

1 CHICAGO TRANSIT BOARD

2
3 IN RE THE MATTER:)
4 REGULAR MEETING)
5 OF DECEMBER 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 December, 2021, at the hour of 10:02 a.m., via
12 videoconference.

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19 Reported by: Tabitha Watson, CSR, RPR
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1 BOARD MEMBERS PRESENT:

2 LESTER BARCLAY, Chairperson

3 BERNARD JAKES, Vice Chairperson

4 KEVIN IRVINE

5 JOHNNY MILLER

6
7
8
9 STAFF PRESENT:

10 DORVAL R. CARTER, JR., President

11 GREGORY LONGHINI, Secretary

12 KAREN SEIMETZ, General Counsel

13 CHRIS BUSHELL

14 BILL MOONEY

15 JUAN PABLO PRIETO



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

4 SECRETARY LONGHINI: Good morning again. This
5 is Greg Longhini of the CTA Board Office.

6 Chairman Barclay, we are ready to begin
7 the board meeting.

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

12 would the secretary call the roll?

13 SECRETARY LONGHINI: Director Miller.

14 DIRECTOR MILLER: Here.

15 SECRETARY LONGHINI: Director Jakes.

16 DIRECTOR JAKES: Here.

17 SECRETARY LONGHINI: Director Irvine.

18 DIRECTOR IRVINE: Here.

19 SECRETARY LONGHINI: Chairman Barclay.

20 CHAIRPERSON BARCLAY: Here.

21 SECRETARY LONGHINI: Oh, and let the record
22 note that Director Silva is absent today.

23 We have a quorum, sir.

24 CHAIRPERSON BARCLAY: Our first order of



1 business is public comment.

2 Greg, is there any public comment?

3 SECRETARY LONGHINI: No, sir, there is none
4 today.

5 CHAIRPERSON BARCLAY: Our next order of
6 business is the approval of the minutes. I'll
7 entertain a motion to approve the minutes of the
8 regular board meeting of November 17th, 2021.

9 DIRECTOR JAKES: So moved.

10 DIRECTOR MILLER: Second.

11 SECRETARY LONGHINI: Moved and seconded by
12 Director Jakes and Miller. I'll now 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: Chairman Barclay.

20 CHAIRPERSON BARCLAY: Yes.

21 SECRETARY LONGHINI: The minutes are approved,
22 sir.

23 CHAIRPERSON BARCLAY: Our next order of
24 business is Executive Session.



1 It is my understanding, Karen, there is no
2 Executive Session today?

3 COUNSEL SEIMETZ: That is correct, Chairman.
4 We do not have Executive Session today.

5 CHAIRPERSON BARCLAY: Our next order of
6 business is board matters. The board matter on the
7 agenda is an ordinance amending Ordinance Number
8 015-47 regarding compensation of the president of
9 the Chicago Transit Authority. Before I entertain
10 a motion on this item, I would like to say a few
11 words.

12 As you know, the past 21 months have been
13 unlike anything this agency has ever seen. The
14 CTA, like transit agencies across the country, had
15 to reexamine almost every facet of its business.
16 It had to keep providing as much service as
17 possible while providing the healthiest and most
18 comfortable environment possible for its customers
19 and employees.

20 Day in and day out the CTA had to address
21 unprecedented challenges. Running a transit agency
22 during normal times is a herculean task. Doing so
23 during a global pandemic was nothing short of
24 remarkable.



1 It is important to remember that CTA was
2 the only major U.S. transit agency to not cut
3 scheduled service, ensuring that the CTA continued
4 to provide transportation for essential workers
5 like healthcare providers and first responders and
6 riders traveling for essential purposes like
7 medical appointments, grocery shopping, and picking
8 up prescriptions.

9 Also, the CTA regained more than
10 50 percent of its pre-pandemic ridership, one of
11 the best recoveries among all large U.S. transit
12 agencies. That takes leadership. It takes strong,
13 effective leadership, the kind that puts customers
14 and employees first.

15 CTA is very lucky to have that leadership.
16 Since May 2015, Dorval Carter has led an
17 unprecedented investment in modernization and
18 improvement while maintaining an acute focus on
19 customer satisfaction. What he has done for this
20 agency over the past six years is without parallel.

21 Without Dorval, we wouldn't have had RPM.
22 Without Dorval Carter, we would not have had the
23 All Stations Accessibility Program. Without
24 Dorval, we wouldn't have made a commitment to



1 convert to an all-electric bus fleet. without
2 Dorval, we wouldn't have had an agency-wide focus
3 on equity, diversity, and inclusion. And without
4 Dorval, we would not have made nearly as much
5 progress on what will be the agency's most
6 transformative project in its history, the
7 extension of the Red Line to 130th Street.

8 It was not surprising that earlier this
9 year the American Public Transportation -- Transit
10 Association, which represents more than 1500
11 transit providers in North America, recognized the
12 CTA as the outstanding transit agency and they also
13 recognized President Carter as the outstanding
14 transportation manager. It was the first time in
15 APTA'S history that one agency received the two top
16 awards in the same year.

