

1
2 CHICAGO TRANSIT AUTHORITY
3 DECEMBER 2022 REGULAR BOARD MEETING
4

5 Held via videoconference

6 on

7 December 14th, 2022

8 at

9 10:23 a.m.

10 at

11 567 West Lake Street, 2nd Floor,
12 Chicago, Illinois 60661
13

14
15 STENOGRAPHIC REPORT OF PROCEEDINGS via
16 videoconference had in the above-entitled cause
17 held at the Chicago Transit Authority Headquarters,
18 567 West Lake Street, 2nd Floor, Chicago, Illinois,
19 Lester L. Barclay, presiding.
20

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22
23 REPORTED BY: Margaret E. Mecklenborg, CSR

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;

3 DR. L. BERNARD JAKES, Director;

4 MS. NEEMA JHA, Director;

5 MS. MICHELE A. LEE, Director;

6 REV. JOHNNY L. MILLER, Director;

7 MS. ROSA ORTIZ, Director;

8 MR. ALEJANDRO SILVA, Director;

9 MR. DORVAL R. CARTER, JR., President;

10 MR. KENT RAY, General Counsel.

11 SPEAKERS:

12 MR. HOWARD EHRMAN;

13 MS. SANA SAYED;

14 MS. OLIVIA GAHAN;

15 MS. DEBORAH TRUSS.

16
17 PRESENTERS:

18 MR. JEREMY FINE, Chief Financial officer;

19 MR. WILLIAM MOONEY,
20 Chief Infrastructure Officer;

21 MR. JUANPABLO PRIETO,
22 Director, Diversity Programs.

23 ALSO PRESENT:

24 MS. VERONICA ALANIS,
Chief of Strategy, Data and Technology;



1 ALSO PRESENT:

2 MR. KRANTHI BALARAM,
3 Senior Information Technology Manager;

4 MR. JAMES BECKER,
5 Senior Manager, Enterprise Application Support;

6 MR. DONALD BONDS, Chief Transit Officer;

7 MR. MARC BUHMANN, Videographer;

8 MR. MICHAEL CONNELLY, Chief Planning Officer;

9 MS. MICHELE CURRAN, Vice President,
10 Budget & Capital Finance;

11 MR. ANDREW FULLER, Chief Internal Auditor;

12 MS. CAROLINE GALLAGHER,
13 Chief Strategy, Data and Technology Officer;

14 MS. ELSA GUTIERREZ, Vice President, Planning;

15 MS. NORA LEERHSEN, Chief of Staff;

16 MS. ELLEN MCCORMACK, Vice President of
17 Purchasing and Supply Chain;

18 MR. THOMAS MCKONE,
19 Chief Administrative Officer;

20 MS. APRIL MORGAN,
21 Chief of Staff, Office of the Chairman;

22 MR. HERB NITZ,
23 Director, Technology Engineering;

24 MS. MOLLY POPPE, Chief Innovations Officer;

MR. BRIAN STEELE,
Vice President of Communication and Marketing;

MR. STEVEN WOOD, Deputy General Counsel;

MS. NANCY-ELLEN ZUSMAN,
Chief Safety & Security Officer.



1 (whereupon the meeting
2 convened at 10:23 a.m.
3 as follows:)

4 SECRETARY RAY: Yes, Chairman Barclay. We can
5 start.

6 CHAIRMAN BARCLAY: Good morning. I'd like to
7 call the regularly scheduled meeting of the Chicago
8 Transit Board for December 14th, 2022 to order
9 here. Kent, please, call the roll.

10 SECRETARY RAY: Director Jakes?

11 DIRECTOR JAKES: Here.

12 SECRETARY RAY: Director Miller?

13 DIRECTOR MILLER: Here.

14 SECRETARY RAY: Director Ortiz?

15 DIRECTOR ORTIZ: Here.

16 SECRETARY RAY: Director Lee?

17 DIRECTOR LEE: Here.

18 SECRETARY RAY: Director Jha?

19 DIRECTOR JHA: Here.

20 SECRETARY RAY: Director Silva?

21 DIRECTOR SILVA: Here.

22 SECRETARY RAY: Chairman Barclay?

23 CHAIRMAN BARCLAY: Here.

24 SECRETARY RAY: Chairman, you have a quorum



1 with seven members in attendance.

2 CHAIRMAN BARCLAY: Thank you. Our first order
3 of business is public comment. Kent?

4 SECRETARY RAY: Our first public speaker is
5 Dr. Howard Ehrman. Dr. Ehrman?

6 MR. EHRMAN: Yes. Good morning. My name is
7 Dr. Howard Ehrman. I'm the former assistant health
8 commissioner here in the city of Chicago appointed
9 by Mayor Harold Washington in 1985. Thank you for
10 letting me testify. I was born three months before
11 the CTA in 1947. I'm here representing the
12 People's Response Network, an organization of many
13 different people. A lot of whom take the CTA. A
14 lot of whom do not have the option of taking cars.
15 We would like to propose meeting with you before or
16 after the holidays on one or more of the issues I'm
17 going to talk about. The first is, as we all know,
18 there's tremendous need for new bus drivers and
19 we'd like to work with you as you did a couple of
20 weeks ago at Malcolm X. They had a series of job
21 fairs. Particularly on the south, southwest and
22 west side. Number two is ideas of how to increase
23 ridership. Number three are ideas of how to
24 increase funding to the CTA including working



1 together for the restoration of federal funding for
2 operating expenses which as you know ended
3 January 1st of 1997 and is costing the CTA as well
4 as all the other agencies in the RTA hundreds of
5 millions of dollars a year. Number four is we
6 would like to propose to you to do exactly what the
7 CTA did and the agreement that was forged under
8 Mayor Emanuel to build electric buses just like the
9 electric train sets that are being built for the
10 CTA on the south side of Chicago. This should be
11 done with union jobs like the IBEW workers that are
12 at that factory doing trains. And the last thing I
13 want to talk about is really the issue of why you
14 really need to change your contracts for new buses
15 from diesel to electric.

16 I am an occupational medicine physician
17 for almost fifty years trained at Cook County
18 Hospital in one of the first ten training centers
19 for occupational medicine set up by the federal
20 government. Bus drivers are getting sick every day
21 driving diesel buses no matter what. It's not your
22 fault. It's the fact of life that diesel gets
23 inside the bus no matter how new it is. Those
24 small particulate matter, 2.5 and less, cause major



1 increase in sick days for your drivers and also
2 basically cause them to exacerbate underlying
3 conditions or create new ones including but not
4 limited to asthma, diabetes, heart disease. I
5 think you know better than I do what's been
6 happening with bus drivers not just in Chicago but
7 throughout the country. And this is a concrete way
8 for you to move forward and increase not just the
9 life expectancy of bus drivers but the amount of
10 time they want to drive these buses. There are
11 other issues for bus drivers that need to be
12 addressed and I think the better that the bus
13 drivers are treated working collaboratively with
14 ATU Local 241, the largest bus driver Local in the
15 United States with about 5,000 workers, the better
16 this is going to be. So we urge you to replace the
17 contract for 500 new diesel buses with electric
18 buses and take the lead in the United States.

19 And, finally, please, go back to the FTA
20 and the funding in the IRA and up the amount of
21 money you're asking for. I'm sure if Mayor
22 Lightfoot called Secretary of Transportation
23 Buttigieg that he would increase the amount of
24 funding with a concrete proposal. The CTA asked



1 for and got hundreds -- many, many dollars less
2 than even Boston which is a much smaller
3 transportation system. So we're happy to work with
4 you on this and we look forward to our -- our
5 collaboration. Thank you very much.

