

1 CHICAGO TRANSIT BOARD

2
3 IN RE THE MATTER:)
4 REGULAR MEETING OF)
5 JULY 14TH, 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 14th day of
11 July, 2021, at the hour of 10:39 a.m., via
12 videoconference.

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19 Reported by: Tabitha Watson, CSR, RPR
20 License No.: 084-004824
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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 KAREN SEIMETZ, 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 again. This
5 is a Greg Longhini, the Board Secretary of the
6 Chicago Transit Board. We are about to begin the
7 regularly scheduled meeting of July 14th, 2021.

8 Chairman Barclay, you may begin the
9 meeting.

10 CHAIRPERSON BARCLAY: Good morning.

11 SECRETARY LONGHINI: Good morning.

12 CHAIRPERSON BARCLAY: I would like to call to
13 order the regularly scheduled meeting of the
14 Chicago Transit Board for July 14th, 2021.

15 would the secretary please call the roll.

16 SECRETARY LONGHINI: Yes.

17 Director Jakes?

18 DIRECTOR JAKES: Present.

19 SECRETARY LONGHINI: Director Irvine?

20 DIRECTOR IRVINE: Here.

21 SECRETARY LONGHINI: Director Miller?

22 DIRECTOR MILLER: Here.

23 SECRETARY LONGHINI: Director Alva Rosales?

24 DIRECTOR ALVA ROSALES: Here.



1 SECRETARY LONGHINI: Director Silva? Director
2 Silva, are you here?

3 DIRECTOR SILVA: Here.

4 SECRETARY LONGHINI: Thank you, Director.
5 Chairman Barclay?

6 CHAIRPERSON BARCLAY: Here.

7 SECRETARY LONGHINI: We have a quorum with all
8 six members of the Transit Board here.

9 CHAIRPERSON BARCLAY: Our first order of
10 business is public comment. We're going to defer
11 that item to later on in the meeting.

12 Our next order of business is the approval
13 of the minutes. I will now entertain a motion to
14 approve the minutes of the regular board meeting of
15 June 16th, 2021.

16 DIRECTOR MILLER: So moved.

17 DIRECTOR IRVINE: Second.

18 SECRETARY LONGHINI: Moved by Director Miller,
19 seconded by Director Irvine. I'll take a rollcall
20 vote on the minutes.

21 Director Jakes?

22 DIRECTOR JAKES: Yes.

23 SECRETARY LONGHINI: Director Irvine?

24 DIRECTOR IRVINE: Yes.



1 SECRETARY LONGHINI: Director Miller?

2 DIRECTOR MILLER: Yes.

3 SECRETARY LONGHINI: Director Silva?

4 DIRECTOR SILVA: Yes.

5 SECRETARY LONGHINI: Director Alva Rosales?

6 DIRECTOR ALVA ROSALES: Yes.

7 SECRETARY LONGHINI: Chairman Barclay?

8 CHAIRPERSON BARCLAY: Yes.

9 SECRETARY LONGHINI: The minutes are approved
10 with six yes votes, sir.

11 CHAIRPERSON BARCLAY: Our next order of
12 business is Executive Session. It's my
13 understanding, Karen, that there's an Executive
14 session today?

15 COUNSEL SEIMETZ: Yes, Chairman. We will have
16 Executive Session pursuant to Section 2, paragraph
17 C, subparagraph 6 of the Open Meetings Act.

18 CHAIRPERSON BARCLAY: I will now entertain a
19 motion to recess into Executive Session based upon
20 counsel's recommendation.

21 DIRECTOR MILLER: So moved.

22 DIRECTOR IRVINE: And I second.

23 SECRETARY LONGHINI: Moved by Director Miller,
24 seconded by Director Irvine and I'll take a



1 rollcall vote.

2 Director Jakes?

3 DIRECTOR JAKES: Yes.

4 SECRETARY LONGHINI: Director Irvine?

5 DIRECTOR IRVINE: Yes.

6 SECRETARY LONGHINI: Director Miller?

7 DIRECTOR MILLER: Yes.

8 SECRETARY LONGHINI: Director Silva?

9 DIRECTOR SILVA: Yes.

10 SECRETARY LONGHINI: Director Alva Rosales?

11 DIRECTOR ALVA ROSALES: Yes.

12 SECRETARY LONGHINI: Chairman Barclay?

13 CHAIRPERSON BARCLAY: Yes.

14 SECRETARY LONGHINI: We -- that motion passes.

15 It's approved. So we are now recessed into

16 Executive Session.

17 (A break was had for

18 Executive Session.)

19 SECRETARY LONGHINI: Good morning. This is

20 Greg Longhini again. Chairman Barclay, we are

21 ready to go back into Open Session.

22 CHAIRPERSON BARCLAY: I will now entertain a

23 motion to return to open meeting.

24 DIRECTOR MILLER: So moved.



1 DIRECTOR IRVINE: Second.

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

4 Director Jakes?

5 DIRECTOR JAKES: Yes.

6 SECRETARY LONGHINI: Director Irvine?

7 DIRECTOR IRVINE: Yes.

8 SECRETARY LONGHINI: Director Miller?

9 DIRECTOR MILLER: Yes.

10 SECRETARY LONGHINI: Director Silva?

11 DIRECTOR SILVA: Yes.

12 SECRETARY LONGHINI: Director Alva Rosales?

13 DIRECTOR ALVA ROSALES: Yes.

14 SECRETARY LONGHINI: Director Barclay?

15 CHAIRPERSON BARCLAY: Yes.

16 SECRETARY LONGHINI: Chair -- that's it.

17 That's all six. That motion passes with six yes
18 votes, sir.

19 CHAIRPERSON BARCLAY: We will now hear a
20 presentation regarding a matter discussed in
21 Executive Session, Board Agenda Item Number 4A.