17 Now, President Carter will be the first to
18 note that awards are, first and foremost, the
19 recognition of the hard work and dedication of CTA
20 employees and that is certainly true, but there's
21 no question that his leadership and his vision has
22 played a huge part in CTA's success.

23 As a board, I believe we are all in
24 agreement of the importance of keeping President



1 Carter at CTA. We needed him before the pandemic,
2 we needed him during the pandemic, and now we need
3 him as we're emerging from the pandemic.

4 There is no more sought after or respected
5 transit agency executive in the country than
6 President Carter and there is no other national
7 transit leader better equipped to lead the CTA out
8 of the pandemic and head first into our region's
9 recovery. I can tell you that there are a number
10 of transit agencies who would do whatever they
11 could to have a leader of Dorval's caliber. In
12 order to retain top talent, you have to compensate
13 them appropriately.

14 For many, many years, the CTA's
15 president's -- the CTA's president's salary has
16 remained far below that of executives at other
17 large transit agencies. Even here in Chicago -- in
18 the Chicago area, the CTA's president's current
19 salary is the third largest among the four transit
20 agencies.

21 Adjusting the president's salary to be in
22 line with that of other U.S. transit agencies is a
23 prudent thing to do. This salary increase is not
24 solely a recognition of President Carter's



1 accomplishments to date, it reflects the enormity
2 of the challenges ahead of him. Not only will he
3 be charged with leading our agency out of the
4 effects of the pandemic, but he'll also lead the
5 massive and complex level of investment that will
6 take place in the coming years thanks to the new
7 Federal infrastructure funding bill.

8 I would like to thank President Carter for
9 his continuing commitment to the CTA and the city
10 of Chicago and I look forward to tackling the many
11 challenges this agency faces.

12 Thank you. Now I will open the floor for
13 any comments from any board members.

14 DIRECTOR MILLER: Director Miller here. Thank
15 you, Mr. Chairman. I just coincide with you in
16 saying congratulations and thanks to President
17 Carter and I have to say, long overdue, well
18 deserved. God bless you. We thank you for the
19 leadership and we are happy, happy that this is
20 coming into fruition as it has. Bless you.

21 DIRECTOR IRVINE: This is Director Irvine and I
22 just want to say, President Carter, it has been
23 such a pleasure to work with you on this go-around
24 at CTA. When I first heard that Mayor Emanuel had



1 convinced you to return to Chicago from your
2 fantastic post with the Department of
3 Transportation, I was shocked and stunned and
4 excited. It has paid tremendous dividends to
5 everybody that counts on transit in the Chicago
6 region, including many of us who have disabilities,
7 and we are ever thankful for your vision, your
8 leadership, and the steady hand you're showing and
9 everything that you've done during the pandemic has
10 reinforced the value you bring to the CTA and to
11 the city, the region, and really everyone in
12 Illinois and anyone that may travel through the
13 Chicago area. So thank you and I'm excited to see
14 what you do in the future.

15 DIRECTOR JAKES: President Carter, you're a
16 rock star. That's all. That's all I got. You're
17 a rock star.

18 CHAIRPERSON BARCLAY: I will now -- any further
19 comment?

20 PRESIDENT CARTER: Chairman, can I just say
21 something real quick before you take the vote?

22 You were right to point out and I agree
23 that, you know, my accomplishments are really the
24 result of a team effort for my staff and all the



1 employees here at CTA. In many ways, my job is
2 made a lot easier by the work they do every day,
3 moving people and keeping this economy going.

4 But I also want to thank the Board.

5 There's no question that I would not have been able
6 to do the things I've done without the full support
7 of the Board, including those members who aren't
8 able to be here today and I am extremely
9 appreciative and grateful for your support and your
10 work and I look forward to continuing to work with
11 all of you as we continue to move this agency
12 forward.

13 Thank you.

14 CHAIRPERSON BARCLAY: Thank you.

15 I will now entertain a motion to approve
16 the ordinance amending Ordinance Number 015-47
17 regarding compensation of the President of the
18 Chicago Transit Authority.

19 DIRECTOR JAKES: So moved.

20 DIRECTOR MILLER: Second.

21 CHAIRPERSON BARCLAY: Greg, do you want to take
22 the rollcall?

23 SECRETARY LONGHINI: Okay. I'm sorry about
24 that. Technology.



1 The motion has been moved and seconded by
2 Jakes and Miller. Now the vote.

3 Director Miller.

4 DIRECTOR MILLER: Yes.

5 SECRETARY LONGHINI: Director Jakes.

6 DIRECTOR JAKES: Yes.

7 SECRETARY LONGHINI: Director Irvine.

8 DIRECTOR IRVINE: Yes.

9 SECRETARY LONGHINI: Chairman Barclay.

10 CHAIRPERSON BARCLAY: Yes.

11 SECRETARY LONGHINI: well, with no surprise,
12 that vote passes four-nothing.

13 CHAIRPERSON BARCLAY: Our next order of
14 business is a report from the Committee of Finance,
15 Audit and Budget.

16 Director Irvine.

17 DIRECTOR IRVINE: Thank you.

18 The Committee on Finance, Audit and Budget
19 met earlier this morning via Zoom
20 video-teleconference.

21 The Committee approved the November 17th,
22 2021 committee minutes. The Committee reviewed the
23 finance report. The Committee also reviewed 11
24 contracts. The Committee approved all 11 contracts



1 and placed them on the omnibus and recommended
2 board approval of the omnibus.