6 SECRETARY RAY: Thank you for your comments,
7 Dr. Ehrman. Our next speaker is Sana Sayed.
8 Ms. Sayed?

9 MS. SAYED: Good morning. Can you hear me?

10 SECRETARY RAY: Hello, Ms. Sayed. Yes. We can
11 hear you.

12 MS. SAYED: Thank you for -- for giving me this
13 time to make some comments and testify. My name is
14 Sana Sayed and I'm the Senior Director of Strategic
15 Initiative at the Inner-City Muslim Action Network.
16 And I'm also a board member of the Go Green
17 Development Group. I am here to talk about the
18 closed Racine Green Line Station in Englewood. As
19 we all know, in 1994 the CTA closed the entire
20 Green Line for renovation but never reopened six
21 stops and all of them were in black and brown
22 neighborhoods. Including Englewood's Racine
23 station. As predicted by community leaders then
24 who had protested the decision, this investment --



1 this disinvestment has had a devastating impact on
2 our community. Englewood is characterized by FEMA
3 as one of seven economically disconnected areas and
4 the result of this disconnection is that we have
5 the lowest median household income, the highest
6 rate of unemployment, the highest vacancies and the
7 highest lethal trash areas in our city. We also
8 have the longest average commute times and very low
9 rates of car ownership making Englewood residents
10 able to access only about 280,000 jobs within a
11 thirty-minute travel radius as opposed to residents
12 in something like Wicker Park who can access more
13 than one million jobs within the same travel
14 radius. The Go Green Development Group is in a
15 partnership between Teamwork Englewood, R.A.G.E.,
16 E.G. Woode and IMAN have been advocating to reopen
17 the Racine Green Line Station. In 2021 the project
18 was presented by the Future of Transportation's
19 office to the U.S. Department of Transportation as
20 an exemplar of community-led equitable
21 transit-oriented development. In 2021 we also
22 convened senior officials at city, state and
23 federal transit agencies and presented a racial
24 equity case and vision for reopening the station.



1 At the time CTA did commit to evaluating the site.
2 Over the last few months together with 1600
3 registered voters of the 16th ward, we were able to
4 get an advisory referendum for the reopening of the
5 station on the 2023 ballot. We have been thrilled
6 to see President Dorval Carter announcing CTA's
7 full commitment to persuing the reopening of the
8 station in the Sun-Times op-ed published last week.
9 And we really want to thank the president and the
10 entire CTA team for this and other announcements
11 like those about the Red Line expansion. It is now
12 time for us to act on our commitment and we would
13 really like to see how we can build momentum on
14 this effort. I am hopeful to identify with CTA
15 next steps on reopening the station and bringing
16 affordable, safe transportation and opportunity to
17 Englewood. Thank you.

18 SECRETARY RAY: Thank you so much for your
19 comments, Ms. Sayed. Our next speaker is Olivia
20 Gahan from Citizens Taking Action. Ms. Gahan?

21 MS. GAHAN: Good morning, Board. Good to talk
22 with you all again.

23 SECRETARY RAY: Good morning.

24 MS. GAHAN: I am Olivia Gahan and I submitted



1 some of the publicly scores data that Commuters
2 Take Action is continuing to collect. We can see
3 from our data that the tracker reliability
4 continues to be an issue. And the issue is felt a
5 bit more acutely now that it is cooler outside. We
6 also continue to see the trend in riders being
7 forced to take a cab or a Lyft so they could arrive
8 to their destination on time even when they provide
9 themselves enough time to make that normal commute.
10 I myself had to do this when I went to go baby-sit
11 this past weekend and I couldn't take the Addison
12 bus because it was a 40-minute delay in between the
13 buses. The train wait times that we collected were
14 averaging at about 22 minutes. 10 to 15 minutes
15 per train wait times during rush hours. Two Red
16 Line commuters commented that they waited
17 25 minutes for northbound Red Line Station right at
18 the time where the schedule block claims to run
19 every 7 to 10 minutes. And another rider had to
20 wait over 40 minutes during rush hour service when
21 it was advertised to arrive 6 to 10 minutes. Bus
22 waits are peaking at 15 minutes and then again
23 folks are waiting more than 40 minutes. So at the
24 200 -- I'm sorry. 420 individual bus wait times we



1 received over a quarter of them were commuters
2 waiting 24 -- or 25 minutes or more for a bus. So
3 the -- the updated train schedule is of course your
4 data is also showing running at about 70 percent
5 which is better than the 55 percent it was at but
6 the tracker still continues to be an issue for
7 those riders. And similarly to some of the other
8 commenters today here is how the hiring fairs are
9 going. And, additionally, hope the CTA is working
10 with the alder people and the transportation
11 committee so we're very excited about collaborating
12 on events to increase hiring because we know that
13 fixing the wait times and the long stretches
14 between buses can only be solved with -- with more
15 transit operators. Thank you again for the
16 opportunity to speak today.

17 SECRETARY RAY: Thank you for your comments,
18 Ms. Gahan. Our final speaker is Deborah Truss.
19 Ms. Truss? Ms. Truss, I -- I'll tell you we also
20 provided your written statement to the directors.

21 MS. TRUSS: Good morning.

22 SECRETARY RAY: Good morning, Ms. Truss.

23 MS. TRUSS: To the Board Chairman Lester L.
24 Barclay, CTA president -- one second. I want to



1 time myself to make sure I'm running on time. To
2 the board Chairman Lester L. Barclay, CTA
3 president, CTA Board chair CT- -- Lester Barclay,
4 CTA President Dorval R. Carter, Jr. and the CTA
5 Board members, my name is Deborah Truss. Also I am
6 one of the founders of the Red Line Extension
7 coalition which initially originated from
8 Developing Communities Project, also known as DCP.
9 DCP was a forerunner advocacy organization for the
10 CTA Red Line extension project. In 1972 shortly
11 after recently relocating from Inglewood,
12 California, my family moved to Roseland on
13 Doctor Martin Luther King Drive across from
14 Palmer Park. I have witnessed a disinvestment and
15 economic downward spiral of a thriving
16 middle-income neighborhood that had an economic
17 vitality commercial district. The advocacy --
18 advocacy efforts of the DC -- DCP Red Line
19 extension project members was successfully
20 demonstrated by redundantly appealing at the
21 Chicago Transit Board meeting. As a result, the
22 designated 5.6 mile Red Line extension will create
23 a transportation equity and equitable transit
24 development around the four designated stations.



1 As long as I've been involved with advocating for
2 the Red Line extension and needed funding, the
3 approval of the transit TIF district for additional
4 needed funding will enable the Red Line extension
5 of Roseland principal large scale commuter rail
6 extension program -- project for the south side of
7 Chicago to be the forerunner capital investment
8 project and the catalyst for other greater Roseland
9 community-proposed or designated projects which
10 will overall result in community revitalization,
11 economic vitality, neighbor vitality and equitable
12 transit-oriented development. In addition, the Red
13 Line extension will increase travel mobility,
14 accessibility to establish entities in the greater
15 Roseland community and adjacent communities and the
16 Red Line extension will include accessibility and
17 reduce roundtrip travel time up to approximately
18 one hour which will include residents from adjacent
19 neighborhoods and south suburban townships who work
20 or desire to work in the South Loop or downtown
21 areas. Moreover, tourists and local visitors to
22 the Pullman National Monument and Pullman Safety
23 Historical Sites will feel like the Red Line
24 extension is a commuting benefit and convenience.



1 Therefore, if the needed funding is secured to
2 start and targeted to begin in 2025, this plan will
3 have the potential funding asset to bring a
4 historic 3.6 billion dollar investment to Chicago
5 and to the far south side. We thankfully submit
6 it. Deborah Truss.

7 SECRETARY RAY: Thank you so much. Thank you
8 for your comments, Ms. Truss. In addition to these
9 speakers, we've received a written comment from Sam
10 Bergman that he has asked to have read into the
11 record. And I will do so right now.

12 To the Chicago Transit Board: It is
13 comically insulting that this organization has the
14 gall to seek funding for an extension to the Red
15 Line when this group falls -- fails on the
16 fundamentals of a transit system. Reliability,
17 communication and safety have all been grossly
18 neglected. What is the sense in expanding a
19 transit system that does not work for the majority
20 of the city? Transit operations are rarely running
21 their full schedule. Meeting a last minute -- last
22 second miss of a bus or train turns a close miss
23 into a 20-plus minute delay. This frequently
24 disrupts the schedules of riders and creates



1 frustrating experiences and it makes the CTA a
2 decreasingly desirable option for anyone looking to
3 travel around the city. When trains and buses
4 arrive at such large intervals, it turns the CTA
5 into a method of travel only practical when it can
6 reap this diligently planned rather than a
7 convenient option Chicagoans can rely on whether
8 they have planned their route ahead or not. Even
9 more frustrating than having to wait an extended
10 period of time for the next bus or train is waiting
11 the posted time for that ride and having no train
12 or bus arrive. Buses and trains not arriving at
13 the supposedly live, updated posted time is a
14 regularity that is uniquely frustrating to CTA
15 riders. This miscommunication installs false hope
16 that transit will be arriving soon and leaves
17 riders with no trusted source for when the trains
18 or -- and buses arrive. This can also further
19 disrupt the planning done by CTA riders who rely on
20 the system to navigate the city. This failure in
21 communication is a failure of basic principals that
22 makes a transit system reliable.

