

1 CHICAGO TRANSIT BOARD

2 REGULAR BOARD MEETING

3 Held via Zoom videoconference

4 on

5 February 8, 2023

6 at

7 10:21 a.m.

8 at

9 567 west Lake Street, 2nd Floor

10 Chicago, Illinois 60661

11
12 STENOGRAPHIC REPORT OF PROCEEDINGS via

13 Zoom videoconference had in the above-entitled

14 cause held at the Chicago Transit Authority

15 Headquarters, 567 West Lake Street, 2nd Floor,

16 Chicago, Illinois, Mr. Lester Barclay, presiding.

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23 Reported by: Angelita Olander, CSR

24 License No.: 084-004618



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;

3 MR. JOHNNY L. MILLER, Chairman;

4 MR. ALEJANDRO SILVA, Director;

5 MR. BERNARD JAKES, Director;

6 MS. NEEMA JHA, Director;

7 MS. ROSA ORTIZ, Director;

8 MS. MICHELE LEE, Director;

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

10 MR. KENT RAY, General Counsel.

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1 MR. BARCLAY: Good morning. I would like to
2 call the regularly scheduled meeting of
3 Chicago Transit Board for February 8th, 2023.

4 Kent, please call the roll.

5 MR. RAY: Yes, sir. Director Jakes?

6 MR. JAKES: Present.

7 MR. RAY: Director Miller?

8 MR. MILLER: Here.

9 MR. RAY: Director Ortiz?

10 MS. ORTIZ: Here.

11 MR. RAY: Director Lee?

12 MS. LEE: Here.

13 MR. RAY: Director Jha?

14 MS. JHA: Here.

15 MR. RAY: Director Silva?

16 MR. SILVA: Yes.

17 MR. RAY: Chairman Barclay?

18 MR. BARCLAY: Here.

19 MR. RAY: Chairman, you have a quorum with
20 seven members in attendance.

21 MR. BARCLAY: Our first order of business is
22 public comment. Kent?

23 MR. RAY: Chairman, this month there are no
24 public comments.



1 MR. BARCLAY: Thank you. I'd like to open the
2 floor -- our next order of business is the
3 president's report. Dorval Carter?

4 PRESIDENT CARTER: Thank you, Mr. Chairman.
5 Members of the board, good morning. I am pleased
6 to begin today's meeting the moment action plan
7 progress report by announcing the results of our
8 very successful job fair that we hosted here at our
9 headquarters on January 28th. We hosted almost
10 650 individuals seeking a job with CTA as either a
11 bus operator or a bus mechanic on the day of the
12 event.

13 This was our most widely attended job fair
14 in recent years, and while we still have a great
15 deal of work to grow our staffing levels, I think
16 it's to appropriate applaud the significance of
17 this achievement. Our human resources department
18 posted an excellent video to CTA's LinkedIn page
19 following the job fair thanking the attendees for
20 coming out.

21 The videos have gotten nearly
22 900 views and, Mr. Chairman, with your leave, I
23 would like to show it to you and the rest of the
24 board now. I think you all will enjoy it.



1 (At which time, a video was
2 played.)

3 PRESIDENT CARTER: It was a very good video and
4 I think it also gives you a sense of how well
5 attended and how well run the process was. As you
6 can tell, we had a large number of people here for
7 the event itself. For the most part, it ran very
8 smoothly. I will tell you, and I heard this from
9 the union president, one of the things that we did
10 run into as a challenge was I didn't have enough
11 computers. Everyone did take the test quickly. We
12 had a line of people waiting to take their test.

13 You may recall this, what we did here is
14 like a one-stop shop type of thing where you could
15 everything you need done to get processed by us at
16 one point in time. I guess that's a good problem
17 to have. I have so many people applying for a job
18 I need to get more from computers.

19 I assure you we're already on top of that
20 and for future events we will increase the
21 capacities so we don't face that challenge in the
22 future. During the event itself, we actually moved
23 people into the employee cafeteria room and let
24 them start their application process on their



1 phones if they had one and then they could finish
2 it on our computer.

3 So we had to sort of scramble with that,
4 but we tried to accommodate everyone that we could
5 and really try to prevent as much as possible
6 people leaving without having done everything they
7 needed to do to be considered for a job at CTA.

8 I think it's also important to recognize
9 the fact that this type of undertaking requires a
10 significant amount of effort, a significant amount
11 of team effort, that has been going on over the
12 past several months. I personally have been very
13 impressed with all the work with all the
14 departments participating in this ongoing highly
15 recruitment campaign.

16 Of course, these job fairs are primarily
17 facilitated by my human resources staff under the
18 leadership of our Chief Administrative Officer
19 Tom McKone, but many people may not realize the
20 events also require significant assistance and
21 input and participation from leadership,
22 management, and staff from many other departments
23 such as bus operations, bus maintenance,
24 technology, training and workforce development,



1 communication, diversities, security, and others.

2 All of whom work very hard to guarantee that events
3 are both productive and worth while for the job
4 seekers here at CTA.

5 I also want to make a special mention of
6 the managers in our bus operations and bus
7 maintenance departments. These individuals have
8 particularly difficult jobs right now and yet they
9 are involved with every step of the process of
10 bringing aboard these new employees. From the very
11 beginning, working closely with other departments
12 during the job fairs, to scheduling and overseeing
13 these individuals once they officially join the CTA
14 family of employees, and begin serving or
15 customers.