3 That concludes my report, Chairman
4 Barclay.

5 CHAIRPERSON BARCLAY: Thank you, Director
6 Irvine.

7 May I now have a motion to approve the
8 omnibus as stated by Director Irvine?

9 DIRECTOR JAKES: So moved.

10 DIRECTOR MILLER: Second.

11 SECRETARY LONGHINI: Moved and seconded by
12 Directors Jakes and Miller. 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: Chairman Barclay.

20 CHAIRPERSON BARCLAY: Yes.

21 SECRETARY LONGHINI: Vote on the omnibus passes
22 with four yes votes, sir.

23 CHAIRPERSON BARCLAY: Our next order of
24 business is the construction report.



1 Bill Mooney.

2 BILL MOONEY: Good morning, Directors. Bill
3 Mooney, your Chief Infrastructure Officer with your
4 monthly construction report. You can move to the
5 first project, Herb.

6 So our first project is our Jefferson Park
7 to O'Hare signals upgrade. The project remains
8 tight to schedule and on budget. Since we last
9 met, we've completed the cutover at Cumberland
10 interlocking and the relay house there and we've
11 begun the cutover at River Road and we are marching
12 very fast towards O'Hare terminal's cutover, which
13 is one of the bigger portions of this drive; we'll
14 be leaving kind of the minor diamonds on the
15 right-of-way going into the main terminal and we
16 will begin that work in the new year. Let's move
17 to the pictures.

18 So as I mentioned earlier, we'll be
19 preparing the cutover at O'Hare terminal. As part
20 of that, what we'll be -- what we're doing is we're
21 installing a temporary signal system that will
22 operate under a cutover period that allows us to
23 rebuild all the permanent infrastructure. So what
24 you're seeing here is the equipment for that



1 temporary signal system has been installed in the
2 adjacent room, the relay room, and has been tracked
3 down to all the equipment at track level, which
4 will allow us to build out the relay room in place,
5 the physical room (indiscernible) houses I've shown
6 you is actually in the subway there. It's kind of
7 a vital piece of that project that will allow us to
8 continue to operate fully out of the airport during
9 this cutover phase with minimum interruptions to
10 our customers while progressing the work in an
11 expedited manner. Next slide.

12 So then shortly after O'Hare comes
13 Rosemont, which is the last kind of major portion
14 of this project. So here's some photos of
15 installing conduit for the runs that go back to the
16 major tower at the terminal there at Rosemont and
17 ultimately all the wayside equipment around the
18 yard and other stuff. Next slide.

19 This last photo is part of the cutover at
20 River Road. So part of work we do on each one of
21 these interlockings is we actually replace the
22 switch machines, which is what you see them
23 cleaning out here and the ties underneath the
24 switch machines. So those switch machines get



1 bolted down into railroad ties longer than what
2 holds the standard tracks and actually probably the
3 most vital ties we have in those interlockings
4 because they do -- they hold the machine as well as
5 the track and the interface between those things
6 and they get beat up a lot for that. So we replace
7 the ties (indiscernible) life cycle and that's what
8 you're seeing here. Next slide, please.

9 Our next project is our refreshed and
10 renewed program. I'm really excited to say that at
11 this point in the program, we have all 35 stations
12 either completed or in progress with the schedule
13 to be completed by end of year as was committed.
14 We also have been advancing the SBE painting
15 program and the 92 stations committed to that were
16 actually actively out to bid for the other two
17 contracts for that painting program.

18 As reflected here, we have 28 of the 29
19 directional line diagram signs with the last one
20 scheduled to be completed by the end of the month.
21 So as of next month we'll be wrapping up sort of
22 the major portions of this program. You know, this
23 was mostly done with inhouse work in support of SBE
24 painting contract. I'm exceptionally proud of the



1 work that the crews have rallied behind. This was
2 double the work we typically go after in a year. I
3 think it sets the tone for our customers as they
4 start to come back to the system about the welcome
5 mat and I think the work has been outstanding. I'm
6 really, really proud of (indiscernible) the effort
7 as well as all the trades that put in time and
8 energy working on it. So if we move to photos.

9 So this is LaSalle-Van Buren in the
10 Loop -- on the south way of the Loop. Anyone that
11 has ever been to this station can appreciate how
12 incredibly hard it is to make a station that's over
13 a hundred years old without any significant
14 upgrades in that time period look good again. I
15 think they really did an outstanding job here
16 (indiscernible) before kind of condition for
17 painting. The right, the after with the upgraded
18 lighting and painting. This is underneath the two
19 station mezzanines and the tracks where you can
20 transfer over to two sides of the railroad. Next
21 slide.