23 Lastly, anyone who uses trains and buses
24 beyond that of a standard 9:00 to 5:00 commuter



1 knows how dangerous the CTA may be. In my 1.5
2 years living in Chicago, I have been flashed,
3 witness to a mass shooting, witness to a mugging
4 and verbally assaulted countless times. I have
5 also been privy to other commonplace CTA
6 experiences such as human excrement in train cars,
7 passengers smoking and aggressive solicitation.
8 Every single day there is a number of crimes, many
9 violent, that are committed on CTA buses and trains
10 with the vast majority of them not resulting in any
11 arrest. The lack of safety for CTA passengers is
12 inexcusable. Untrained security guards and active
13 camera monitoring are basic security measures that
14 can be implemented to deter crime on the CTA but
15 this organization has failed to prioritize the
16 safety of passengers. President Dorval Carter, you
17 ignored the summons requests of our City Council to
18 discuss these critical topics for months only
19 finally accepting when your attendance was required
20 to request the funding for the Red Line expansion
21 solidifying your tone deafness to the needs of CTA
22 riders. CTA is a growing city with a shrinking
23 public transit system. More and more Chicagoans
24 are refusing to use the CTA because of the issues



1 shared here. The priorities of this organization
2 are misaligned with the priorities of those who
3 actually use the CTA. I invite you to all to stop
4 trying to expand a broken system and instead focus
5 on the issues that plague our city's transit
6 system. Sam Bergman.

7 In addition, we have written comments from
8 John Paul Jones and materials from Ms. Gahan that
9 have been provided to the directors. Chairman,
10 that concludes the public comments.

11 CHAIRMAN BARCLAY: Thank you, Kent. I want to
12 thank all of the public speakers this morning. I
13 will ask the staff to respond where it is
14 necessary. Our next order of business is the
15 president's report. President Carter?

16 PRESIDENT CARTER: Thank you, Mr. Chairman.
17 Members of the board, today's Meeting the Moment
18 action plan progress update continues to reflect
19 our aggressive efforts to end this year with a
20 strong hiring employee retention push. Since my
21 last update, CTA organized two very successful
22 career fairs attracting more than 500 prospective
23 applicants and launching a competitive employee
24 hiring and retention and financial incentive



1 package. We had 175 attendees at the Olive-Harvey
2 College job fair on November 18th and 376 people
3 attended the job fair at Malcolm X College on
4 December 2nd. These two job fairs have been a
5 tremendous success for the CTA and I am very
6 excited to see the impact on improved service
7 delivery. In the winter and spring months, many of
8 the applicants will successfully be hired and will
9 have completed training to begin revenue service.
10 We've also worked with union leadership to announce
11 hiring and retention incentives that will help CTA
12 be a more competitive employer. These efforts fit
13 into two pillars of our action plan. Delivering
14 reliable consistent service as well as invest in
15 our employees. CTA's new incentives will help
16 address the challenge of attracting new employees
17 as well as retaining our existing workforce. Key
18 items in this effort include a \$1,000 hiring bonus
19 for all new bus operators, mechanics and rail car
20 repairers hired in 2022 and 2023. A 3 percent
21 retention incentive after every six-month period
22 worked and increased starting rate for bus and rail
23 operators, mechanics and car repairers. This means
24 our starting rate for bus and rail operators will



1 reach \$30 an hour in 2023 compared to \$24 an hour
2 earlier this year. I want to take a moment to
3 thank the leadership of both ATU Locals 241 and 308
4 working closely with us to make these incentives a
5 reality. We have no greater asset than the men and
6 women who make up this agency. And it is with
7 great pride that we continue to recognize their
8 service and commitment. We will continue to update
9 the board in the coming months since we see the
10 positive effects of our hard work to prioritize
11 employees, make CTA a more competitive employer and
12 boost our recruitment efforts to provide good
13 paying jobs.

14 Along with significant positive progress
15 on employee hiring and retention, we've also made
16 progress in bus infrastructure and customer
17 wayfinding investments. As I noted when we
18 announced this action plan, our investment in
19 improving the infrastructure continues as
20 collaborative projects improving the customer
21 experience on our facilities and fleet. With a
22 positive Thanksgiving travel season, CTA and the
23 Chicago Department of Aviation launched new signs
24 and wayfinding throughout O'Hare Airport to help



1 customers, especially out-of-town visitors, get to
2 and from the CTA Blue Line Station. The Blue Line
3 is the most affordable and typically the fastest
4 way to travel between O'Hare and downtown. This
5 partnership with the Department of Aviation
6 provides easy to read directions right to the
7 train. CTA has also been working with the Chicago
8 Department of Transportation to create an upgrade
9 to the pandemic temporary bus lanes on
10 Chicago Avenue between Western and Ashland in both
11 directions. The new red striped lanes are bus and
12 bike only at all times. Significantly improving
13 the reliability and speed of our buses on this
14 important route.

15 Additionally, nineteen electric buses are
16 operating on the number 66 Chicago route bolstering
17 our ongoing commitment to electrification. To mark
18 this important occasion, I joined CDOT commissioner
19 Biagi and First ward Alderman Daniel La Spata on an
20 E-bus ride along the new bus lanes just recently.
21 I am thankful for their leadership in helping to
22 prioritize buses throughout the city of Chicago.
23 On safety and security initiatives, we continue to
24 build our strong partnership with the Chicago



1 Police Department and are working to expand our
2 marketing efforts of those policing activities. In
3 2023 we will launch a campaign to better promote
4 CPD's patrolling activities on CTA. Also in the
5 coming weeks, CTA and Department of Family and
6 Social Services will launch an expanded outreach
7 effort to engage unhoused riders and riders
8 struggling with mental illness or drug abuse. We
9 understand the need for this type of engagement and
10 we are eager to expand our partnership with DFSS
11 and the social service organizations throughout the
12 winter.

13 while service optimization efforts and
14 hiring more operators will have the biggest impact
15 on accuracy and reliability of the bus and train
16 tracker tools, we also continue to update and
17 enhance the technology's data behind those tools.
18 Specifically in the last few months we've launched
19 a brand new mobile responsive bus tracker website,
20 made significant configurations and algorithm
21 improvements to bus and train tracker, update the
22 schedule information to be more dynamic and better
23 reflect the available manpower and improve the
24 design of rail station platform signage. This is



1 just a high level overview of all the work that the
2 CTA team has done to improve these critical
3 customer communication tools and I look forward to
4 updating you in 2023 on the additional investments
5 we are making in bus and train tracker to make it
6 more reliable and accurate.

7 Measuring our action plan progress and
8 transparently sharing the information with the
9 public is also critical -- critically important to
10 the success of the action plan. Last month we
11 rolled out an extensive scorecard to track our rail
12 service and ridership progress in detail. This
13 month's scoreboard provides usual updates in
14 improving service and progress towards many other
15 initiatives we have been moving forward with
16 one -- with one significant improvement. The
17 December scorecard is now an interactive display on
18 our website. This change makes it as easy as
19 possible for anyone visiting our website to view
20 the scorecard, provides further transparency and
21 allows riders to use interactive charts and graphs
22 to better track our progress. Our most recent
23 report card demonstrates that we are delivering
24 more bus and rail service in comparison to our



1 schedules. The detailed information on rail line
2 shows across the board improvement ranging from
3 small gains on the Blue and Red Line to larger
4 improvements on Brown, Green and Orange Line.
5 Double and triple headway data shows significant
6 reduction of long wait times to our customers and a
7 continued positive impact of rail service
8 optimization. This information reveals where we
9 are experiencing challenges and also where we need
10 improvements. On the Blue Line specifically we
11 continue to experience service delivery challenges.
12 In the spring we are planning to make additional
13 scheduling changes and add more operators to
14 address rail slow zones on the Forest Park branch
15 while planned rail improvement projects on the
16 Forest Park branch will also help us address
17 service on the Blue Line in the long term. Some
18 other highlights on the scorecard include the
19 addition of the Cook County Sheriff's check data on
20 our system.