16 I also want to make mention of the union
17 leadership who have participated in these events,
18 have spoken at our events, and have attended all of
19 our events as we continue to build our workforce,
20 and we're seeing the results from our ongoing
21 recruitment campaign.

22 In the month of January, CTA has received
23 more than 1,000 job applications for the position
24 of bus operator alone. Of these numbers and our



1 ongoing highly successes are encouraging, they are
2 also a reminder to all of us that we must continue
3 to focus on the task at hand and double down on our
4 efforts whenever possible. We still have a ways to
5 go. I believe that our continued progress
6 for -- good things to come, and I will continue to
7 keep the board informed on that progress as we move
8 forward.

9 Our customers can track our progress
10 across various initiatives throughout the meeting
11 the moment's scorecard which continues to expand
12 and improve over time and has proven to be a useful
13 and effective tracking tool both internally and for
14 our customers.

15 Today, we are happy to unveil a new fully
16 interactive version of this resource. We plan to
17 unveil a webpage where scorecard viewers can now
18 drill down more effectively into both our
19 improvements and in areas where we still have room
20 to grow and improve. It can also follow service
21 trends and details by bus route and by rail line,
22 monitor our accomplishments, and keep their eyes on
23 key metrics like bus and rail ridership, rail
24 head ways, hiring, and new security measures.



1 The summary page also includes new goals
2 for 2023 such as hiring 700 bus operators by the
3 end of year. Most important, however, is that this
4 update makes this information easier to navigate
5 and enhances a key feature of our already very
6 transparent improvement efforts. Fundamentally, an
7 evaluation of the steps we are taking as part of
8 our action plan. I look forward to further
9 implements and updates in the coming months that
10 will allow our customers to even more closely
11 follow what we're doing.

12 The primary initiative tracked in the
13 scorecard is our CTA service optimization which at
14 a high level is an effort to right sized (phonetic)
15 schedule service to align with current operator
16 workforce. While I recognize that the board and
17 our staff fully understand what we mean by service
18 optimization, it was important to me that everyone
19 who was watching these proceedings understand what
20 we are discussing.

21 Service optimization, whether on the bus
22 or rail service, involves a balanced and effective
23 deployment of our vehicles based on currently
24 available workforce. Our optimization efforts



1 result in bus and rail service that takes into
2 account the number of operators we have today, our
3 scheduled service, and the available data and
4 metrics we gather, review, and analyze. All to
5 ensure that we are deploying services in a way that
6 allows our customers to more reliably and
7 confidently plan their transit trips.

8 Additionally, service optimization helps
9 to improve bus and tracker accuracy, including
10 reducing the number of ghost buses on our trains.
11 As you may recall when I discussed a problem with
12 ghost buses and ghost trains, it had been tied to
13 scheduled service that was not actually operating.
14 So the closer I get to actually having the schedule
15 reflect the actual service, the fewer opportunities
16 there are for buses and trains to appear on the
17 system that would suggest that they are there when
18 they really are not.

19 Moving on the success of rail service
20 optimization launched in the fall of 2022, on
21 January 8th, we implemented a new bus schedule
22 optimization initiative that changed schedules on
23 nearly half of our bus routes with an eye towards
24 improved more reliable bus service for our



1 customers. We know these schedule adjustments are
2 working and providing more accurate information and
3 more reliable service to our riders.

4 For example, we have seen significant
5 improvement in service delivery along some of our
6 well-traveled bus routes including J14 Jeffrey Jump
7 which is now delivering 92 percent of its scheduled
8 service in January compared to 81 percent in
9 December. The No. 66 Chicago route service
10 delivery improved from 82 to 90 percent. The
11 No. 79, 79th Street route, improved 84 percent to
12 94 percent. And the No. 53, Pulaski route,
13 improved from 85 percent to 93 percent.

14 But we have seen successes along other
15 routes as well. Service on these busy routes is
16 matching the schedules better after optimization
17 that are directly attributable to the more
18 thoughtful way of putting buses onto the street.
19 I think it's worth pointing out that just because
20 I'm saying that we're providing more improved
21 service delivery does not mean that every customer
22 is having a perfect day on CTA.

23 There are still challenges that occur as
24 our service is out on the street. There are street



1 closures. There are reroutes. There are incidents
2 that occur that require the bus to stop or be
3 delayed in some way. Those are much more difficult
4 to manage over the course of the day and we
5 continue to work hard to improve in those areas as
6 well. But the first step to be able to do any of
7 that starts with getting service on the street.
8 And the higher the percentages of service that
9 I can put out, the better the chances are that the
10 customers' experience will be more reliable than it
11 has been in the past which is our ultimate goal.

12 while optimization service efforts have
13 also been successful in many areas, we continue to
14 work through some other challenges; particularly,
15 on service on the Blue Line. I'm sure many of you
16 have heard that we have been experiencing longer
17 than scheduled run times that are due in large part
18 to the impact of areas where trains must travel
19 more slowly which are called slow zones which exist
20 primarily along the Congress branch between
21 Forest Park and UIC Halsted.