22 Here's kind of the typical upgrade of the
23 stairs. So these are wood stairs. They replaced
24 damaged treads and risers and upgraded the signage



1 as well as the clean coat of paint and the upgraded
2 lighting. Next slide.

3 So this is up in the head house at the top
4 of the stairs and to me, this is about one of the
5 biggest wow picture we've got -- we could have up
6 there. I mean, this -- as you kind of see on the
7 left, the before and on the right, the after. The
8 upgraded lighting, the clean scraped walls, the
9 clean stairwells down and to me, that says if
10 you're entering or exiting that station for the
11 first time after a year, I mean, that really says a
12 lot. Next slide.

13 Here is Ashland on the Orange Line. So as
14 we talked previously on a couple of these, we've
15 taken refreshed and renewed outside the rail
16 stations proper. We're on the bus terminal right
17 outside. You can kind of see the impact of the
18 before and after of the painting, the lighting
19 upgrade as well as concrete repair in that bus
20 turnaround. Big impact for that transfer point.
21 Next slide.

22 So this is what we typically call the
23 furniture; the recycling bins, the garbage cans,
24 the benches in the station proper. These are



1 high-touch surfaces, see a lot of beating and kind
2 of that refreshed impact. Next slide.

3 Then here is kind of our directional
4 signage upgrades. So, again, the importance of
5 making sure all our signage is reflective of the
6 access we have on our system. As we move forward
7 to be fully accessible and -- it becomes less of a
8 relevant concern, but, you know, we still have some
9 restrictive points and it's important people can
10 make decisions on the path. So next slide.

11 Then here's some of the SBE painting work.
12 It's -- again, you know, we've been really proud of
13 the work. The firms have been really quality work.
14 It's progressing really well. So here is 43rd at
15 the Green Line. Next slide.

16 This is Indiana. Again, you can kind of
17 see the color change. We tend to go with a darker
18 tone on these touch surfaces, which help hide
19 cleanliness issues and the beat up a little more.
20 Next slide.

21 So this is a high-visibility site by staff
22 just outside the station that -- that's kind of
23 along the lines of what we've done in the pilots
24 with contrasting stair treads to make that obvious



1 for people if there's a difference in height as you
2 exit or enter that station. Next slide.

3 My next projects are Jackson Park track
4 and structure upgrade project. The project
5 continues on budget and on schedule. The work is
6 (indiscernible) northbound-southbound tracks, north
7 at 61st and we're now working between 61st and
8 62nd. We've completed work on the southbound track
9 and have moved over to the northbound track. Next
10 slide.

11 So here they are doing tie replacement at
12 the interlocking at 61st Street. We're directly
13 adjacent to the yard, so we are able to work kind
14 of out of the yard off the edge of the mainline to
15 help facilitate the work for some of the heavy
16 equipment -- rail-born heavy equipment we use to do
17 some of our work. Next slide.

18 Here is some of that renewal on the
19 southbound track. Fresh ties. Next slide.

20 Here is that ongoing structural work in
21 the area. So we've actually started a series of
22 line cuts to support the large cross girders that
23 go across 63rd Street and actually rebuilding the
24 flange structures and those cross girders as part



1 of it. Pretty daunting effort and we have a series
2 of line cuts over the upcoming months to kind of
3 facilitate that work in advance of the tie work.
4 Next slide.

5 Our south shops waste materials and
6 storage project is moving to completion on schedule
7 and on budget. Nice little project,
8 state-of-good-repair work out of south shops. Next
9 slide.

10 All the work has been focused on the waste
11 storage -- materials storage building, which is
12 coming quickly to completion and will be completed
13 next month when we talk. So here they are --
14 they're doing all the foundational -- actually kind
15 of walls and substructure and now that you've got
16 the (... indiscernible). Next slide.

17 Then we started adding the roof. So here
18 you see kind of that floor in place and then they
19 started adding the structural steel and the tin for
20 the roof for the house. It ultimately gets a cage
21 built around it. It's an access gate, but it's an
22 open-air facility. Next slide.

23 So Dan Ryan inverters is another project
24 that is coming quickly to a close. We have, at



1 this point, completed all the installations and we
2 are moving into the commission phase, so over the
3 next month or so we'll be commissioning all these
4 inverters and putting them online.

5 So since we last met, here's the last
6 pieces of work that have been completed. So it's
7 showing you a couple months we're flying in these
8 independent forms of equipment that then get
9 installed and wired up. Next slide. Here they are
10 wiring up (..indiscernible..) you just saw and
11 connecting it to the relay house proper. Next
12 slide.

13 It's our northbound State and Dearborn.
14 So this will be the last time I report on this
15 project as we are a hundred percent complete at
16 this point. Again, a very significant good
17 investment in our track infrastructure. Our
18 subways sees a lot of use and abuse kind of with
19 the weather (indiscernible). Next slide.