22 Karen.

23 COUNSEL SEIMETZ: Thank you, Chairman.

24 Agenda Item 4A is a contract amendment



1 recommendation by the purchasing and finance
2 departments on CTA's advertising contract with
3 Intersection Media, LLC. This is a
4 revenue-generating contract for CTA's static and
5 digital advertising on its property. The amendment
6 is necessitated by the impact of the pandemic on
7 CTA ridership and the coinciding loss of revenue,
8 which made it impossible for Intersection to meet
9 its contractual minimum annual guarantee in 2020.

10 Staff has recommended certain financial
11 adjustments to the minimum annual guarantee
12 retroactive to the beginning of the pandemic and
13 continuing only until ridership rebounds.

14 Staff recommends approval of this contract
15 amendment.

16 CHAIRPERSON BARCLAY: Thank you, Karen.

17 I will now entertain a motion to approve
18 Board Item Agenda -- Board Agenda Item 4A, an
19 ordinance authorizing a second amendment to a
20 parking management agreement with CPS Chicago
21 Parking, LLC.

22 SECRETARY LONGHINI: Chairman Barclay and
23 General Counsel, I think I made a mistake in
24 writing this -- I made a mistake or we went out of



1 order.

2 Karen, you just made the presentation on
3 Intersection, correct?

4 COUNSEL SEIMETZ: Yes.

5 SECRETARY LONGHINI: Yes. So, Chairman
6 Barclay, we need a motion to approve that one, the
7 amendment to Intersection.

8 CHAIRPERSON BARCLAY: That's fine. I will now
9 entertain a motion to approve Item Agenda 4B, an
10 ordinance authorizing a first amendment to a
11 contract with Intersection Media, LLC for
12 advertising services.

13 SECRETARY LONGHINI: That's correct. That's
14 all set. We just need a motion. We need it moved.
15 Can that motion be moved, Direct Miller?

16 DIRECTOR MILLER: So moved.

17 DIRECTOR IRVINE: I second.

18 SECRETARY LONGHINI: Moved and seconded by
19 Director Miller and Irvine. I'll take a rollcall
20 vote on the Intersection Media ordinance.

21 Director Jakes?

22 DIRECTOR JAKES: Yes.

23 SECRETARY LONGHINI: Director Irvine?

24 DIRECTOR IRVINE: Yes.



1 SECRETARY LONGHINI: Director Miller?

2 DIRECTOR MILLER: Yes.

3 SECRETARY LONGHINI: Director Silva?

4 DIRECTOR SILVA: Yes.

5 SECRETARY LONGHINI: Director Alva Rosales?

6 DIRECTOR ALVA ROSALES: Yes.

7 SECRETARY LONGHINI: Director Barclay --

8 Chairman Barclay?

9 CHAIRPERSON BARCLAY: Yes.

10 SECRETARY LONGHINI: That motion for

11 Intersection is approved with six yes votes. So

12 then we'll need the presentation by general counsel

13 on the parking matter, correct?

14 CHAIRPERSON BARCLAY: That's correct.

15 SECRETARY LONGHINI: That's correct. Okay.

16 Thank you.

17 COUNSEL SEIMETZ: Okay. With regard to the

18 parking contract amendment, this is a

19 recommendation from finance staff that the Board

20 authorize a second amendment to the parking

21 management agreement with CPS Chicago Parking, LLC.

22 This amendment is necessitated by the

23 financial impact of the pandemic on CTA's parking

24 facilities, which are managed by CPS and the



1 inability of CPS to meet its guaranteed
2 compensation as a result.

3 Other transit agencies -- like other
4 transit agencies have done, staff recommends that
5 the revenue provision of this contract be amended
6 to provide financial relief to CPS so that it can
7 collect sufficient revenues to meet its operating
8 and maintenance expenses for the parking facilities
9 with the amendment, though, providing an increased
10 share of revenue to CTA in the future when
11 ridership returns to normal.

12 Staff recommends approval of this
13 amendment.

14 CHAIRPERSON BARCLAY: Thank you, Karen.

15 I will now entertain a motion to approve
16 Board Item Agenda 4A, an ordinance authorizing a
17 second amendment to a parking management agreement
18 with CPS Chicago Parking, LLC.

19 DIRECTOR MILLER: So moved.

20 DIRECTOR IRVINE: Second.

21 ROGER ROMANELLI: This is Roger Romanelli. Is
22 public comment happening any time?

23 SECRETARY LONGHINI: It's going to happen in
24 about two minutes. Let me take the rollcall vote



1 on the parking matter.

2 Director Jakes?

3 DIRECTOR JAKES: Yes.

4 SECRETARY LONGHINI: Director Irvine?

5 DIRECTOR IRVINE: Yes.

6 SECRETARY LONGHINI: Director Miller?

7 DIRECTOR MILLER: Yes.

8 SECRETARY LONGHINI: Director Silva?

9 DIRECTOR SILVA: Yes.

10 SECRETARY LONGHINI: Director Alva Rosales?

11 DIRECTOR ALVA ROSALES: Yes.

12 SECRETARY LONGHINI: Chairman Barclay?

13 CHAIRPERSON BARCLAY: Yes.

14 SECRETARY LONGHINI: That motion is approved
15 with six yes votes, sir. And now, Chairman
16 Barclay, we'll move to public comment.