21 We are happy to have additional resources
22 to improve security on the system and also
23 forty-six canine teams are now rolled out during
24 our goal to get to fifty teams on the system by the



1 end of the year. As we complete many of the
2 initiatives we announced in the MTM plan in August,
3 I look forward to updating you in 2023 on several
4 other items and progress to deliver improvements to
5 our customers. These new measures include, for
6 instance, new schedule optimization changes for our
7 bus service that will be implemented on
8 January 8th which I will further discuss as we
9 implement and evaluate how those suggestions
10 improve the CTA travel experience. It is our
11 expectation that these optimization efforts on the
12 bus side of our house will have the similar impact
13 that we seen with the optimization efforts on the
14 rail side of the house resulting in more reliable
15 service, more accuracy in our bus tracker and
16 ultimately a reduction in their gaps and service
17 that we are currently experiencing. I made a
18 commitment in August that CTA will do better and I
19 invite all those who are interested in following
20 our progress to watch our scorecard closely. In
21 closing, I want to thank you for your attention.
22 Directors, I hope you found this update helpful and
23 I am happy to answer any questions that you may
24 have at this time.



1 CHAIRMAN BARCLAY: Thank you, President Carter.
2 I want to commend you and your team for the
3 continued progress that you are making on Meeting
4 the Moment. So we appreciate that. As I mentioned
5 in briefings, you know, I continue to be encouraged
6 by the security, the visibility of security. I
7 think that we are doing better there than we were a
8 number of months ago as well as other station
9 improvements there. On the service delivery side,
10 I'm glad to hear about the updates to our transit
11 tracker to reflect more accurate service
12 information. As I recommended in briefings, let's
13 continue to find ways to promote communication with
14 our customers about what we're doing. Particularly
15 to, you know, shortcut -- short circuit those
16 longer waits that -- that people are experiencing
17 and that they've complained about. As we know,
18 workforce shortage is one of the main contributing
19 factors to service delivery issues and I'm glad to
20 hear about your efforts on your team with the two
21 recruitment efforts there at Olive-Harvey and I
22 think Malcolm X over the last month where you've
23 had over 500 participants there. And so we're very
24 pleased to see that progress. We know that it's



1 going to take some time to fill those positions but
2 it seems like there's a good, effective plan that's
3 in place. I'm pleased to see that. At this point
4 I'd like to open it up to any other board members
5 who may have any comments in response to President
6 Carter's remarks this morning.

7 PRESIDENT CARTER: Chairman Barclay,
8 before -- before we go to other board members, I
9 would like to respond to -- to one of the comments
10 that was raised during the public comments section.
11 Yes, we have followed up with the alderman who
12 raised their interest in wanting to support CTA's
13 move forward. We make sure that every alderman is
14 made aware of all of our job fairs and other hiring
15 efforts and we will even more aggressively pursue
16 the support of the aldermen and other elected
17 officials as we move into the new year.

18 CHAIRMAN BARCLAY: Okay. Thank you. Any other
19 board members with any comments in response to
20 President Carter's remarks?

21 DIRECTOR ORTIZ: I second all your comments.

22 CHAIRMAN BARCLAY: Go ahead, Director Ortiz.

23 DIRECTOR ORTIZ: Yeah. No. I just wanted to
24 say that I second all of the comments that you



1 made. Thank you.

2 DIRECTOR JAKES: Yeah. Just making sure that
3 for public record, Mr. President, that you have
4 done a marvelous job of considering, you know.
5 It's no secret to anyone that is still on this side
6 of -- of heaven that, you know, managing through a
7 pandemic it's just not been easy for those who've
8 had to be in charge of something through a
9 pandemic. And for the scorecard and all the things
10 that you've had to do, you know, I just want to
11 say, you know, you're doing a marvelous job. I
12 think the scorecard is a fabulous idea. We are
13 going to get to the other side of this. I echo the
14 sentiments of our chairman. So hopefully you
15 remain encouraged and -- and those who are
16 partnering with you will remain encouraged and
17 those who are rightfully critical that they will
18 continue to hold our feet to the fire so that way
19 we -- we become better for it as a city. So thank
20 you for what you're doing.

21 PRESIDENT CARTER: Yeah. Thank you, Director.
22 You know, and I -- I certainly recognize and we
23 certainly heard from the public comments that we
24 still got a ways to go. I'm not suggesting by any



1 of the things that I've said here that we have
2 fixed this problem.

3 DIRECTOR JAKES: Right.

4 PRESIDENT CARTER: I still have a serious
5 workforce shortage issue that we're -- you know,
6 we're digging into every day. I am very excited
7 about the insensitive program because I think it
8 will help with some of the hemorrhaging that we're
9 seeing on the exodus of employees while giving us
10 better, robust hiring opportunities for new
11 employees coming onboard. We are certainly
12 strategically bring -- as we bring in new
13 employees, we are strictly deploying them to those
14 areas that we know are creating some of the biggest
15 service challenges for us. So on the rail side
16 we're obviously focused on Blue and Red Line which
17 continues to see that the smallest percentage of
18 increase over all the lines in terms of service
19 improvement. Certainly on the bus side we're
20 sending -- we're sending new bus operators
21 targeting those garages that we know have had the
22 biggest service reliability challenges and are
23 creating the biggest gaps in service on a regular
24 basis. It is my hope that as we continue



1 to -- to pursue this effort that we will see a
2 corresponding improvement in the service that we're
3 delivering out there as well as an increase in a
4 percentage of available service we're putting out.
5 We're currently around 70-something percent of
6 service of -- that we are putting out that we have
7 scheduled. Before the pandemic we were in the
8 90 percent range. Now I will point out that before
9 the -- before the pandemic we probably put out more
10 service to schedule than just about any other
11 transit agent in the country. So we had an
12 excellent record that has been impacted obviously
13 by the pandemic and the challenges that we're
14 facing. But I don't have any doubt that we can get
15 that record back again as we continue to add the
16 resources and do the other things that we're doing
17 to improve the reliability of the service that
18 we're providing.

19 CHAIRMAN BARCLAY: Any other directors?

20 DIRECTOR JHA: I just want to step in. I don't
21 think I could have said it any better. So thank
22 you. I think -- I totally agree. I think there
23 is -- there is a lot to be done and I mean
24 sometimes I think it's -- we lose the bigger



1 context in being so tactical about solve this,
2 solve this. But I think you're looking at it
3 holistically. I think the five pillars make sense.
4 I think just the progress in terms of where we can
5 do better versus where we are already getting to
6 the number before the pandemic I think we -- we
7 skip those and we look at the problem areas and
8 sometimes I think we just need to take a step back,
9 two steps back to take three steps forward. So
10 like you're doing an amazing job as a leader and I
11 think your -- your team is excellent in terms of
12 innovation. You know, in some of the areas that
13 they're focusing on. So I think sometimes at the
14 end of the year, December, holiday times I think we
15 also need to recognize all the good things that
16 have happened and not lose that -- lose sight of.
17 so thank you. I think you don't -- maybe you don't
18 hear it enough but we appreciate it. I think
19 the -- the people of Chicago appreciate it. You
20 know, I'm a regular CTA rider. I appreciate it for
21 sure. It's one of us those things I don't ever
22 think about. I show up, you know. Especially in
23 the morning. The trains come. There's multiple of
24 them. You know, we can get on and go where we need



1 to go. So thank you.

2 PRESIDENT CARTER: Thank you. And I probably
3 would be a little bit remiss if I didn't at least
4 acknowledge a major activity that's happening as we
5 speak over at City Hall. And knock on wood, with a
6 little bit of luck here there will be some really,
7 really, really good news for us to announce by the
8 end of the day around the Red Line extension. And
9 as you heard one of the commenters mention how
10 important that project is to them, you have
11 certainly heard all of me state how important that
12 project is to me and my team has worked very hard
13 to try to move this project to a point where we can
14 get the funding to make it happen. And hopefully
15 when the City Council takes that matter up later
16 today, we will have locked in the non-federal
17 funding that we need and the commitment for that
18 funding that we need to be able to move this
19 project forward.