22 These slow zones make sure that we
23 continue to operate that service in a safe manner.
24 slower trains on top of our workforce shortage has



1 certainly contributed to service delivery issues
2 that are seen most acutely during the morning rush
3 hour headed downtown on the O'Hare branch of the
4 Blue Line. This area of the City has seen
5 significant development and that is evident in our
6 strong ridership and demand for service at peak
7 hours.

8 I should also point out that this was a
9 problem that we were experiencing even in the
10 pre-pandemic area but certainly has been
11 exacerbated even more because of the challenges
12 that we're facing right now. In response, to this
13 problem, CTA has brought a significant level of
14 targeted staff and resources to the issue and we've
15 dedicated and continue to dedicate a great deal of
16 time and attention as we move forward.

17 Last week we had permitted several new
18 measures to improve the service delivery including
19 adding additional lines to the Blue Line during
20 morning peak service, dispatching CTA staff to live
21 monitor rush hour service, and dispatch the trains
22 at targeted times and locations enabling us to more
23 nimbly respond to unplanned service issues.

24 We've designed specific customer



1 communications to keep our riders informed in
2 realtime about what is happening and what we're
3 doing to address the problem. We've implemented a
4 new scheduled adjustment to further improve
5 reliability of service that we are providing and
6 we're planning for a new schedule in March in 2023
7 as part of the pick that will help further improve
8 reliability and stabilize service on our Blue Line
9 route.

10 Many of the techniques that we are using
11 are techniques that actually have found helpful to
12 us when we host special events. I think it's
13 important to point out that this is a slightly
14 different issue than the interval issue that I
15 usually talk about. What's happening here is a
16 crowding issue. So the trains are arriving but the
17 trains are packed. That requires a slightly
18 different strategy than just adjustment intervals
19 because there's a limit to how much service I can
20 run at any point in time or at any particular
21 portion of the Blue Line.

22 So what we do and what we have done are
23 things that we would do for like a Cubs game or,
24 for heaven forbid, the Bears win a Super Bowl pick.



1 when we know we're going to have crowded platforms,
2 we increase communications to those stations that
3 are having those problems. We monitor that
4 information, that station, very closely, and we
5 bring in extra trains that are basically intended,
6 for lack of better word, to sweep the platform out.

7 And that's what we're doing here. It's a
8 little more complicated than I just explained
9 because we're talking about trying to do this in
10 the middle of a line that has other restrictions
11 that are around service. But I can tell you that
12 every morning we are watching what's going on on
13 those platforms. That includes me. I am watching
14 it also and we are reacting and responding to it in
15 realtime.

16 But also, just as importantly, we are
17 communicating. Because I believe that what my
18 customers want to know is that, one, we're aware
19 that there's a problem; and, two, that we're doing
20 things that are trying to address it. That
21 requires something more than just canned statements
22 that we would usually use. It requires a person
23 talking to people. A live person telling you, hey,
24 we saw that we just left you on the platform; you



1 need to know that there's another train that's two
2 stops away that will be coming there that will have
3 some capacity to take you, or whatever else it is
4 we need to tell them.

5 The point being is that what I've
6 instructed my team to get away from is just taking
7 a standardized approach to the problem. I'm sure
8 you have noticed, I have noticed, that when you're
9 waiting, for example, at a gate for your plane to
10 take off. Then you find most important at that
11 point in time is what the gate agent is telling you
12 is going on, and they talk to you.

13 You don't hear a canned message telling
14 you that your plane will be arriving shortly,
15 please stand by. They tell you, the plane's been
16 delayed or it's getting ready to land and we're
17 turn it around quickly, so on and so forth. I'm
18 trying to take that same approach with what we are
19 dealing with here, and what I'm hopeful for is that
20 if we are successful how we do this from a
21 communication standpoint in this one instance,
22 we'll be able to start to replicate it for other
23 things that happen on our system that we need to
24 let our customers know what's going on.



1 I think it's great that we have templated
2 announcements that we can make. It allows us to
3 very quickly say something to our customers about
4 what we're doing, but I also don't want us to
5 become overly reliant on technology to talk to our
6 customers. Our customers are people. They want to
7 hear from people, and when they hear from us, the
8 other benefit is they know believe we know
9 something is going on and we're trying to deal with
10 it. So the frustration you have as a customer,
11 that your service is completely messed up, and does
12 anybody care at CTA.

13 At least you know someone cares. Whether
14 I can fix it will quickly or not, depends on the
15 circumstances that we are dealing with. But I've
16 got a ton of people who are working hard everyday
17 to try and get that service out of there and are
18 trying to correct it on a daily basis. And we're
19 going to continue working at this no matter what.

20 It's important that we improve our service
21 reliability, but it's also just as important that
22 we're communicating to our customers what is
23 happening and what they can do about it. To the
24 extent that I believe we give our customers more



1 information, then they can make good choices and
2 decisions about what they want to do. And
3 ultimately, I think that's all our customers are
4 asking.

5 There's nothing more frustrating than
6 getting to a platform, finding it's crowded, and
7 knowing that you got to wait two or three trains
8 before you can get on when you could have made
9 other decisions if you had known about that
10 beforehand.