17 CHAIRPERSON BARCLAY: We'll go back to the
18 public comment that we deferred earlier.

19 SECRETARY LONGHINI: Yes. We will do that. So
20 we can now begin public comment. We have as of now
21 three speakers today. I wish to apologize to the
22 speakers for any technical delay that we -- that
23 you had here on our part and I -- we appreciate
24 your patience. And so we'll start with -- with



1 Roger Romanelli. It's now time, sir. Please
2 address the Board. Thank you. Mr. Romanelli?

3 ROGER ROMANELLI: Hi. This is Roger Romanelli.
4 Can you hear me?

5 SECRETARY LONGHINI: Yes, we can. Thank you
6 very much.

7 ROGER ROMANELLI: Good morning, everyone. I'm
8 Roger Romanelli. I'm the executive director of
9 Chicago Fulton Market Association and I'm the
10 coordinator of the West Side Infrastructure
11 Coalition. Our website is fix the west side dot
12 com and I'm followed by Annette Britton, a west
13 side resident; and Cher Garrett, a west side
14 business.

15 The residents and businesses of Chicago's
16 west side want to work with Mayor Lightfoot, our
17 aldermen, and the Chicago Transit Authority to make
18 Chicago its very best.

19 Today we're asking the mayor, aldermen,
20 and the CTA Board to support a new \$2 billion
21 effort to urgently improve CTA service and
22 infrastructure on the west side ahead of the U.S.
23 Federal infrastructure bill that reported in the
24 news today is estimated at \$3.5 trillion. We know



1 this number could change, but this is a water shed
2 moment to fix west side CTA infrastructure
3 conditions and improve rail and bus service.
4 Compared to all areas across America, Chicago's
5 west side has unacceptable poverty, unrelenting and
6 heartbreaking crime, joblessness, and decades of
7 low government investment. The west side urgently
8 needs Federal Government investment and we hope you
9 agree.

10 Now, we want to talk about policy, but we
11 have to also talk about process. You know, our
12 association, the residents, businesses of the west
13 side, we want to work with CTA. We want to be part
14 of the solution. We want to ride the buses and
15 trains and we want to celebrate and we want to
16 offer constructive ideas. We are asking you to
17 have your meetings start on time. On your website
18 says 10:00 a.m. and public comment right away.
19 That's -- that must happen. If your trains and
20 buses run on time, your meetings have to run on
21 time. Please.

22 Also, we're asking you to move your
23 meetings to 5:00 o'clock or later during the
24 weekdays so working people who are paying taxes to



1 pay for CTA costs can participate.

2 Now, let's get to the crux of it. Our
3 west side coalition is asking the CTA Board and
4 elected officials to secure \$2 billion in Federal
5 funds for urgent CTA improvements. Let's look at
6 the CTA Green Line Lake Street structure. This is
7 the most dangerous street in Chicago. It is the
8 most deteriorated physical government structure in
9 our city and in our state.

10 East of Western Avenue, CTA removed the
11 structure center lane columns to the sidewalk and
12 vehicles and economic development are flowing,
13 especially in Fulton Market and elsewhere. The
14 rest of Chicago's west side deserves the same.

15 On our website fix the west side dot com,
16 you can see videos of horrific vehicle and truck
17 accidents under the structure and we're continuing
18 to record them and provide them to the public and
19 the media. This behemoth structure must be fixed.
20 We're extremely disappointed that it is nowhere on
21 the CTA Capital Improvement Plan. Now is the
22 opportunity to fix the structure and get Federal
23 funds to do that.

24 Next, we're asking you to restore the



1 number 16 Lake Street bus. We're asking you to run
2 this bus between downtown and Western Avenue
3 because we know the bus can't run west of Western
4 Avenue because of this structure. This bus service
5 is an essential missing link for Fulton Market and
6 the west side to get residents, employees connected
7 not only to jobs and services and housing, but
8 connected also to CTA and Metra stations. So we
9 have a specific plan to restore the number 16 Lake
10 Street bus. We ask you to take a look at that.

11 We also think express buses on Madison and
12 Cicero are essential for west side revitalization
13 and access to Midway Airport.

14 The other big piece of the puzzle is a
15 Green Line station at Western Avenue and Lake
16 Street. Now, our association together with the
17 local elected officials, with CTA, we all came
18 together and we built the wonderful CTA Morgan
19 station. Now, this station that has brought
20 incredible vitality, investment, and environmental
21 sustainability of Fulton Market in Chicago, this
22 station is the reason that the Google headquarters
23 moved to Fulton Market and then investment --
24 global investment has flowed since 2012.



1 The Green Line station at Western Avenue
2 can have an even greater impact, not only on the
3 west side, but for our entire City of Chicago.
4 Every other CTA rail line that crosses Western
5 Avenue has a station, naturally because Western
6 Avenue is our busiest street. So this is a
7 fundamentally critical station and the Federal
8 funds are there.

9 In closing, we ask the CTA Board to unite
10 with Mayor Lightfoot, Congressman Davis, and
11 Senators Durbin and Duckworth to secure \$2 billion
12 in Federal funds to address CTA west side needs.

13 This is a once in a lifetime opportunity
14 to improve the west side and our coalition is ready
15 to assist at every step. Thank you.

16 SECRETARY LONGHINI: Thank you very much,
17 Roger, for those excellent comments.

18 Our next speaker will be Ms. Britton.
19 Ms. Britton.

20 ANNETTE BRITTON: Hello. This is Annette
21 Britton and I have been a lifelong resident on the
22 west side. I'll be brief. Let me say my focus is
23 solely on the Green Line section at -- from Talman
24 to Laramie, which has been unchanged since I was a



1 child with the exception of a couple of station
2 renovations. The biggest being when the station
3 was moved from Homan Avenue to Central Park to
4 accommodate tourists at the Conservatory.

5 But other than that, Lake Street and the
6 lack of investment over time and those columns
7 being in the middle of the street have caused a lot
8 of blight of that whole commercial line.