20 CHAIRMAN BARCLAY: Yes. Thank you. I think
21 we're all excited about, yeah, moving that project
22 forward and -- and basically bringing rail service
23 to that segment of the city that has been waiting
24 for it for fifty years.



1 PRESIDENT CARTER: Right.

2 DIRECTOR SILVA: Yes.

3 PRESIDENT CARTER: Since I was a kid.

4 DIRECTOR JAKES: Me too.

5 PRESIDENT CARTER: We can admit that point.

6 CHAIRMAN BARCLAY: Thank you very much,

7 President Carter.

8 PRESIDENT CARTER: Thank you.

9 CHAIRMAN BARCLAY: Our next order of business
10 is the approval of the minutes of the regular board
11 meeting of November 15th, 2022. May I have a
12 motion to approve?

13 DIRECTOR JHA: So moved.

14 DIRECTOR ORTIZ: Second.

15 SECRETARY RAY: All right. The motion has been
16 moved and seconded. I'll call the roll. Director
17 Jakes?

18 DIRECTOR JAKES: Yes.

19 SECRETARY RAY: Director Miller?

20 CHAIRMAN MILLER: Yes.

21 SECRETARY RAY: Director Ortiz?

22 DIRECTOR ORTIZ: Yes.

23 SECRETARY RAY: Director Lee?

24 DIRECTOR LEE: Yes.



1 SECRETARY RAY: Director Jha?

2 DIRECTOR JHA: Yes.

3 SECRETARY RAY: Director Silva?

4 DIRECTOR SILVA: Yes.

5 SECRETARY RAY: Chairman Barclay?

6 CHAIRMAN BARCLAY: Yes.

7 SECRETARY RAY: The motion passes with seven
8 aye votes.

9 CHAIRMAN BARCLAY: Our next order of business
10 is executive session. It's my understanding, Kent,
11 that there is an executive session today.

12 SECRETARY RAY: Yes, Chairman. We will be out
13 at closed session pursuant to Section 2, Paragraph
14 C, subparagraphs 1, 2 and 11 of the Illinois Open
15 Meetings Act.

16 CHAIRMAN BARCLAY: I will now entertain a
17 motion to recess into executive session for reasons
18 stated by counsel.

19 DIRECTOR JHA: So moved.

20 SECRETARY RAY: Second?

21 DIRECTOR ORTIZ: Second.

22 SECRETARY RAY: Thank you. And I'll call the
23 roll. Director Jakes?

24 DIRECTOR JAKES: Yes.



1 SECRETARY RAY: Director Miller? Director
2 Miller?

3 CHAIRMAN BARCLAY: He raised his hand.

4 SECRETARY RAY: Oh. Got it. Director Lee?

5 DIRECTOR LEE: Yes.

6 SECRETARY RAY: Director Jha?

7 DIRECTOR JHA: Yes.

8 SECRETARY RAY: Director Silva?

9 DIRECTOR SILVA: Yes.

10 SECRETARY RAY: Chairman Barclay?

11 CHAIRMAN BARCLAY: Yes.

12 SECRETARY RAY: The motion passes. We will now
13 recess into closed session.

14 (Whereupon, the Board recessed
15 into Executive Session
16 at 10:59 a.m.)

17 (Whereupon the meeting
18 reconvened at 12:04 p.m.
19 as follows:)

20 CHAIRMAN BARCLAY: I will now entertain a
21 motion to return to open session.

22 SECRETARY RAY: Moved?

23 DIRECTOR ORTIZ: Second.

24 SECRETARY RAY: Do we have a motion?



1 SECRETARY RAY: I'm sorry. Do we have a
2 motion?

3 DIRECTOR JHA: I'm sorry. I had to organize my
4 schedule. We won't be done by 12:30. Sorry. So
5 moved.

6 SECRETARY RAY: Thank you.

7 DIRECTOR ORTIZ: Second.

8 SECRETARY RAY: Director Jakes?

9 DIRECTOR JAKES: Yes.

10 SECRETARY RAY: Director Miller?

11 CHAIRMAN MILLER: Yes.

12 SECRETARY RAY: Director Ortiz?

13 DIRECTOR ORTIZ: Yes.

14 SECRETARY RAY: Director Lee? Director Lee?
15 okay. I believe you're muted, Dr. Lee. Director
16 Jha?

17 DIRECTOR JHA: Yes.

18 SECRETARY RAY: Director Silva?

19 DIRECTOR SILVA: Yes.

20 SECRETARY RAY: Chairman Barclay?

21 CHAIRMAN BARCLAY: Yes. The motion passes with
22 seven votes.

23 CHAIRMAN BARCLAY: Okay. We will now address
24 board item -- board agenda item number 5-A. Kent?



1 SECRETARY RAY: Thank you, Chairman. Item 5-A
2 involves the Board's review of a Section 28 Hearing
3 Committee's recommendation regarding CTA's
4 discharge of Jamar Gilmore. Mr. Gilmore requested
5 a hearing to contest his discharge under Section 28
6 of the Metropolitan Transit Authority Act. The
7 hearing was held before an appointed committee and
8 after considering all of the evidence presented at
9 the hearing, the committee has recommended that
10 this Board sustain Mr. Gilmore's discharge.

11 CHAIRMAN BARCLAY: Thank you, Kent. May I have
12 a motion to approve an ordinance sustaining the
13 discharge of Jamar Gilmore?

14 DIRECTOR JHA: So moved.

15 DIRECTOR ORTIZ: Second.

16 SECRETARY RAY: Second. Director Jakes?

17 DIRECTOR JAKES: Yes.

18 SECRETARY RAY: Director Miller?

19 CHAIRMAN MILLER: Yes.

20 SECRETARY RAY: Director Ortiz?

21 DIRECTOR ORTIZ: Yes.

22 SECRETARY RAY: Director Lee? I still can't
23 hear you but I believe you said yes. Director Jha?

24 DIRECTOR JHA: Yes.



1 SECRETARY RAY: Director Silva?

2 DIRECTOR SILVA: Yes.

3 SECRETARY RAY: Chairman Barclay?

4 CHAIRMAN BARCLAY: Yes.

5 SECRETARY RAY: The motion passes with seven
6 yes votes.

7 CHAIRMAN BARCLAY: The next executive session
8 item for consideration is board agenda item number
9 5-B. Kent?

10 SECRETARY RAY: Thank you, Chairman. Item 5-B
11 involves the Board's review of a Section 28 Hearing
12 Committee's recommendation regarding CTA's
13 discharge of Marissa Consentino. Ms. Consentino
14 requested a hearing to contest her discharge under
15 Section 28 of the Metropolitan Transit Authority
16 Act. The hearing was convened before an appointed
17 committee and Ms. Consentino failed to appear. The
18 hearing committee has recommended that this Board
19 sustain Ms. Consentino's discharge for want of
20 prosecution.

21 CHAIRMAN BARCLAY: May I have a motion to
22 approve an ordinance sustaining the discharge of
23 Ms. Consentino?

24 DIRECTOR JHA: So moved.



1 DIRECTOR ORTIZ: Second.

2 SECRETARY RAY: Thank you. Director Jakes?

3 DIRECTOR JAKES: Yes.

4 SECRETARY RAY: Director Miller?

5 CHAIRMAN MILLER: Yes.

6 SECRETARY RAY: Director Ortiz?

7 DIRECTOR ORTIZ: Yes.

8 SECRETARY RAY: Director Lee?

9 DIRECTOR LEE: Yes.

10 SECRETARY RAY: Yes. Director Jha?

11 DIRECTOR JHA: Yes.

12 SECRETARY RAY: Director Silva?

13 DIRECTOR SILVA: Yes.

14 SECRETARY RAY: And Chairman Barclay?

15 CHAIRMAN BARCLAY: Yes.

16 SECRETARY RAY: The motion passes with seven

17 yes votes.

18 CHAIRMAN BARCLAY: The final executive session

19 item for consideration is board agenda item 5-C.

20 Kent?

21 SECRETARY RAY: Chairman, for item 5-C the

22 Chicago Transit Authority has agreed to a

23 non-presidential agreement with the Amalgamated

24 Transit Union Locals 231 and 308 for the provision



1 of certain temporary hiring and retention
2 incentives. We request this Board for ratification
3 of the agreement.