11 So you're going to see more of that coming
12 out. You're going to see us trying to do some
13 things we've never done before. You're going to
14 see us leveraging our technology and turning it
15 outward so that our customers can see it, and that
16 they will know, just like we know, what's going on
17 our system and how we are going to better address
18 it as we move forward.

19 Finally, I would like to close with yet
20 another way that we're trying to make CTA
21 employment attractive to current and prospective
22 employees with a new benefit that has been
23 conceived by working in cooperation with our sister
24 service boards at Metra and Pace. I'm



1 highlighting this because there's a lot of
2 criticism that we receive, not just CTA but also
3 Metra and Pace, about the lack of corporation and
4 coordination and collaboration.

5 And I personally don't believe that's
6 true, but I also know that we need to do more to
7 show that we are collaborative and that we do want
8 to work together. You're going to hear more things
9 that we're doing in that regard, beyond the stuff
10 that you've already heard about, like what we've
11 done with fares and things of that nature.

12 In this case, we want to do something for
13 our employees. As you know, CTA employees have
14 always been able to ride on CTA and/or Pace. But
15 now, effective last Wednesday, CTA employees will
16 now be able to ride free on Metra trains. All they
17 have to do is show a CTA employee ID card to
18 conductors once they are aboard the train. This
19 benefit is not only for the CTA employees. As part
20 of this agreement, Pace employees will ride free on
21 Metra and Metra employees can now ride free on CTA
22 and Pace.

23 It is the type of added value for
24 employees that can ease the cost of travel and



1 commuting for our employees while also providing
2 yet another benefit to new applicants who consider
3 CTA employment at any of the three service boards.
4 So, Director Ortiz, to the conversation we were
5 having earlier, this is yet another initiative that
6 we have rolled out that we will be a recruiting
7 tool for us as we continue convince people to come
8 work for us here at CTA.

9 As you could tell, there is a lot that is
10 going on. There is still a lot more that I need to
11 do. We are not out of the woods by any stretch of
12 the imagination and we continue to deal with the
13 daily challenges that any transit system faces as
14 we continue to dig our way out of the impact of
15 this pandemic. But I am pleased with the progress
16 that we are making and I will continue to work
17 harder to improve upon what we've already done.

18 We certainly continue to welcome any input
19 from the board and our stakeholders on ways that we
20 can improve on anything further. With that, that
21 concludes my report and I'm happy to answer any
22 questions that any of you may have. Thank you.

23 MR. BARCLAY: Thank you, President Carter for
24 the for the update. I want to congratulate you and



1 your team on a successful hiring last month. The
2 video speaks volumes of the effort that went into
3 coordinating that.

4 I'm really encouraged by the excellent
5 turnout of applicants and look forward to it
6 resulting in hiring bus operators and mechanics.
7 I'm also glad to see the additional adjustments
8 made to the Blue Line service to address
9 overcrowding issues as well as making the scorecard
10 available to our customers.

11 As I mentioned before, transparency and
12 communication with our customers are key to this
13 process and I applaud your team for taking that
14 into consideration.

15 At this point, I'd like to open it up to
16 any other board members who might have comments and
17 respond to President Carter's report.

18 PRESIDENT CARTER: I forgot to tell you the
19 most important part of the efforts on the Blue
20 Line. We have seen improvement in the overcrowding
21 situation. There are still times when customers
22 aren't able to get on our trains, but it is not
23 nearly as much of an issue as it was a couple weeks
24 ago.



1 We're going to continue to monitor that as
2 we go forward. We're also, I should point out,
3 we're monitoring customer complaints. We're
4 monitoring social media. We're also looking to see
5 how customers are reacting, but our efforts today
6 do seem to be showing improvement over the problem.

7 MR. BARCLAY: Any other board members who would
8 like to respond to President Carter's report?

9 MR. MILLER: Thank you. I'd just like to say
10 ditto and keep up the good work. We're hearing
11 some things out in the street that says you're
12 doing a great job. Keep up the good work.

13 PRESIDENT CARTER: I would also point out that
14 you should always feel free to let us know. We
15 recognize that you're out there and you're hearing
16 from our customers directly what's going on with
17 CTA and how you're dealing with it.

18 You should always feel free to reach out
19 to us. If you're getting any comments, one, to
20 make us aware of that; and, two, if you need
21 information as to what we're doing and how we're
22 responding to it, we could get it to you outside of
23 what I reported in this board meeting. We always
24 want to responsive to your ability to be able to



1 communicate what is going on at CTA at any
2 particular moment in time.

3 MS. ORTIZ: This is Director Ortiz. Thank you
4 for all your work.

5 MR. BARCLAY: Thank you, President Carter. Our
6 next order of business is the approval of the
7 minutes of the regular board meeting of
8 January 13th, 2023.

9 May I have a motion to approve?

10 MS. ORTIZ: So moved.

11 MS. JHA: Second.

12 MR. RAY: The motion has been made
13 by Director Ortiz. Seconded by Dr. Jha for the
14 vote. Director Jakes?

15 MR. JAKES: Yes.

16 MR. RAY: Director Miller?

17 MR. MILLER: Yes.

18 MR. RAY: Director Ortiz?

19 MS. ORTIZ: Yes.

20 MR. RAY: Director Lee?

21 MS. LEE: Yes.

22 MR. RAY: Director Jha?

23 MS. JHA: Yes.

24 MR. RAY: Director Silva?



1 MR. SILVA: Yes.

2 MR. RAY: Chairman Barclay?

3 MR. BARCLAY: Yes.

4 MR. RAY: Chairman, the motion a passes.

5 MR. BARCLAY: Our next order of business is an
6 executive session. It's my understanding that
7 there is an executive session today?