9 As a child, I can remember hearing cars
10 come under the Talman bridge and run right into
11 that post, the post that jumps into the middle of
12 the street going west on Lake Street under that
13 Talman bridge.

14 I am here focused on the fact that for at
15 least 50 years, there has been little major
16 renovation in this section. It is long overdue. I
17 see trucks having traffic problems and wrecking
18 their trailers. I also see those columns pose a
19 threat to vehicles and citizens who walk and use
20 Lake Street because they produce blind spots.

21 I think it is an outrage that we have not
22 invested in altering or renovating the Green Line
23 between Talman and Laramie. And by renovating, I
24 simply mean moving those columns from the center of



1 the street to the sidewalk, as they are east of
2 western or east of Talman. And, of course, when
3 you go west of Laramie, it's completely different
4 because it runs into the train tracks.

5 The lack of doing that has contributed to
6 the blight and to unemployment and to the safety
7 problems we have, drug use, all of these things
8 because of that lack of investment are prevalent
9 and growing along Lake Street, making all the
10 stations between Talman and Laramie unsafe for
11 users to travel. And when we go in there, those
12 stations are very much different than those east of
13 Ashland and those west of Laramie.

14 Again, so my point is I think that this
15 section of the Green Line should be high on the
16 list for renovation and not doing so just speaks to
17 the fact that there really is discriminatory and
18 systemic problems saying we are not providing the
19 same service to the poor, to the black community
20 that makes up the west side as we do for anybody
21 else in the public transportation system.

22 with that being said, I have -- I conclude
23 my point and my statement.

24 SECRETARY LONGHINI: Thank you very much,



1 Ms. Britton, for those comments. We appreciate
2 them.

3 Our final speaker will be Cher Garrett.
4 Ms. Garrett, are you there?

5 CHER GARRETT: Okay. Can you hear me?

6 SECRETARY LONGHINI: Yes, we can. We --

7 CHER GARRETT: I'm the owner of Loft on Lake at
8 1366 West Lake Street in Fulton Market in Chicago's
9 West Side. I -- my Loft on Lake business is family
10 owned where we have invested significantly in our
11 property and we employ many people. With more
12 event spaces like ours opening in Chicago, our
13 family business is asking for fair and reasonable
14 Chicago government services so we can stay viable
15 and accessible.

16 For all of Chicago, I ask CTA to restore
17 the number 16 Lake Street bus that once provided
18 essential critical CTA service connecting downtown,
19 Fulton Market, and the West Side. After decades of
20 service, CTA eliminated the Lake Street bus in 1997
21 over great community objection. Since 2002, our
22 community has asked for this bus to be restored.

23 Regarding the CTA system, except for the
24 Green Line along Lake Street, every other CTA rail



1 line has a concurrent parallel CTA bus service
2 nearby so CTA rail riders don't have to walk a half
3 mile or more between stations. That's the beauty
4 of the CTA grid, but in Fulton Market, the Madison
5 Street and Grand Avenue CTA buses are too far from
6 Lake Street to make any impact.

7 For guests coming to Loft on Lake and
8 other businesses, customers won't walk a half mile
9 or a quarter mile between Green Line stations.
10 Instead, people take ride shares or taxis, adding
11 traffic congestion and pollution to our city. With
12 Fulton Market blooming today, the entire market is
13 flooded with ride shares and taxis in part because
14 there is no Lake Street bus. Again, we're seeking
15 fairness. Every other CTA rail line has a
16 concurrent CTA bus service. The same should be
17 restored to the Green Line.

18 Here's our vision. The bus would start at
19 Union Station for Metra riders, go to Ogilvie
20 station for Metra riders, go west on Lake Street to
21 Western Avenue, go north on Western to the Metra
22 station at Hubbard, then go back eastbound on Lake
23 Street to downtown.

24 The bus could not go west of Western



1 Avenue because CTA's Lake Street structure
2 prohibits standard buses. This narrow structure is
3 a key reason why the CTA eliminated the Lake Street
4 bus as CTA had to buy a special narrow bus to get
5 through the narrow structure.

6 As Chicago waits for the CTA Green Line
7 Western station to be built, the Lake Street bus
8 would wonderfully connect Western Avenue bus
9 riders, the most in Chicago, to Fulton Market,
10 downtown, and Metra stations. This is very
11 important for Chicago.

12 If the Lake Street bus is restored, CTA
13 will see many new riders and new revenues. Chicago
14 and Fulton Market will see vehicles and shuttle
15 buses clogging up our street. Most importantly,
16 CTA will be true to its rail-bus support system by
17 restoring concurrent bus service with the Green
18 Line that has been taken away.

19 As Lake Street structures modernize west
20 of Western Avenue, the Lake Street bus would run
21 further west into the west side. Let's restore the
22 Lake Street bus and bring fairness and equitable
23 investment to Chicago's west side.

24 One other comment concerning the L



1 structure. I've been in the neighborhood with
2 businesses for over 30 years. I've personally
3 observed, almost been hit by, falling big iron
4 pieces from the L trains or the L tracks. Very
5 dangerous for all these years. And I asked you to
6 consider renovation of the structure, also the
7 trains themselves. How about a monorail? Let's
8 get modernized. And that structure is dangerous,
9 it's antiquated and it really, really needs to be
10 revitalized.

11 And that's my conclusion. Thank you.

12 CHAIRPERSON BARCLAY: I want to thank
13 Mr. Romanelli, Ms. Garrett, and Ms. Britton for
14 sharing their comments. I'm going to ask President
15 Carter to, you know, follow up on those items with
16 appropriate staff. So thank you very much for
17 coming in and sharing your comments.