20 So here is the last weekend on the
21 Dearborn where we installed more new rail being set
22 in place. That rail gets a lot of deterioration
23 from water exposure, both from the trains dragging
24 it in as well as the subway tunnel itself. Next



1 slide.

2 So here they are bolting down the plates
3 that hold that rail in place on the concrete ties.
4 Next slide.

5 Here they are removing some of the rail
6 that has been replaced. So we had to -- we dragged
7 it out of the subway and had to fly it out with
8 cranes to the parking lot adjacent to the subway
9 there. Next project, please.

10 This is our Irving Park escalator and
11 canopy replacement project. So we are in the
12 painting phase of the canopy. They removed all the
13 (indiscernible) of the old canopy. They've been
14 able to remove it (..indiscernible..) and now
15 they're painting that and prepping that for the
16 installation of the new canopy in the upcoming
17 months as well as in the upcoming months we'll be
18 closing Irving Park entrance of that station to
19 facilitate the new escalator there. So you can
20 move on to the photos.

21 Here they are doing the painting -- the
22 priming, the prep work for that steel. I've shown
23 you kind of the scraping and they have to do a
24 primer coat and a finish coat on the upper portion



1 of that for the canopy installation. Next slide.

2 Here is kind of an above -- I've shown you
3 lots of pictures taking down the bubbles, but
4 here's what it kind of looks like upstairs as they
5 remove the tracks and kind of the Flexon (phonetic)
6 that goes with it. Next slide.

7 So this is a new project this month we're
8 talking about. This is one I'm really excited
9 about. This has been on the books for a better
10 part of the last 12 years. So this is for a new
11 non-revenue rail vehicle facility. It's being
12 constructed as a design-build project by Clark
13 Construction, an overall project value of about
14 \$70 million. Our CM is DSW (phonetic) on this.

15 So we are building a new shop that
16 fills -- that maintains the equipment that
17 maintains the rest of the world for us. So this is
18 all the equipment that I use as part of my business
19 to maintain the tracks, the (indiscernible) and
20 other things. A lot of this work is railborne.
21 This is also the crews that maintain the big diesel
22 snow fighters we use to remove snow in the winter
23 months. So we used to maintain this facility out
24 of 61st Street. That facility had to be



1 decommissioned in the 2009 timeframe and that work
2 had to be reprogrammed kind of system-wide to be
3 accommodated. It has never really found a good
4 home and has really been struggled because it's a
5 really complicated set of equipment that requires
6 different things than our standard railcars.

7 So we've been (..indiscernible..) to
8 create a facility for them to house that and make
9 it efficient and meaningful. We're building this
10 at 63rd and Calumet, which is a rail storage yard
11 for materials and a rail housing yard and directly
12 kind of south of where the predecessor facility was
13 and it's a pretty significant project.

14 Had a lot of community involvement. It's
15 one of the first projects we've ever done that
16 actually required a planned development through the
17 City because of the size of the project itself.

18 So in the upcoming months, you'll start to
19 see some work as we're moving through the design
20 phase pretty quickly here and we'll start digging
21 holes and building foundations for that and we'll
22 start seeing buildings go up. If we can move to
23 some photos -- renderings please.

24 I talked a little bit about this at the



1 beginning of the year. So these are kind of the
2 final renderings towards the design. It's a
3 really, really attractive building compared to the
4 kind of footprint that was there. It also helps
5 shelter the neighborhood from the adjacent freight
6 railroad yard directly there. Norfolk Southern runs
7 (indiscernible), so it's actually kind of the
8 (indiscernible) yard itself is a little bit
9 noxious, so this building helps create some
10 protection from the adjacent school as well as some
11 housing that's directly around there.

12 So it gets landscaping on both the Calumet
13 side and the 63rd side. It remains the existing
14 entrance for the warehouse and the warehouse
15 operations remain on-site and have been relocated
16 to kind of the back corner of that yard as well
17 away from the frontage and, you know, it's a pretty
18 large-scale facility, to maintain it -- it's pretty
19 large.

20 It will be a brick-facade building. It
21 meets sustainability standards by design that the
22 City requires for all these properties and I think
23 it's going to be a really great facility for us.
24 Next slide.



1 So here it gives you kind of a sense of
2 the footprint of the yard we're in. So we're going
3 to be on what would be to kind of the right side of
4 the slide that you're looking at. Right on the
5 frontage. That facility takes about half of that
6 yard space. The building in the back is the
7 warehouse there as well as all the yard around it
8 to give a sense of kind of the footprint out there
9 to begin with. Next slide.

10 Here is a couple photos of the site of the
11 preexisting conditions. This is as we start
12 relocating material from the frontage. Next slide.

13 Here is a slightly older photo of that
14 same footprint which shows you kind of what the
15 footprint looks like today, material -- this is
16 mostly heavy equipment material. So it's railroad
17 ties, rail, third rail, stuff like that we've been
18 able to kind of relocate and consolidate the site a
19 little bit to make sure (indiscernible). Next
20 slide, please.