8 MR. RAY: Yes, Chairman Barclay. We will have
9 an executive session pursuant to
10 Section 2, Paragraph C, Subparagraph 1 of the
11 Illinois Open Meetings Act.

12 MR. BARCLAY: I will now entertain a motion to
13 recess into executive session for reasons stated by
14 counsel.

15 MS. ORTIZ: So moved.

16 MS. JHA: Second.

17 MR. RAY: A motion has been made and seconded.

18 Director Jakes?

19 MR. JAKES: Yes.

20 MR. RAY: Director Miller?

21 MR. MILLER: Yes.

22 MR. RAY: Director Ortiz?

23 MS. ORTIZ: Yes.

24 MR. RAY: Director Lee?



1 MS. LEE: Yes.
2 MR. RAY: Director Jha?
3 MS. JHA: Yes.
4 MR. RAY: Director Silva?
5 MR. SILVA: Yes.
6 MR. RAY: Chairman Barclay?
7 MR. BARCLAY: Yes.
8 MR. RAY: The motion passes.
9 (WHEREUPON, a break was held
10 off the record after which
11 the meeting continued.)
12 MR. BARCLAY: I will now entertain a motion to
13 return to open session.
14 MS. ORTIZ: So moved.
15 MS. JHA: Second.
16 MR. RAY: Motion made and seconded.
17 Director Jakes?
18 MR. JAKES: Yes.
19 MR. RAY: Director Miller?
20 MR. MILLER: Yes.
21 MR. RAY: Director Ortiz?
22 MS. ORTIZ: Yes.
23 MR. RAY: Director Lee?
24 MS. LEE: Yes.



1 MR. RAY: Director Jha?

2 MS. JHA: Yes.

3 MR. RAY: Director Silva?

4 MR. SILVA: Yes.

5 MR. RAY: Director -- Chairman Barclay?

6 MR. BARCLAY: Yes.

7 MR. RAY: The motion to return to open session
8 passes.

9 MR. BARCLAY: Our next order of business Board
10 matters. We will go out of the order stated on the
11 agenda and first consider Board Agenda Item 6B, an
12 ordinance to appoint Georgette L. Greenly,
13 secretary of Chicago Transit Board.

14 May I have a motion to approve?

15 MR. ORTIZ: So moved.

16 MS. JHA: Second.

17 MR. RAY: A motion has been made by
18 Director Ortiz and seconded by Dr. Jha.

19 Director Jakes?

20 MR. JAKES: Absolutely.

21 MR. RAY: Director Miller?

22 MR. MILLER: Yes.

23 MR. RAY: Director Ortiz?

24 MS. ORTIZ: Yes.



1 MR. RAY: Director Lee?

2 MS. LEE: Yes.

3 MR. RAY: Director Jha?

4 MS. JHA: Yes.

5 MR. RAY: Director Silva?

6 MR. SILVA: Yes.

7 MR. RAY: Chairman Barclay?

8 MR. BARCLAY: Yes.

9 MR. RAY: Motion passes.

10 MR. BARCLAY: Congratulations, Ms. Greenley, on
11 behalf of the board and we look forward working
12 with you.

13 As we welcome Ms. Greenley to the team,
14 we're also taking time to recognize a longtime
15 member of our team, Board director and finance
16 committee chair Alejandro Silva who is ending his
17 term on the board after serving 19 impressive
18 years. Director Silva has served under three
19 mayoral administrations and his tenure on the board
20 spans over the course of three CTA board chairs and
21 five CTA presidents.

22 He's led the finance committee for 18 of
23 those 19 years, and his financial and business
24 acumen as well as his experience serving on various



1 boards has been a great benefit to the board, the
2 CTA, and the City of Chicago.

3 Director Silva, thank you for your
4 exemplary service to the CTA and City of Chicago.
5 It has been a pleasure working with you. On behalf
6 of the board, we wish you all the best in your
7 future endeavors. We'd like to honor you with a
8 resolution and recognition of your service with CTA
9 content.

10 Kent, please, read the resolution, and
11 following that, I will open up the floor to
12 President Carter and then to board members to give
13 remarks.

14 MR. RAY: This is a resolution of appreciation
15 to Mr. Alejandro Silva. Whereas
16 Director Alejandro Silva has served on the Chicago
17 Transit Board for 19 years after being appointed by
18 Mayor Richard M. Daley in 2004, and whereas
19 Mr. Silva was appointed chairman of the finance,
20 audit, and budget committee in 2005 and has
21 retained the chairmanship to date making him one of
22 the longest tenured board committee chairs in the
23 history of the authority.

24 Whereas Director Silva has served with



1 dedication and commitment to the board using his
2 extensive experience in business, finance, and
3 board -- to guide the board on finance, audit, and
4 budget committee and the consideration and approval
5 of financial transactions, contracts, and policies
6 that support public transit in Chicago and
7 throughout the region.