18 SECRETARY LONGHINI: Thank you. Then,
19 Chairman, that concludes our public comment section
20 of today's meeting, Chairman Barclay.

21 CHAIRPERSON BARCLAY: Since there are no other
22 board matters, our next order of business is the
23 report of the Committee on Finance, Audit and
24 Budget.



1 Director Silva?

2 DIRECTOR SILVA: The Committee on Finance,
3 Audit and Budget met earlier this morning via Zoom
4 video-teleconference. The Committee approved the
5 June 16, 2021 committee minutes. The Committee
6 reviewed the finance report. The Committee
7 reviewed the following -- following six ordinances.

8 An ordinance authorizing a co-promotional
9 advertising trade agreement with Bank of America
10 for the 2021 Bank of America Chicago Marathon.

11 An ordinance authorizing the acquisition
12 of the property located at 3069 North Gresham
13 Avenue in Chicago, Illinois for a substation for
14 the Your New Blue project.

15 An ordinance authorizing an
16 intergovernmental agreement with the City of
17 Chicago through its Department of Transportation
18 for bus structure improvements.

19 An ordinance authorizing the renewal of an
20 intergovernmental agreement with the village of
21 Oak Park for police security.

22 An ordinance authorizing the renewal of an
23 intergovernmental agreement with the City of
24 Evanston through its Department of Police for



1 police security.

2 An ordinance authorizing the renewal of an
3 intergovernmental agreement with the village of
4 Forest Park's Department of Police for police
5 security.

6 The Committee reviewed seven contracts.
7 The Committee approved all six ordinances, all
8 seven contracts, and placed them all on the omnibus
9 and recommends the board approval of the omnibus.

10 That concludes my report, Chairman
11 Barclay.

12 CHAIRPERSON BARCLAY: Thank you, Director
13 Silva.

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

16 SECRETARY LONGHINI: Is there a motion?

17 DIRECTOR IRVINE: Director Miller, you're still
18 muted.

19 DIRECTOR MILLER: So moved.

20 DIRECTOR IRVINE: And I second.

21 SECRETARY LONGHINI: That motion, excuse me,
22 has been moved by Director Miller and seconded by
23 Director Irvine. I will now take a rollcall vote
24 on the omnibus as so stated.



1 Director Jakes?

2 DIRECTOR JAKES: Yes.

3 SECRETARY LONGHINI: Director Irvine?

4 DIRECTOR IRVINE: Yes.

5 SECRETARY LONGHINI: Director Miller?

6 DIRECTOR MILLER: Yes.

7 SECRETARY LONGHINI: Director Silva?

8 DIRECTOR SILVA: Yes.

9 SECRETARY LONGHINI: Director Alva Rosales?

10 DIRECTOR ALVA ROSALES: Yes.

11 SECRETARY LONGHINI: Chairman Barclay?

12 CHAIRPERSON BARCLAY: Yes.

13 SECRETARY LONGHINI: Chairman, that motion is
14 approved with six yes votes.

15 CHAIRPERSON BARCLAY: Our next order of
16 business is the construction report. Bill Mooney.

17 BILL MOONEY: Good morning, Chairman, members
18 of the Board. Bill Mooney, your Chief
19 Infrastructure Office with your monthly
20 construction briefing. If we can flip to the next
21 slide, please.

22 I will begin our briefing as we normally
23 do with our Your New Blue Signals project. This is
24 between Jefferson Park and O'Hare.



1 Over the last month, we've begun the
2 preparation to start the cutover at our next relay
3 house out at Old Mannheim, which will begin in the
4 upcoming weeks. We've been cleaning out the what
5 we call discrepancies. These are punch-list items
6 from the previous cutover houses, as well as doing
7 the infrastructure installation for the following
8 cutovers at Cumberland and River Road. Next slide,
9 please.

10 Here's some photo of the cable being
11 installed from the junction boxes going back into
12 the relay houses. This is how we connect the
13 wayside apparatuses to the relay houses. Cable
14 gets pulled in in a large batch of cables and
15 ultimately gets terminated and connected to other
16 wires that connect to the field devices. Next
17 slide, please.

18 Here's a close-up kind of what one of
19 those look like. Junction boxes where those cables
20 are actually in the process of being connected into
21 those terminals that you can see there that go to
22 other -- other wires that then, you know, relocate
23 the (...indiscernible). Project remains on budget
24 and tight to schedule.



1 My next project is our Traction Power
2 Upgrades project. The project came to conclusion
3 in this past month with the last transformer
4 installed at Franklin substation. The project
5 finished on time -- actually, a little early and on
6 budget. Next slide.

7 Here's some pictures of the last piece of
8 work here. This third transformer. I've been kind
9 of updating you on the progress at Franklin over
10 the last couple months. Here they are doing site
11 restoration around the finished transformer pad.
12 Next slide, please.

13 Here is the new transformer being flown in
14 place from the alleyway and gets mounted right next
15 to that one next to it. Next slide, please.

16 Here's the new transformer in place. And the final
17 picture, please.

18 Here they are actually wiring up the
19 transformer; from here, it's tested and
20 commissioned and put in service.

21 So this is a very successful project for
22 us. One of the higher (indiscernible) pieces of
23 equipment in our substations and it will provide
24 us, you know, 20 to 30 more years of service in



1 this big piece of industrial grade equipment in a
2 lot of key locations. Next slide, please.

3 This month I'm introducing a new project.
4 This is our South Shops Waste Material and Storage
5 and Sewer Upgrade project. A little bit of a
6 mouthful. This is one of our mid-con projects.
7 The smaller project is a \$2.3 million project value
8 with a construction value being just shy of a
9 million dollars.