4 CHAIRMAN BARCLAY: May I have a motion to
5 approve the ordinance ratifying a memorandum of
6 agreement with the Amalgamated Transit Union
7 Locals 241 and 308?

8 DIRECTOR JHA: So moved.

9 DIRECTOR ORTIZ: Second.

10 SECRETARY RAY: Director Jakes?

11 DIRECTOR JAKES: Yes.

12 SECRETARY RAY: Director Miller?

13 CHAIRMAN MILLER: Yes.

14 SECRETARY RAY: Director Ortiz?

15 DIRECTOR ORTIZ: Yes.

16 SECRETARY RAY: Lee?

17 DIRECTOR LEE: Yes.

18 SECRETARY RAY: Director Jha?

19 DIRECTOR JHA: Yes.

20 SECRETARY RAY: Director Silva?

21 DIRECTOR SILVA: Yes.

22 SECRETARY RAY: Chairman Barclay?

23 CHAIRMAN BARCLAY: Yes.

24 SECRETARY RAY: The motion passes with seven



1 yes votes.

2 CHAIRMAN BARCLAY: Thank you, Kent. We now
3 proceed to board matters -- our next order of
4 business is board agenda item 6-A, a resolution
5 changing the dates of the January, August, October
6 and November 2023 board meetings. I will now
7 entertain a motion to approve.

8 DIRECTOR JHA: So moved.

9 DIRECTOR ORTIZ: Second.

10 SECRETARY RAY: Thank you. The motion has been
11 moved and seconded. Director Jakes?

12 DIRECTOR JAKES: Yes.

13 SECRETARY RAY: Director Miller?

14 CHAIRMAN MILLER: Yes.

15 SECRETARY RAY: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY RAY: Director Lee?

18 DIRECTOR LEE: Yes.

19 SECRETARY RAY: Director Jha?

20 DIRECTOR JHA: Yes.

21 SECRETARY RAY: Director Silva?

22 DIRECTOR JHA: Yes.

23 SECRETARY RAY: Chairman Barclay?

24 CHAIRMAN BARCLAY: Yes.



1 SECRETARY RAY: The motion passes with seven
2 yes votes.

3 CHAIRMAN BARCLAY: Our next board matter is an
4 ordinance delegating authority to the first
5 assistant secretary of the Chicago Transit Board.
6 I will now entertain a motion to approve the
7 ordinance.

8 DIRECTOR SILVA: So moved.

9 DIRECTOR ORTIZ: Second.

10 SECRETARY RAY: Thank you. The motion has been
11 moved -- made and seconded. Director Jakes?

12 DIRECTOR JAKES: Yes.

13 SECRETARY RAY: Director Miller?

14 DIRECTOR MILLER: Yes.

15 SECRETARY RAY: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY RAY: Director Lee?

18 DIRECTOR LEE: Yes.

19 SECRETARY RAY: Director Jha?

20 DIRECTOR JHA: Yes.

21 SECRETARY RAY: Director Silva?

22 DIRECTOR SILVA: Yes.

23 SECRETARY RAY: Chairman Barclay?

24 CHAIRMAN BARCLAY: Yes.



1 SECRETARY RAY: The motion passes with seven
2 yes votes.

3 CHAIRMAN BARCLAY: Our next order of business
4 is a report from the Committee on Strategic
5 Planning and Service Delivery. Director Miller?

6 CHAIRMAN MILLER: Yes, sir. The committee met
7 earlier today. The Committee on the Strategic
8 Planning and Service Delivery met earlier this
9 morning. The committee approved the
10 October 14th, 2022 committee minutes. The
11 committee heard a presentation from staff regarding
12 update on the CTA fare media program. That
13 concludes my report, Chairman Barclay.

14 CHAIRMAN BARCLAY: Thank you, Director Miller.
15 Our next order of business is a report of -- our
16 next order of business is a report from the
17 Committee on Finance, Audit and Budget. Director
18 Silva?

19 DIRECTOR SILVA: The committee met earlier this
20 morning and approved the November 15th committee
21 minutes and reviewed the finance report. The
22 committee reviewed five ordinance. An ordinance
23 authorizing first amendment to omnibus and revenue
24 sharing intergovernmental agreement with Pace. An



1 ordinance authorizing an amendment to the
2 reciprocal riding privilege program with Pace. An
3 ordinance declaring public bidding disadvantages
4 and authorizing a development agreement with
5 Sterling Racine, LLC for the construction of a new
6 training and control center on Authority property
7 located at West Lake Street and North
8 Pulaski Avenue, Chicago, Illinois. An ordinance
9 authorizing an intergovernmental agreement with the
10 Chicago Housing Authority for information sharing
11 to meet the careers opportunity workforce goal. An
12 ordinance authorizing the purchase of underground
13 storage tank insurance for policy year
14 January 28th, 2023 through January 28th, 2024. The
15 committee also reviewed seven contracts. The
16 committee approved and recommended for board
17 approval all five ordinance and the seven
18 contracts. The committee placed all five of the
19 ordinance and seven of the contracts on the
20 omnibus. And that concludes my report, Chairman
21 Barclay.

22 CHAIRMAN BARCLAY: Thank you, Director Silva.
23 I will now entertain a motion to approve the
24 omnibus as stated by Director Silva.



1 DIRECTOR SILVA: So moved.

2 DIRECTOR ORTIZ: Second.

3 SECRETARY RAY: The motion has been made and
4 seconded. Director Jakes?

5 DIRECTOR JAKES: Yes.

6 SECRETARY RAY: Director Miller?

7 CHAIRMAN MILLER: Yes.

8 SECRETARY RAY: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY RAY: Director Lee?

11 DIRECTOR LEE: Yes.

12 SECRETARY RAY: Director Jha?

13 DIRECTOR JHA: Yes.

14 SECRETARY RAY: Director Silva?

15 DIRECTOR SILVA: Yes.

16 SECRETARY RAY: Chairman Barclay?

17 CHAIRMAN BARCLAY: Yes.

18 SECRETARY RAY: The motion passes with seven
19 aye votes.

20 CHAIRMAN BARCLAY: Our next order of business
21 is the construction report. Bill Mooney and
22 JuanPablo Prieto?

23 MR. MOONEY: Good afternoon, Directors and
24 Chairman Barclay. I am Bill Mooney, your Chief



1 Infrastructure Officer. And I am presenting your
2 monthly construction update and we will begin this
3 month with our new project at CDOT Lake Line and
4 Damen Station that we introduced last month. The
5 project continues moving forward mostly with
6 underground foundational work. Again this is a
7 project that's being administered on our behalf by
8 the Chicago Department of Transportation. They
9 continue their deep caisson work as well as
10 installing grade beams exposing the foundational
11 work for the station itself. We can look at some
12 photos around that. Move forward. So this
13 is -- they're installing deep benchmarking. This
14 is actually an anchor point that they'll use for
15 serving for the rest of the station that goes all
16 the way to the bedrock so that they -- it doesn't
17 actually shift with any of the ground that moves.
18 It's very fun -- fundamental kind of key point for
19 reference for the rest of the project. Next slide.
20 Here they are pouring a concrete caisson cap.
21 You've seen a lot of this work similarly on other
22 projects we do over at either the substation or RPM
23 but this will be the basis for what will hold the
24 new platforms in place. Next slide. And here



1 they're pouring the concrete mat. So it's a series
2 of caissons that were tied together and ultimately
3 will be the foundation for the building footprint
4 itself, the elevator towers and other such things.

5 Next slide. Our next projects are
6 non-revenue rail vehicle facility. We -- we
7 finished most of the foundational work on the site
8 and we started the prep work to actually start
9 building the walls. So these are the prefabricated
10 wall of the facility and so that's a little
11 different process than we typically see in a brick
12 built building. And so they do a lot of prep work
13 around that. We also have brought ComEd into the
14 site and so ComEd is now establishing the power
15 and -- and all the connection points that the
16 building will ultimately get connected to and we've
17 kind of worked around those aspects. Next slide.
18 I'll show some photos. So here they are installing
19 some helical anchors within kind of the grounds.
20 what happens ultimately is you'll see next month is
21 the walls start going up. They get pitched in
22 place and they get tied back until they're all
23 welded together as one kind of shell of the
24 building and the roof is put on. So they're



1 building the anchor points for that. Next slide.
2 Here they are actually doing utility work out in
3 the street. Right out off of 63rd and Calumet. So
4 this is actually where we'll be terminating the
5 existing service and bringing in the new service
6 for building and -- and that's kind of what you're
7 seeing here. Next slide. And here's ComEd. So
8 ComEd has started loading the transformers on the
9 site. So ultimately they -- they bring in power
10 for the facility to a new transformer and a vault
11 right there and then we connect to it at the vault
12 at the new facility.