21 With that I'll turn it over to Chris
22 unless you have any questions for me -- Juan Pablo,
23 did you want to talk about northbound --

24 SECRETARY LONGHINI: Hold on. One second,



1 Bill. We're going to take questions on your stuff
2 first and then move on to them. Is that all right?

3 BILL MOONEY: I don't know if Juan Pablo wanted
4 to provide a DBE update on --

5 SECRETARY LONGHINI: Oh, I'm sorry. So that's
6 part of your construction report.

7 BILL MOONEY: Yes.

8 J.P. PRIETO: Thank you, Bill.

9 For the mid-con (phonetic) work order for
10 northbound State, we assessed a 30 percent DBE
11 goal. The contractor committed to 30 percent and
12 is attaining over 30 percent. So we're confident
13 that with final payment they will meet the goal.

14 Thank you, Bill.

15 BILL MOONEY: Greg, if we want to take some
16 questions now.

17 SECRETARY LONGHINI: Okay. Sorry. I got
18 confused once you called on Juan Pablo. Yes.

19 Chairman Barclay, any questions for either
20 Bill Mooney or Juan Pablo Prieto?

21 CHAIRPERSON BARCLAY: Just a comment with
22 respect to Bill Mooney. The refresh program has
23 gone over so well. I have gotten a number of
24 comments and compliments. It just looks good. And



1 you might be stuck with that for a while. I know
2 it's seasonal, but, you know, it has gone over
3 very, very well for the CTA. So thank you very
4 much.

5 BILL MOONEY: I am so -- I'm so happy, ecstatic
6 to hear that, Chairman Barclay. The crews are
7 exceptionally proud of it and I would just
8 highlight that it's really not seasonal. You know,
9 we do it on the rail stations in kind of the
10 good-weather months because we're mostly outdoors,
11 but we actually go indoors and do a similar version
12 of the program for our internal customers. So we
13 are actually moving into the shops and garages over
14 the next couple of months and we do kind of the
15 same type of effort in those (indiscernible). So
16 keeping busy year round. And I have no intention
17 of walking away from it. I don't know if we'll get
18 35 stations again next year, but we're going to be
19 aggressive again. I like the momentum we got.
20 So ...

21 CHAIRPERSON BARCLAY: Thank you.

22 SECRETARY LONGHINI: Thank you.

23 Director Miller, any questions?

24 DIRECTOR MILLER: No, just a comment. Want to



1 thank Bill Mooney. This 12-year movement finally
2 gets this beautiful building and all the work
3 that's coming in on time and on schedule and
4 meeting the budget.

5 Thanks for all that work and with the
6 DBEs, good that the numbers are up. Have some
7 concern that as they're up on the breakdown and we
8 want to talk about that, how do we continue to get
9 to make sure that the number goes up when it comes
10 to the DBEs with the black contractors and black
11 participants.

12 SECRETARY LONGHINI: Thank you, sir.

13 Director Jakes.

14 DIRECTOR JAKES: No questions. Thank you.

15 SECRETARY LONGHINI: Director Irvine.

16 DIRECTOR IRVINE: No questions. Just kudos,
17 Bill, Juan Pablo, to you and your teams. Keep up
18 the great work. Thank you.

19 SECRETARY LONGHINI: Chairman Barclay, that's
20 all the questions for Bill.

21 CHAIRPERSON BARCLAY: No questions.

22 SECRETARY LONGHINI: Then we can move on, sir.

23 CHAIRPERSON BARCLAY: Yes. We'll now call on
24 Chris Bushell and Juan Pablo Prieto to make their



1 RPM and diversity presentation.

2 CHRIS BUSHELL: Thank you, Chairman.

3 So RPM continues tight to schedule and on
4 budget. If you go to the next slide and the next
5 slide.

6 So a lot of work going on. Chairman, as
7 you know, we opened the bypass. Thank you very
8 much for being part of that event. It was -- it
9 was a good ride. Very happy about having reached
10 that milestone. And now on the bypass, we continue
11 to do miscellaneous pieces of work. Now that we
12 completed the bridge over or the bypass, we're
13 starting to work on the bridge that's under the
14 four track bridge that's under there in the area of
15 Belmont and what we're doing at the moment is
16 really setting up various pieces of track work for
17 the larger renovation of the two -- two western
18 most tracks in that area, tracks three and four.

19 So we have done a series of cut and throws
20 in recent weekends. We continue with that work
21 leading up to a more holistic renovation of those
22 two western tracks in the late spring -- late
23 winter, early spring.

24 In the Lawrence to Bryn Mawr



1 modernization, you'll see some photographs of this.
2 we're working on the bridge on top. The bridge
3 involving our gantry, which has been fully
4 assembled. we've put together the first span of
5 the segmented box girder and then we continue to do
6 various pieces of work supporting the continuation
7 of that bridge going forward.

