adjourned at  
11 10:43 a.m.)

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<b>\$</b>	<b>A</b>				
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