13 Next project, please. This is our Canal,
14 Barry, Damen traction power upgrade project. So we
15 can move forward with a couple items here. So the
16 most exciting work really in the -- in the up -- in
17 the past month has been really around Canal. So
18 they poured the foundation for the new breaker
19 facility in -- in the subway and over a long
20 weekend outage. And you can see kind of
21 that -- that framework put in there with rebar and
22 actually the pour and then you can see actually the
23 anchor points for the new house is going to be
24 mounted in this footprint. Next slide. And then



1 off of that they poured the duct banks. So this
2 will be the new cable that runs from that breaker
3 house to various parts of the subway to distribute
4 that power. Next slide. And at Haymarket just
5 down the street from 567 they've -- they've dug
6 down and expanded the foundation of the existing
7 courtyard wall. The last things I showed you you
8 saw some of the demo of that wall that actually
9 gets expanded out about six feet so they actually
10 had to redo the whole foundation for that to be
11 able to expand that courtyard wall that you're
12 seeing there.

13 Next slide. Our refresh and renew program
14 comes to a conclusion for the year. I'm happy to
15 report that we completed twenty-eight of the
16 twenty-eight stations committed to as part of the
17 project. We also are rapidly coming to close on
18 the SBE painting program. So as part of our goal
19 in our upcoming program we are going to continue
20 committing to a -- a percentage of painted stations
21 a year through our main -- our Maincon contract
22 that you awarded a few months ago which is an SBE
23 set-aside contract as well. So while we continue
24 with full station renewal, we'll actually also



1 continue to -- to touch up additional stations
2 throughout the year as well. So but here are some
3 highlights from the last group of stations for the
4 year. So one of our -- our prized stations in the
5 South Loop is Roosevelt and it actually has a
6 connection point to the Red and Orange Lines. So
7 we did both stations tied together. So this is
8 the -- our connecting tunnel between the two.
9 Upgraded lighting, cleaning for -- enhanced to
10 really make a big difference to highlight some of
11 those unique tiles on the wall. Next slide. We've
12 done some major kind of cleanup and -- and touch-up
13 work in the elevators to make them more pleasant
14 for usage. The floor had previously been done.
15 This just deals with some of the other tactile
16 and -- and lighting issues. Next slide. Here's
17 the platform at Roosevelt. Again a really heavy
18 deep clean. A fresh coat of paint on the ceiling,
19 the walls, as well as the upgraded LED lighting.
20 Next slide. This is in the station on the elevated
21 portion so they -- they -- they polished all
22 the -- the stainless steel tiles in the ceiling,
23 upgraded the lighting, cleaned up the flooring,
24 touched up all the touch services. It really gives



1 you that welcoming appearance as you enter. You
2 know, it really changes the color appearance as
3 well.

4 Next slide. So this is a little unique.
5 This is a bus waiting area outside on
6 Roosevelt Street and so we actually took down the
7 canopy there and we added a bunch of site lighting
8 there so it's more -- more open, more friendly,
9 more secure during night hours while customers are
10 waiting for buses. Next slide.

11 DIRECTOR JAKES: Bill, real quick. I'm sorry
12 to interrupt you. Going back to that previous
13 slide.

14 MR. MOONEY: Yes, sir.

15 DIRECTOR JAKES: Under -- under the after
16 where -- where it says the lighting. Are
17 those -- are those heat lamps under there as well?

18 MR. MOONEY: No. Those are just LED bulbs that
19 are buried up into the -- the mesh ceiling.

20 DIRECTOR JAKES: Oh, I see. Okay. Thank you.

21 MR. MOONEY: No problem. So previously I've
22 shown you some updates to a few other stations. We
23 had some finish-up work there that were kind of
24 unique and I also wanted to also highlight some of



1 those opportunities. So at Cermak on -- on the Red
2 Line we did a bunch of power washing to the track
3 side windows so as you walked up to the station the
4 station looked really clean. We also added a bunch
5 of accent lighting so you can see the red tone
6 lighting off the canopy there. So as you look down
7 Cermak from either direction you can see the
8 station. We also replaced the station identifier
9 signage. So we -- we used to have a flat map sign
10 there and we worked with our signage group to build
11 a new sign that would get back lit. So from over a
12 block away you can see the station coming down
13 Cermak. It really is pronounced and -- and
14 highlights some of the -- the neat features of that
15 station.

16 Next slide. We also finished up some
17 cleanup on the out front towards the end of the
18 landscaping season here, cleaned up the beds, dealt
19 with some of the irrigation systems that failed and
20 made them more -- more friendly on that curb
21 appeal. Next slide. At 51st and the Green Line
22 which we've showed you some clean up about two
23 months ago out there we -- we worked with CDOT to
24 get all the under 'L' lighting directly in that



1 area added as well. So not only did we increase
2 all the LED lighting footprint off of our station,
3 we added a bunch of LED under the structure there.
4 So the -- the whole area up and approaching the
5 station, around the station really is well lit and
6 secure. Next slide. We also finished -- we had an
7 opportunity to be able to go in and completely
8 repaint the floor of that station. So you can see
9 that before and after pictures there and what a big
10 impact that makes on -- on that entrance to the
11 station. Next slide. And we worked a little bit
12 on that curb appeal as well. So we found a new
13 location for the dumpsters and the storage out in
14 front of the station. We cleaned that area up. We
15 relocated those dumpsters, added some additional
16 bike racks. And on the next slide, please. We
17 found a good spot across the street and we built a
18 new enclosure to be able to hide those dumpsters so
19 that our customers as they approach the station
20 don't have to walk past the dumpsters and -- and
21 that experience and there's a better secure spot to
22 keep them.

23 Next slide. And at 47th and the Red Line
24 we also did some work on bus shelters there. So



1 the -- the bus shelter on the south side of the
2 bridge out across from the station we actually
3 ended up rebuilding. Pretty significantly the roof
4 panels were damaged. The side panels were damaged.
5 we added a bunch of lighting to it because it did
6 not have existing lighting. It was kind of dark
7 during at night hours. And it should have overall
8 enhanced that customer experience on the bus side
9 as well in that transfer point. And we also add a
10 bunch of lighting to the art glass. So
11 this -- there is actually an art glass bridge that
12 connects the station to that bus shelter and at
13 night it actually wasn't lit so we added a bunch of
14 backlighting to it to be able to make it light up
15 at night a little bit. And so again you can see it
16 well from a distance as well as an overall enhance
17 of experience. It's a pretty large investment in
18 that station and to have it lost at night seemed to
19 be a lost opportunity. Next slide. And we also
20 again kind of enhanced that frontage. So we -- we
21 looked at opportunities to really make it pop out
22 so as you approached it you understood kind of
23 exactly what -- what you were walking up to and it
24 really made it a welcoming, bright, secure



1 experience. Next slide. And this is one that was
2 not fully part of our refresh and renew program but
3 was a huge effort by our trades and I just wanted
4 to take a moment to celebrate. Is Clark and Lake
5 going from the main station house and the
6 connections to both 203 LaSalle as well as the SOIC
7 Thompson Center connection. As you go down to the
8 Blue Line, it had a -- had a series of stairs that
9 connected you from that mezzanine to -- to the
10 subway access point and those stairs were really
11 structurally damaged. The granite have failed over
12 the years and there have been a patchwork for
13 repairs and they were really, really at a point
14 that they -- they needed to be fully replaced. So
15 over a series of five weekends we went in there and
16 completely took out the stairs and rebuilt them.
17 They also have the contrasting stair treads which
18 is our new standard for how -- assisting with, you
19 know, customers that have a visual impairment and
20 others having kind of depth with stairs. And it's
21 a whole new galvanized system so as it's used and
22 abused over the years, it should -- it should wear
23 very well. It was a huge investment of maintenance
24 effort and time and coordination and I just -- they



1 did a really great job and I wanted the highlights
2 of this. It's a really great customer enhancement.
3 I have a couple of other photos that shows you kind
4 of before and afters and the work. Flip to the
5 next one here. This really gives you a sense of
6 that improvement. So if anybody has ever used
7 those stairs, it really is a big change and a big
8 value opportunity.