10 This is actually doing work in three
11 phases at one of our historic buildings. This is
12 south shops facility that dates back to the turn of
13 the century and we're actually doing some
14 remediation to one of the exterior walls, which
15 over the time has settled a little bit and has
16 started to tip.

17 We're actually also repairing an exterior
18 swerve along that wall, doing some roofing repairs,
19 and then ultimately building a waste material
20 storage building where we can temporarily store
21 materials on-site so they can be hauled away. The
22 work right now is focused on the wall stabilization
23 scope. Move to the next slide, please.

24 In here, there's a series of kind of walls



1 from the interior side working to the exterior wall
2 and what we've done as part of this project is
3 we're actually spreading through the walls a series
4 of anchor points with long steel bars that then get
5 bolted and epoxied into place to kind of tie the
6 walls together so they can't shift any more. Here
7 they're seeing work on the inside, that metal
8 plated kind of where the bars come in and get
9 epoxied in. Next slide, please.

10 Here is the same type of work on the other
11 side. So in between those two holes which are, you
12 know, almost 20 feet long in length, they -- they
13 actually will sandwich through the series of
14 interior walls to kind of tie all that structure
15 together and hold it in place for the long-term.
16 Next slide, please.

17 My next project is our Refreshed and
18 Renewed project, which we just awarded some
19 (indiscernible) for the painting and lighting
20 improvements at the 92 stations, the SBE contract
21 procurements at this meeting. I have updates on
22 kind of the 35 stations that we're doing the deeper
23 renewals on that are tied to our inhouse work
24 forces today where the focus has been mostly



1 between Polk (indiscernible) 47th and Rockwell over
2 the last month. Can we get to the pictures,
3 please?

4 Here is some of the work at Conservatory.
5 As the program kind of shifted into high gear,
6 you're starting to see the more deeper
7 infrastructure work, not just lighting and painting
8 upgrades. In this case, we've upgraded all the
9 signage at Conservatory on the west side of the
10 Lake Street branch.

11 Here we see kind of the difference, before
12 and after, of the weathered signs on the left side
13 of the screen to the new refreshed signs on the
14 right. Next slide.

15 Here is the exterior, kind of that station
16 house that has been touched up with paint. The
17 door has been refinished and repaired. And kind of
18 that exterior finish to the station. Here I think
19 is the pride and joy of some of the program. This
20 is deep infrastructure work. Not just the pretty,
21 but this is the wow factor. They went into -- the
22 Conservatory is a historic station. It has
23 historic elements in it.

24 So it actually has original woods floors



1 in it. As part of its reconstruction, it was built
2 back with the wood floors to meet its requirements
3 under the historical markers. It wears very tough
4 wood in exterior environment like that that sees
5 all weather. As you can see in the slide in the
6 left how badly that wood floor is weathered.

7 We came back in over a long weekend and a
8 couple of days, stripped the floor, back -- grinded
9 it back down to base and they refinished it. I
10 think it came out immaculate. To me, there's
11 nothing more exciting than kind of this type of
12 work. It really -- and it also resealed the floor
13 to buy us another ten years' worth of good work on
14 that floor and use by our customers. Next slide,
15 please.

16 There's a couple different other
17 perspective shots in those station houses.

18 Then here's our typical before-after of
19 the LED upgrades. On the platform of the left,
20 they're doing the lighting upgrades. It's still
21 the F8s on that side. On the right, you can see
22 the LEDs, how much brighter and cleaner that light
23 is. Next slide, please.

24 Here's 47th Street, some before-afters



1 kind of in the painting and lighting upgrades
2 there. You can see kind of what a difference that
3 impact of the two together really does, how cleaner
4 and, you know, more really refreshed as we named
5 the program that area feels. Next slide, please.

6 And here's some impact to the stairwell
7 work. Before and after on a very high traffic
8 area. Lots of tough surfaces in that area. Next
9 slide, please.

10 And this is Rockwell up on the Brown Line.
11 So the work footprint to these stations not only is
12 focused on the platforms themselves, but also on
13 the approaches. Last month I showed you some
14 column painting at Polk. Here is the exterior at
15 Rockwell. This is actually where the gate
16 crossings are and it was kind of a broken ballast
17 area there, rock stone area. So they dug that out
18 and they poured in a new concrete pad around it.
19 Makes it smoother for people traversing on the
20 sidewalk. You know, even though it's not directly
21 in the line of work, it does kind of help in that
22 area. Anyone that has actually ever walked on
23 those grate crossings on the Brown Line kind of
24 knows how tight those sidewalks get and how much



1 foot traffic there really is. So, again, just kind
2 of a good neighborhood approach. Really helps the
3 welcome as you walk up on these stations. Next
4 slide.

5 Interior work. So this is actually on the
6 platform looking back at the station house. So we
7 replaced kind of the -- what we call the
8 vandoshield (phonetic), which is to protect the
9 glass from being etched. Over time, it fades a
10 little bit from the sunlight, so they stripped it
11 down and put on new vandoshields (phonetic) so the
12 window is kind of clean again. Next slide, please.

13 Last project is Jackson Park Track and
14 Structure Improvements. This is on the south side
15 of the Green Line where we're renewing both track
16 and structural components. Next slide.

17 Work continues now on the northbound
18 track. Most of the work on the southbound track
19 between 59th Street and 61st are done. In this
20 case, you're seeing tie renewal.

21 The slide on the left is what we call spot
22 tying where we actually go in first and do a series
23 of single tie replacement and then we come in and
24 fill in in between. This allows us to keep the



1 track stabilized and allows us to do this work
2 under traffic with minimal impact to our customers.