8 Whereas over the course of his tenure with
9 the Transit Board approved the authority's largest
10 capital construction projects in its history such
11 as the Red Line south track improvement, the
12 95th Street terminal construction, and the
13 Red and Purple modernization. Whereas finance,
14 audit, and budget committee chair, Director Silva
15 oversaw the committee's approval of the authority
16 expenditures and the management of over \$2 billion
17 of federal relief funding to ensure the authority's
18 financial and operational viability through the
19 COVID 19 pandemic.

20 And whereas the Transit Board wishes to
21 acknowledge Director Silva's many contributions and
22 accomplishments in promoting public transit and
23 bettering the City and region.

24 Now, therefore, be it resolved that



1 members of the Chicago Transit Board extends to
2 Director Silva their sincere thanks for the
3 dedication and foresight he has put at the service
4 the board and foresight he has put at the service
5 of the board and authority, and they wish him the
6 best in all his future endeavors.

7 Be it further resolved that this
8 resolution be spread of record upon the minutes of
9 this meeting, that a suitable copy be presented to
10 Director Silva as an expression of both our respect
11 for and our gratitude to him.

12 MR. SILVA: Thank you.

13 MR. BARCLAY: Before I entertain the motion,
14 I'd like to extend this time to any other members.

15 PRESIDENT CARTER: I have served in a number of
16 roles at CTA for a combined tenure of nearly a
17 quarter of a century. I can tell you without
18 hesitation that during my time at this agency
19 Director Alejandro Silva has been among the very
20 best board members I have seen accept that
21 responsibility.

22 I was giving some thought of how many
23 chairmen I've worked for over the course of my
24 career and it's more than five; but I think that



1 Director Silva is a very unique individual who
2 always asks thoughtful full questions and providing
3 counsel on matters that are especially important to
4 him and have remained as long as I've known him
5 eminently concerned about our customers and what
6 we're doing to improve their travel experience.

7 I first met Director Silva during my
8 tenure here at CTA when I was executive
9 vice-president and chief executive officer.

10 I would also point out that I have served as
11 president under director Silva twice. Once,
12 currently; but also for a brief two to three month
13 period when I was interim president during the time
14 before Ms. Rodriguez came on board and left.

15 So I have the unique opportunity to have
16 served as president under him more than one time
17 which is probably also a first in our agency as
18 I stop to think about it.

19 One of the most reassuring constants
20 during those portions of my career have been an
21 unfailingly steady commitment to helping guide this
22 agency out of some of our darkest times, including
23 financial dooms day scenarios of years past,
24 supporting us through the COVID 19 pandemic, and



1 other tumultuous times all the while etching his
2 fame through CTA history through his folks to
3 approve billions of dollars in support of some of
4 the biggest projects in CTA history. All of which
5 will serve Chicagoans for generations to come.

6 In terms of his chairmanship of our
7 finance and budget committee, I cannot imagine a
8 better steward of this agency's financial interest.
9 He guidance and willingness to utilize his
10 extensive business acumen and financial acumen and
11 experience to benefit CTA has been invaluable.

12 In closing, I would like to note that as
13 CTA president, I take my responsibility to this
14 board very seriously, and it is not lost on me that
15 in order to empower our board of directors to make
16 the best most informed decisions as possible, I
17 must communicate effectively with this body, be
18 responsive to your inquiries, and ensure that you
19 have the information you were need to execute your
20 duties as board members.

21 I would be remiss, however, not to note
22 the very best directors that I have seen do this
23 job which does not pay much and can require
24 difficult decisions with very real consequences



1 have been those that are thoughtful, inquisitive,
2 and truly concerned with the people who ride on our
3 buses and trains. In other words, they are you,
4 Director Silva.

5 I would like to personally thank you for
6 your support, guidance, your ever present concern
7 for this great agency, and on behalf of the entire
8 CTA family, we all wish you Godspeed and continued
9 success in your future endeavors. Thank you.

10 MR. SILVA: Thank you.

11 MR. BARCLAY: Any other comments?

12 MR MILLER: I'd just like to say thank
13 Director Silva for your commitment and hard work.
14 I've had a chance to view you on this board and see
15 the -- of concern in your commitment. Before
16 COVID, meeting after meeting.

17 So we just pleased of your leadership, and
18 ask for your continued success, a happy year, happy
19 life, whichever the Lord takes you from here.

20 MS. ORTIZ: You will definitely be missed on
21 this board. I think all of us have had the
22 opportunity to learn from you and to grow in terms
23 of knowledge and expertise and all that you have
24 led.



1 So thank you for sharing your knowledge
2 and your wisdom as a person as well as a
3 professional. And, yes, we wish you all the best
4 in your next endeavors. We know they will be great
5 and fun and, hopefully, very rewarding for you as
6 well.

7 MR. SILVA: Thank you.

8 MR. JAKES: Director Silva, I wanted to impose
9 the sentiments of my colleagues. I don't want to
10 repeat what they said, but I just have to tell you
11 is what I'm going to miss most about you is that
12 you have the coolest voice. You really do. I love
13 hearing you talk. It's just so monotone, real
14 cool, real laid back, and I hope you enjoy
15 hopefully the next 60 years of whatever you're
16 going to do.