8 That bridge on the other side, the first
9 one up in the Lawrence to Bryn Mawr segment, that's
10 actually on the -- the first bridge will be on the
11 east side of the four-track corridor in that area.
12 If we can go to the next slide.

13 So here we see a nice picture of the
14 bypass. I can't confirm that this was the train
15 that the chairman was on. I think it was still a
16 little darker, Chairman, than when we were out
17 there than that picture, but still a good one.

18 We have had a lot of very positive
19 feedback from our customers in regard to the ride
20 quality and not having to wait coming out of
21 Belmont to be able to continue on their ride. So
22 that has been a positive effort. Next.

23 In the Lawrence to Bryn Mawr segment, this
24 is the construction of one of the columns.



1 Obviously the bridge will continue -- will span
2 between these columns. Uniquely and one of the
3 defining things is that our columns are typically
4 about 50 feet apart, but with this new bridge, we
5 can cut the number of columns actually by
6 three-quarters because we need fewer columns in
7 between in an individual slice of the bridge and we
8 can put those columns further apart. That's one of
9 the reasons why we have gone with this type of
10 bridge in this area. Next slide.

11 And you get kind of a full picture here of
12 how the gantry works. It's an intricate structure
13 used for building these longer span bridges. Those
14 of you who haven't seen it up there, I would
15 recommend taking a trip. It's very interesting.
16 Huge machine about the length of a football field.
17 Next.

18 And here you get kind of a picture of what
19 that first segment looks like. You know,
20 subsequent to this photograph, we finished that
21 first segment, but here you kind of see the closing
22 days of it and how these various pieces of
23 concrete -- these pre-cast pieces of concrete are
24 assembled. Next.



1 And, of course, we continued with our --
2 with our outreach on the project. You know, first
3 and foremost, we have regular updates for the
4 various ward offices. We meet regularly with the
5 local business community, in particular in the
6 Lawrence to Bryn Mawr segments where there's a lot
7 of retail business, many of which have been
8 significantly impacted, first and foremost, by the
9 pandemic, but anything we can do to ease that as
10 well as inform people of the various elements of
11 construction or promote our Open For Business
12 campaigns, we are doing that.

13 We have launched a new edition of an RPM
14 newsletter we are sending out for various updates,
15 the RPM Scoop. It just gives people a little bit
16 of advanced notice either on human interest stories
17 or work that's coming up.

18 We have continued to send out cans or
19 community notices relative to various pieces of
20 work that we're doing. We have virtual office
21 hours and we've had -- we had some good press
22 around -- around the bypass opening.

23 And with that, I'll turn it over to Juan
24 Pablo Prieto in regard to workforce, SBE, and DBE.



1 J.P. PRIETO: Thanks, Chris. Good morning,
2 Directors. Juan Pablo Prieto, Director of
3 Diversity Programs.

4 Diversity continues to meet with the
5 contractor monthly to discuss DBE and workforce
6 outreach compliance. Both the prime contractor and
7 CTA diversity programs send out trade packages to
8 the DBE community to make sure they're aware of the
9 opportunities and how to submit their bids.

10 We also continue to meet regularly with
11 both our workforce partners, the Chicago Cook
12 Workforce Partnership and HIRE360, to discuss
13 upcoming opportunities on the project and how to
14 prepare individuals interested in a career in
15 construction to be competitive for them.

16 As we get to the annual lull of the
17 construction season, we're focused on coordinating
18 with a prime and their subs about opportunities for
19 the spring when construction will pick back up and
20 then relay that information to the partners so that
21 they're ready to send candidates to meet those
22 needs.

23 As of November 30th, over \$180.2 million
24 have been awarded between the design and



1 construction packages to 71 unique DBE firms.

2 The contractor has made an effort to
3 provide additional opportunities for firms that are
4 currently working on RPM to win more and larger
5 scopes as well as engaging with firms that are not
6 currently on the project to discuss opportunities
7 for them to submit bids. Of the 71 unique DBE
8 firms on the project, 25 are new to CTA.

9 On the workforce side, as of
10 November 30th, RPM has produced over 590,000 labor
11 hours and contractor and subcontractor employees
12 have earned over \$33.5 million in wages.

13 To date, the design-build contractor has
14 created over 1300 construction trade jobs. These
15 figures represent family-sustaining middle-class
16 jobs, which is why we continue to outreach to the
17 community, to ensure that residents of economically
18 disadvantaged areas have resources (indiscernible).

19 That concludes my portion of the report.
20 I'm happy to answer any questions.

21 SECRETARY LONGHINI: Chairman Barclay.

22 CHAIRPERSON BARCLAY: No questions at this
23 time.

24 SECRETARY LONGHINI: Director Miller.



1 DIRECTOR MILLER: No questions. We talked
2 about yesterday, working with Juan Pablo, that we
3 can work together to bring those numbers up. But
4 no other questions. Thanks.