3 On the right side, you can see some of the
4 (indiscernible) in kind of renewal. The ties are
5 dark in color and they're not at all worn at this
6 point. Next, slide please.

7 Again, kind of gives you a sense of that
8 spot renewal kind of on the left and then the full
9 replacement on the right there. Next slide.

10 And here is some of the structural work.
11 So this is actually a built-up section structure
12 span right on the curb at Calumet and 63rd there.
13 They're actually renewing what we call the upper
14 flanges of the top portion of what is typically an
15 I-beam structure and you can see how they're taking
16 apart those individual pieces of steel and having
17 to build them back component by component.

18 It's kind of remarkable work to be done as
19 we test these large pieces of steel up in the air
20 and then they hand maneuver them into place in
21 between the other elements that are up there. It's
22 really a very interesting process to watch at
23 times. Next slide, please.

24 That concludes my portion of the report.



1 I'll be glad to take any questions at this time.

2 SECRETARY LONGHINI: Thank you very much, Bill.

3 And we'll see.

4 Chairman Barclay, do you have any
5 questions for Bill?

6 CHAIRPERSON BARCLAY: I just have one question,
7 which is, you know, what's the priority of which
8 stations get the refresh renewed program?

9 BILL MOONEY: So the refresh and renew program
10 tries to touch every CTA station that does not see
11 major capital investment once every five years. So
12 it has kind of a preprogrammed set of stations that
13 we're working through over a five-year cycle.
14 We've been doing it now for -- this is our -- we
15 started in 2019, so our third year.

16 So the 35 stations that are identified are
17 the stations that for the deeper investment are the
18 ones that were on the program for 2021 and 2022,
19 just pulled forward that fourth year of the cycle.
20 They touch all branches of the railroad. So we do
21 a little bit on every line and we kind of work
22 through a cycle so that we're not doing all the
23 west side Green Line stations in one season and
24 don't touch them again. (Indiscernible...) a



1 couple around there.

2 We try and vary between station that
3 have -- that are very old at times and some of the
4 newer ones because it helps us balance the crew
5 work where we can spend maybe three weeks at one
6 station and one week at another station with a
7 little less investment.

8 Stations that have seen recent capital
9 investments, such as a Wilson or 95th Street, don't
10 need the level of investment and the refresh and
11 renew like this because they are brand new
12 stations. So they just get deep cleaning, where
13 our stations that we have current on a capital
14 program planned for where we're about to make major
15 investments in, we're not touching as well.

16 So the 120-some stations we're talking
17 about here are ones that are not currently in our
18 capital program or recently in our capital program
19 and need our investment.

20 CHAIRPERSON BARCLAY: Okay. Thank you.

21 SECRETARY LONGHINI: Director Silva, do you
22 have any questions?

23 DIRECTOR SILVA: No, I don't.

24 SECRETARY LONGHINI: All right. Director



1 Miller?

2 DIRECTOR MILLER: Bill, you talked about
3 yesterday getting that list so we get a chance to
4 view those.

5 BILL MOONEY: Yes, sir. I'm going to get you
6 that list. I'm putting it together at this point.

7 DIRECTOR MILLER: Okay. Thank you. That's all
8 I have, Greg. Thanks.

9 SECRETARY LONGHINI: Okay. Thank you.

10 Director Irvine, any questions for Bill?

11 DIRECTOR IRVINE: No questions. Thanks, Bill.

12 SECRETARY LONGHINI: Then, Director Jakes, do
13 you have any questions for Bill?

14 DIRECTOR JAKES: No questions. Just, Bill,
15 great job to you and your team. It looked great.

16 BILL MOONEY: Thank you.

17 SECRETARY LONGHINI: All right. Chairman
18 Barclay, we're finished then with Bill Mooney's
19 presentation and we can move on.

20 CHAIRPERSON BARCLAY: I'll now call on Chris
21 Bushell and Juan Pablo Prieto to make their RPM and
22 diversity presentations.

23 CHRIS BUSHELL: Thank you, Chairman.

24 Speaking of structural work, we've got a



1 lot of good pictures and data from the RPM project,
2 which is, as you know, is on budget and tight to
3 schedule. We did have some COVID delays that we're
4 working through.

5 If we could go to the next slide. You
6 know, we continue to do a lot of work in all areas
7 of the project. If we can go to the next slide.

8 As we -- we are in stage A of the Lawrence
9 to Bryn Mawr segment. We still have punch-list
10 work being done as the lead up to that. Mostly
11 signal work that's being closed out. There's a lot
12 of exciting work going on in the bypass. We are
13 completing the structural work associated with
14 connecting the bypass on both ends.

15 One end is the Kenmore end and the other
16 end is right near Belmont and you'll see a
17 photograph of the slide in, which is a piece of
18 open deck steel that is going to be hydraulically
19 -- it's built off to the side and then
20 hydraulically moved into place. Additionally,
21 we're starting the construction of the track system
22 on the bypass, so that's very exciting.

23 Corridor signal is still in the test and
24 design phase. We are advancing the design as



1 appropriate to constructing the signal system on
2 the entire corridor.

3 And then Lawrence to Bryn Mawr, as you
4 know, we're in stage A as I referenced earlier. So
5 much of the heavy civil work, the demolition of
6 existing structure and the preparation to install
7 new structure, is underway.

8 If we can go to the next picture -- or go
9 to the first picture rather. This is the slide I
10 was talking about. This is the south end of the
11 bypass. A steel structure which gets constructed
12 off to the side and then hydraulically moved into
13 place over an extended reroute in this area. Next.

14 The -- the track system is being
15 constructed. You can see that they're pouring the
16 track plinth. This work will continue for the
17 entire length of the bypass. You can see it under
18 way in its first segments here. Next.