17 Please, don't be a stranger to us, and
18 thank you for all you have taught us in general and
19 what you taught me specifically. So enjoy and
20 thank you for your service.

21 MR. SILVA: Thank you.

22 MS. LEE: This is Director Lee, I know we
23 haven't worked together for too too long, but I
24 really admire all your service and leadership for



1 such a long time and note the CTA is really a
2 better place because of you and thank you for your
3 leadership and wishing you all the best in the next
4 adventure. Thank you.

5 MS. JHA: This is Director Jha. Same, I don't
6 want to repeat myself, but thank you so much. I've
7 learned, especially in the briefing sessions with
8 you, kind of showed me areas to dive into. I
9 really really appreciate you leading us.

10 MR. SILVA: Thank you, thank you, thank you.

11 MR. BARCLAY: Director Silva, would you like to
12 say a few words.

13 MR. SILVA: It has been an honor to serve on
14 the CTA board for the past 19 years since
15 Mayor Daley asked me to join. Back then, CTA
16 offices were in the Merchandise Mart. Since 2004,
17 I have worked with eight mayors and four CTA
18 presidents and I missed the fifth.

19 I witnessed tremendous growth from the CTA
20 from the Red Line construction to Ventra and now
21 electric buses. The CTA has made remarkable
22 strides during my board tenure. As a sports fan,
23 I'm grateful to the CTA safely transporting fans
24 from all over City to the games. Since 2004, six



1 championships have been celebrated, both
2 baseball teams, Blackhawks, and Chicago Sky. The
3 CTA brought fans to this City in wide celebrations.

4 Thank you to all board members I have
5 worked with over the years. I also greatly
6 appreciate the CTA stop sending me over 228 board
7 packets and all debriefings from Greg. You did a
8 remarkable job -- during COVID and helping the
9 board stayed connected.

10 It has been such a pleasure to serving
11 this board and I will always appreciate the
12 experience and wish the CTA only the best for the
13 future. Thank you very.

14 MR. BARCLAY: I'd like now to entertain a
15 motion to approve board matters Items 6A, a
16 resolution of appreciation to
17 Director Alejandro Silva.

18 MS. ORTIZ: So moved.

19 MS. JHA: Second.

20 MR. RAY: The motion to approve the resolution
21 of appreciation for Director Silva has been made by
22 Director Ortiz and seconded by Director Jha.

23 Director Jakes.

24 MR. JAKES: Yes.



1 MR. RAY: Director Miller?

2 MR. MILLER: Yes.

3 MR. RAY: Director Ortiz?

4 MS. ORTIZ: Yes.

5 MR. RAY: Director Lee?

6 MS. LEE: Yes.

7 MR. RAY: Director Jha?

8 MS. JHA: Yes.

9 MR. RAY: Director Silva?

10 MR. SILVA: Yes.

11 MR. RAY: Chairman Barclay?

12 MR. BARCLAY: Yes.

13 MR. RAY: Motion passes.

14 MR. BARCLAY: Our next order of business is a
15 report from the committee on strategic planning and
16 service delivery. Director Miller.

17 MR. MILLER: Johnny Miller speaking. The
18 committee on strategic planning and service
19 delivery was called to order earlier this morning.

20 The committee approved the
21 December 14, 2022, committee minutes. The
22 committee reviewed one ordinance, an ordinance
23 authorizing an agreement with the United Parcel
24 Service and Company for the operation of bus route



1 169, 69th UPS express. The committee placed the
2 ordinance on the omnibus and the approved and
3 recommended the omnibus for board approval.

4 That concludes my report,
5 Chairman Barclay.

6 MR. BARCLAY: Thank you, Director Miller.
7 I will now entertain a motion to approve the
8 omnibus as stated by Director Miller.

9 MS. ORTIZ: So moved.

10 MS. JHA: Second.

11 MR. RAY: The motion has been approved -- moved
12 and seconded. Director Jakes?

13 MR. JAKES: Yes.

14 MR. RAY: Director Miller?

15 MR. MILLER: Yes.

16 MR. RAY: Director Ortiz?

17 MS. ORTIZ: Yes.

18 MR. RAY: Director Lee?

19 MS. LEE: Yes.

20 MR. RAY: Director Jha?

21 MS. JHA: Yes.

22 MR. RAY: Director Silva?

23 MR. SILVA: Yes.

24 MR. RAY: Chairman Barclay?



1 MR. BARCLAY: Yes.

2 MR. RAY: The motion passes with seven yea
3 votes.

4 MR. BARCLAY: Our next order of business is a
5 report from the committee on finance, audit, and
6 bundle. Director Silva?

7 MR. SILVA: A meeting met this morning and
8 approved the January 13 committee minutes and
9 review the finance report. A committee reviewed
10 five ordinances; an ordinance authorizing a
11 co-promotional advertising trade agreement with
12 Bank of America for the 2023 Shamrock Shuffle,
13 2023 Chicago 13.1 and 2023 Chicago Marathon, an
14 ordinance amending Ordinance 022-141 approving the
15 fiscal years 2023-2027 capital improvement program,
16 and ordinance consenting to the assignments of
17 leases at Roosevelt, Lake, and Fullerton rail
18 stations, an ordinance authorizing execution of
19 right of entry agreements of 18 million for
20 utility, engineering, and relocating costs for the
21 Red Line extension project, an ordinance
22 authorizing an agreement with DuSable Black History
23 Museum and Education Center for Standard admission
24 for authority employees.