5 SECRETARY LONGHINI: Director Jakes.

6 DIRECTOR JAKES: No questions.

7 SECRETARY LONGHINI: Director Irvine.

8 DIRECTOR IRVINE: No questions. Just wanted,
9 you know, to say I have enjoyed riding on the
10 bypass, especially in the light. I just wish we
11 could have a bus bypass just to get around all
12 those single-occupancy vehicles out there, but
13 that's another matter anyway. But thank you.

14 SECRETARY LONGHINI: Thanks, Kevin.

15 Director Barclay -- Chairman Barclay,
16 there are no further questions for either Chris or
17 Juan Pablo.

18 CHAIRPERSON BARCLAY: I do want to go back and
19 just thank Chris for his team and everybody on the
20 team, Mooney, and everyone for allowing me to take
21 that maiden voyage. I had a great opportunity. I
22 had to get up at 4:00 o'clock. Director Irvine, I
23 thought you were going to be there with me, but we
24 took the first train and --



1 DIRECTOR IRVINE: Couldn't do it.

2 CHAIRPERSON BARCLAY: -- enjoyed that and on
3 behalf of the Board, we express our gratitude to
4 staff and contractors for the hard work that they
5 did there and we really appreciate that. That
6 is -- it may not be one of the seven wonders of the
7 world, but, you know, it falls somewhere in
8 Chicago's history there. So we appreciate what you
9 guys have done there and thank you very much.

10 PRESIDENT CARTER: Mr. Chairman, I also wanted
11 to thank you for taking a ride on our holiday train
12 last week. I know -- I know that you enjoyed it
13 because you and I talked about it, but I also know
14 how much -- and I know Mr. Bonds feel the same way,
15 how much the employees appreciate seeing you out
16 there and supporting the work that our employees do
17 and making the holiday train happen every year.

18 I also wanted to just make sure and extend
19 an invite to the rest of the board members, if any
20 of you want to get a ride on the train, just let us
21 know and we can coordinate, you know, your schedule
22 with the train schedule to make sure you get a
23 chance to experience it. I can tell you, it's
24 quite a treat to be on that train and just see the



1 work that our employees have put into it.

2 CHAIRPERSON BARCLAY: Thank you and I wanted to
3 highlight that as well. Don Bonds was kind enough
4 to meet and greet me there and allowing his team to
5 extend warm hospitality. It was a great
6 experience. I'm taking advantage of everything CTA
7 has to offer and I'm enjoying the ride.

8 So I invite you fellow directors, if there
9 is something that's going on that might be of
10 interest, get on board. You know, because I think
11 that this is what it's about, supporting our staff
12 and letting the public know that, you know, this is
13 a great agency and we've got a lot to offer here.
14 Thank you very much.

15 Our next order of business --

16 DIRECTOR IRVINE: I just got to say, I want to
17 jump in on the holiday train since we're talking
18 about it. I second that. I'm going to hope
19 everyone takes advantage of the chance to ride the
20 holiday train. It's a lot of fun. I was at Rush
21 with my daughter yesterday and we were checking the
22 schedule hoping we could use it to get back home.
23 It didn't work out, but we've ridden it a bunch of
24 times in the past. Definitely I make sure to watch



1 it when it comes through my neighborhood on the
2 Brown Line. So get out there and get on the
3 holiday train and the holiday bus too. Lot of fun.
4 Thank you.

5 CHAIRPERSON BARCLAY: Thank you.

6 Our next order of business is new
7 business. Greg, is there any new business?

8 SECRETARY LONGHINI: No, sir. There is not.

9 CHAIRPERSON BARCLAY: Since there is no further
10 business to come before the Board, may I have a
11 motion to adjourn the Chicago Transit Board meeting
12 of December 15, 2021?

13 DIRECTOR JAKES: With a hearty happy holidays
14 everybody, I say so moved.

15 DIRECTOR MILLER: Second. Thank you.

16 SECRETARY LONGHINI: That motion was moved by
17 Director Jakes, seconded by Director Miller. I'll
18 take the rollcall vote.

19 Director Miller.

20 DIRECTOR MILLER: Yes.

21 SECRETARY LONGHINI: Director Jakes.

22 DIRECTOR JAKES: Yes.

23 SECRETARY LONGHINI: Director Irvine.

24 DIRECTOR IRVINE: Yes.



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SECRETARY LONGHINI: Chairman Barclay.

CHAIRPERSON BARCLAY: Yes. And happy holidays
to everyone.

SECRETARY LONGHINI: Thank you. The motion is
approved to adjourn. Thank you everybody.

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

(Meeting adjourned at
10:44 a.m.)



1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

5 Tabitha Watson, being first duly sworn, on
6 oath says that she is a court reporter doing
7 business in the state of Illinois and that she
8 reported in shorthand the proceedings of said
9 meeting and that the foregoing is a true and
10 correct transcript of her shorthand notes so taken
11 as aforesaid and contains the proceedings given at
12 said meeting on said date.

13 Tabitha Watson
14

15 Certified Shorthand Reporter
16
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