9 And that brings me to RPM. And we
10 continue on budget and tight to schedule here. And
11 we can highlight some of the ongoing activities.
12 We continue to work on the four wide signal
13 improvements. We've come to the conclusion of
14 drilling major shafts on stage two in the RPB
15 corridor. That's another kind of major milestone.
16 So now we've actually drilled all the shafts for
17 both the LBMM and RPB's current stages we're in.
18 We won't be drilling again until the upcoming year
19 when we switch stages. We continue to erect
20 segments as we come to the end of this year. The
21 segmental boxes will actually be finishing up.
22 which is again a huge milestone that we'll be
23 talking about in the upcoming months. We can move
24 forward with a couple of photos of some other work



1 going on. So here is in the RPB. So those last
2 caissons that were drilled. We -- we put the pier
3 caps in and we've started putting some beams on
4 them. So I think the next slide shows some of
5 that. So here is some of those precast beams. The
6 last sections of beam going in stage two are -- are
7 being set in the upcoming weeks and so in the next
8 month you'll see the completion of that work as
9 well. Here's some of the rehab work on the
10 foundation. We are also coming to conclusion on
11 that rehab. That -- that's a big impact to the
12 neighborhood association there and we've been
13 working very closely with them for many years now
14 on that impact. And so I'm sure they're very glad
15 to see a conclusion of some of that work. Next
16 slide. And up on LBMM we -- we start doing station
17 work. So this is a pretty exciting time as we've
18 got our permits for the next phase of ten stations
19 as well as starting to get ready to do some of the
20 major station work that comes with stage B work up
21 there. So here they are for the Argyle temp
22 station. So in the next phase change we switch the
23 way we access the station, the platform there. So
24 here they're building that new foundation for that



1 temp station. And this is the relay room that I've
2 shown you in previous months being constructed from
3 the outside. So that building is fully enclosed at
4 this point and they're prepping it to actually
5 start receiving equipment in the early part of next
6 year. Next slide. We continue to install rail.
7 And here you are seeing them actually using a butt
8 welding machine where they -- they actually use an
9 electric pulse to weld two pieces of rail together
10 to create a quiet, smoother ride for our customer
11 ultimately. Next slide. And what would be the end
12 of our report without some shots of our -- our
13 gantry and -- and the segments. As I mentioned, we
14 are quickly coming to conclusion of this -- this
15 run of the segment and it's a pretty exciting point
16 for the project.

17 Next slide. And our community outreach
18 continues. We regularly coordinate with the
19 44th ward and the 48th ward. We launched a new
20 open for business campaign called Enjoy Locals.
21 This is a follow-up from our prior open for
22 business campaign to support the local businesses
23 in the corridor. We continue to coordinate with
24 local neighborhood associations. Roscoe-Newport



1 neighbors being most noticeable. Those are the
2 ones that are along that renovated portion of the
3 Ravenswood tracks that I talked about the last
4 couple of months. We partnered with the Uptown
5 United business and -- on a community ambassador
6 program. We previously had our own community
7 ambassador program. They were launching their own
8 so we decided to partner for a bigger impact. We
9 continue to hold our virtual office hours. We
10 launched a new Facebook live series highlighting
11 the circus experience. So this is a business in
12 Edgewater that will -- you can go and learn how to
13 be a circus performer. It's great for group
14 activities. It's fantastic and really a lot of fun
15 and maybe something that the Board wants to
16 consider for a team-building exercise at some point
17 in the future. And the -- and the bypass had its
18 one year anniversary. I know, Chairman Barclay,
19 you rode it on that first day but it's been a year
20 and it's -- it's pretty remarkable to see it's been
21 that long. And we took an editable form on social
22 media highlighting the number of trains and
23 passengers that have ridden over it and the size
24 and the pure construction of it. And with that, I



1 will turn it over to JuanPablo.

2 MR. PRIETO: Thank you, Bill. Good afternoon
3 again Directors. JuanPablo Prieto, Director of
4 Diversity Programs. CTA diversity continues to
5 meet with the contractor monthly to discuss DBE and
6 workforce outreach and compliance. We continue to
7 send out opportunities along with the prime to the
8 DBE communities so that they're aware of the trade
9 packages and how to submit their bids. Our open
10 career opportunities with the prime and
11 subcontractors are sent through our workforce
12 partners, Chicago Cook Workforce Partnership and
13 Hire 360, so they can refer interested and
14 qualified candidates to meet our workforce goals.
15 On Wednesday, November 30th, one of our workforce
16 partners Hire 360 posted a trade informational
17 session at Malcolm X College. The event featured
18 multiple networking opportunities for candidates to
19 meet with representatives from pre-apprenticeship
20 programs to building trade unions and other local
21 agencies to learn more about the construction
22 industry. The ninety attendees heard a
23 presentation detailing the RPM project, the
24 construction industry as a whole and what resources



1 exist to help candidates find employment on RPM.
2 The next RPM workforce outreach event will be
3 hosted in January of 2023 where we will highlight
4 opportunities on RPM for the upcoming construction
5 season. As of November 30th, DBEs have been
6 awarded over 230 million dollars between the -- the
7 design and construction packages. And this
8 accounts for eight-four unique DBE firms.
9 Thirty-two of which are new to CTA. On the
10 workforce side as of November 30th, 1,731 unique
11 individuals have worked over one million labor
12 hours and earned over 60 million dollars in wages.
13 That concludes my portion of the report. We're
14 happy to answer any questions.

15 CHAIRMAN BARCLAY: Thank you.

16 SECRETARY RAY: Questions?

17 CHAIRMAN BARCLAY: Bill and JuanPablo, any
18 questions for them at this point? All right.
19 Thank you very much. We appreciate it. Our
20 next -- our final order of business is new
21 business. Kent, is there any new business?

22 SECRETARY RAY: No, Chairman. There's no new
23 business.

24 CHAIRMAN BARCLAY: Since there is no new



1 business to come before the Board, may I have a
2 motion to adjourn the Chicago Transit Board meeting
3 of December 14th, 2022?

4 PRESIDENT CARTER: Mr. Chairman, before we
5 adjourn, I just got notice that there was favorable
6 approval of the Red Line TIF from the City Council.

7 CHAIRMAN BARCLAY: Oh, wonderful.
8 Congratulations. For the citizens of the Chicago,
9 the taxpayers and particularly in that region
10 that -- that need public transit -- rail
11 transportation. I'm very, very happy that after
12 fifty years it's going to be built. So we're
13 excited.

14 PRESIDENT CARTER: A great Christmas present.

15 CHAIRMAN BARCLAY: Yes. Great. Thank you for
16 all your hard work, President Carter and to your
17 staff. I know you put in a lot of time navigating
18 us through that. And I'm very appreciative to the
19 city -- the City Council and -- and to the mayor
20 for their support in us moving forward on this as
21 well. Any other comments?

22 DIRECTOR JAKES: I think we deserve a good shot
23 of eggnog, man.

24 CHAIRMAN BARCLAY: well, you know what, so the



1 meeting is -- we have to vote on the adjournment.

2 SECRETARY RAY: Hold on. Does the -- second
3 it?

4 DIRECTOR ORTIZ: Second.

5 SECRETARY RAY: Director Ortiz. And Director
6 Jakes?

7 DIRECTOR JAKES: Yes.

8 SECRETARY RAY: Director Miller?

9 CHAIRMAN MILLER: Yes.

10 SECRETARY RAY: Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 SECRETARY RAY: Director Lee? Yes. Director
13 Jha?

14 DIRECTOR JHA: Yes.

15 SECRETARY RAY: Director Silva?

16 DIRECTOR SILVA: Yes.

17 SECRETARY RAY: Chairman Barclay?

18 CHAIRMAN BARCLAY: Yes.

19 SECRETARY RAY: The motion passes. We are
20 adjourned.

21 CHAIRMAN BARCLAY: Thank you.

22 (whereupon, the meeting
23 adjourned at 12:29 p.m.)

24



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