19 The Vautravers building, historic
20 structure that we are moving in order to do the
21 realignment of the four track corridor to the east
22 and north of the Belmont station or to the east of
23 the bypass and north of the Belmont station. There
24 is a small but substantial curve in this area that



1 we're going to be straightening out and to do that,
2 we're moving this building. So you can see the
3 preparation for the foundation and the moving will
4 occur later this summer. Next.

5 So I talked about Lawrence to Bryn Mawr
6 and the structural work that's taking place there
7 in preparation -- the preparatory work that's
8 taking place for the -- ahead of the installation
9 of the Lawrence to Bryn Mawr segment and structure.
10 So this is sheeting that goes between. It is an
11 earth (phonetic) retention system that is installed
12 between the two -- middle two of the four tracks in
13 this corridor that enables us to do substantial
14 work on the east side while we're continuing to run
15 trains on the west side. So this work continues on
16 schedule, actually a little ahead of schedule.
17 Next.

18 As part of that effort, we're also putting
19 in an engineered barrier that establishes a clear
20 and safe division between the area where we're
21 constructing and the area where we're providing
22 service. That effort also is a leading edge of
23 this preparation before we install the new bridge
24 in this area. Next.



1 Then finally our outreach continues both
2 for the community-oriented outreach as well as
3 outreach relative to DBE and SBE, which will be
4 covered by Juan Pablo. But we continue with
5 various weekly and monthly meetings. One that's
6 noted here is for the 44th ward in the area of
7 the Lawrence -- in the area of the red -- the
8 bypass structure.

9 We have launched a new newsletter, which
10 is going out to the many people that have signed up
11 for information about the project. So beyond
12 project alerts, we're giving them a little bit more
13 information in that newsletter.

14 As you can see from the photograph here,
15 we had a very successful groundbreaking to start
16 Lawrence to Bryn Mawr -- and the new stations.
17 Thank you, President Carter and others, who
18 attended that and made it a successful event.

19 We have virtual office hours as well as
20 that we're doing for the community so if there are
21 any questions, we can address those questions in a
22 timely fashion.

23 In the 48th ward, which is in the area of
24 the Lawrence to Bryn Mawr segments, lots of small



1 businesses in that area where we have a monthly
2 coordination meeting with them. We've got that
3 called out here.

4 Then also in the Lawrence to Bryan Mawr
5 segment, this is a condo association at 1128 and we
6 were meeting with them, talking about impacts to
7 their residences associated with the work from
8 Lawrence to Bryn Mawr.

9 So with that, I'll turn it over to Juan
10 Pablo.

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

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

20 On June 30th, we hosted our most recent
21 session of Construction Talks. As you'll remember,
22 Construction Talks is a webinar series where we
23 provide a video tour of a union apprentice training
24 facility, as well as interviews with apprentice



1 training staff and apprentices.

2 After the video tour, we take questions
3 from viewers on union apprentice. Training staff
4 is on to provide answers.

5 This session was with the Laborers'
6 International Union North America or LIUNA and we
7 had 75 attendees on the webinar. We had a great
8 question and answer session and talked about how to
9 find opportunities within the laborers' union.

10 As RPM continues, I will begin to
11 transition from outreach to compliance. We are
12 happy to report that to date, the contractor has
13 awarded over \$167 million to DBE firms and
14 continues to advertise trade packages and engage
15 the DBE community. This puts them at roughly
16 13.2 percent out of their 20 percent goal and they
17 are on track to meet that 20 percent goal.

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

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

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

24 CHAIRPERSON BARCLAY: No questions.



1 SECRETARY LONGHINI: All right. Director
2 silva?

3 DIRECTOR SILVA: No questions.

4 SECRETARY LONGHINI: Director Miller?

5 DIRECTOR MILLER: No questions.

6 SECRETARY LONGHINI: Director Irvine?

7 DIRECTOR IRVINE: No questions. Thanks.

8 SECRETARY LONGHINI: Director Jakes?

9 DIRECTOR JAKES: No questions.

10 SECRETARY LONGHINI: All right. Thank you,
11 Bill -- sorry. Thank you, Chris and Juan Pablo.

12 Chairman Barclay, then we're finished with
13 the RPM and diversity presentations.

14 CHAIRPERSON BARCLAY: Our next order of
15 business is new business, Greg. Is there any new
16 business?

17 SECRETARY LONGHINI: No, sir. There is none
18 today.

19 CHAIRPERSON BARCLAY: Since there is no further
20 business to come before the Board today, may I have
21 a motion to adjourn the Chicago Transit Board
22 meeting of July 14th, 2021?

23 DIRECTOR MILLER: So moved.

24 DIRECTOR IRVINE: And I second.



1 SECRETARY LONGHINI: Moved by Director Miller
2 and seconded by Director Irvine. I'll take a
3 rollcall vote on this matter.

4 Director Alva Rosales has stepped aside.
5 So Director Jakes?

6 DIRECTOR JAKES: Yes.

7 SECRETARY LONGHINI: Director Irvine?

8 DIRECTOR IRVINE: Yes.

9 SECRETARY LONGHINI: Director Miller?

10 DIRECTOR MILLER: Yes.

11 SECRETARY LONGHINI: Director Silva?

12 DIRECTOR SILVA: Yes.

13 SECRETARY LONGHINI: Chairman Barclay?

14 CHAIRPERSON BARCLAY: Yes.

15 SECRETARY LONGHINI: The motion to adjourn
16 passes, sir, with five yes votes since Director
17 Alva Rosales is not here right now and so, sir, we
18 are adjourned.

19 CHAIRPERSON BARCLAY: Thank you.

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

23 (Meeting adjourned at
24 11:50 a.m.)



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