1 The committee also reviewed 11 contracts.
2 The committee placed five ordinances and all
3 11 contracts on the omnibus and approved and
4 recommended the omnibus for board approval. That
5 concludes my report, Chairman Barclay.

6 MR. BARCLAY: Thank you, Director Silva.
7 I will now entertain a motion to approve the
8 omnibus as stated by Director Silva.

9 MS. ORTIZ: So moved.

10 MS. JHA: Second.

11 MR. RAY: The motion has been moved and
12 seconded. Director Jakes?

13 MR. JAKES: Yes.

14 MR. RAY: Director Miller?

15 MR. MILLER: Yes.

16 MR. RAY: Director Ortiz?

17 MS. ORTIZ: Yes.

18 MR. RAY: Director Lee?

19 MS. LEE: Yes.

20 MR. RAY: Director Jha?

21 MS. JHA: Yes.

22 MR. RAY: Director Silva?

23 MR. SILVA: Yes.

24 MR. RAY: Chairman Barclay?



1 MR. BARCLAY: Yes.

2 MR. RAY: The motion passes.

3 MR. BARCLAY: Our next order of business is a
4 construction report. Bill Mooney and
5 Brittney Johnson.

6 Good morning. I'm Bill Mooney, your chief
7 infrastructure officer and I'm joined by
8 Brittney Johnson, acting director.

9 We can move right into the construction
10 report. We'll start where we have the last few
11 months at our CDOT Lake line Damen station upgrade.
12 Most of the site has been focusing on prepping to
13 ship the existing structural columns onto new
14 structural columns. They'll ultimately be able to
15 support the platforms and bridges. So that you're
16 seeing a lot of work in recent months around sheet
17 piling and other things for preparation of that
18 work. As well as they've begun kind of
19 underground work associated with the piers (sic)
20 the caps that are required for the station
21 foundation.

22 Here they are prepping shoring towers.
23 Ultimately, they build up the shoring towers. The
24 next photo, and they'll pick up the load of the



1 existing structure. This will allow them to cut
2 the columns completely off and put new columns on
3 new foundations that are already existing and be
4 able to support not only the existing right-of-way,
5 but the also future approximate. Next slide.

6 And here is more examples of the sheet
7 piling and H piles they're putting in around the
8 existing columns to be able to facilitate that
9 shoring and ultimately the new excavation for those
10 columns. Next slide.

11 Our next projects are non-revenue rail
12 vehicle facility project. It's had a lot of
13 progress in the last month mostly around the
14 internal skeletal steel for the building, and
15 beginning roofing activities. So we can see some
16 progress there. Here they are beginning to start
17 setting that internal structural steel. So last
18 month I showed you them beginning to put up the
19 prefab walls. Here they actually put in a skeletal
20 frame of steel in between all those walls, but
21 ultimately gets tied in by the roof membranes and
22 is really what holds the facility together.

23 Next slide. Here's that completed steel
24 work kind of on the other side of the building. So



1 they'll work all the way to that southern frontage,
2 and next slide. And here's that southern frontage
3 view fully complete at this point. So from here
4 they actually installed the remaining pieces of the
5 wall to close off the rest of the site, and all the
6 roof framing at that point and once that's all
7 done, they can start pouring the slab for the
8 internal portion of the building. Next slide.

9 This is our Canal, Barry, Damen substation
10 improvement project. Mostly the activity has
11 really been focused again on -- Haymarket, Canal,
12 and the Damen substations. Haymarket, they're
13 finishing up the courtyard. The courtyard wall
14 that we saw, the expansion of the previous months.
15 Canal they've been prepping for the eventual
16 installation in new breaker house by adding in
17 equipment around that; and in Damen, they've been
18 doing subfoundation work. They're ready to start
19 building walls. So you can see some of the
20 progress here.

21 Here at Damen, they're prepping for the
22 pouring the grade beams. These grade beams
23 ultimately become the foundation that the walls are
24 built on and group is ultimately carried by. The



1 next slide. Here at Canal, they're running all the
2 conduit runs that go out to the various
3 right-of-way connections to the third rail, and
4 we'll come back to that breaker house to be able to
5 share that power. Next slide.

6 Here, at Haymarket. So last month I
7 showed you them doing all the demo and excavation
8 and preparatory. They put the grade beams in for
9 that courtyard walls and then they start building
10 the walls. So here's the walls going up at
11 Haymarket. Next slide. And here's the finished
12 project, that expanded kind of courtyard that
13 you've seen over of the last couple months. Next
14 slide.

15 At Barry, we bought one property in
16 support of the substation, as some of the board
17 members may remember. So they actually were able
18 to get the demo permit for that in advance of the
19 other underground work we're going to there and
20 demo that. This allows them access during
21 construction. It's a very, very tight site that
22 goes very far down into the subway to be able to
23 build a multi-story building there and it's really
24 important to be able to have -- and not disrupted.



1 Next slide. Onto the RPM budget, the
2 budget continues tight schedule and on budget and
3 we have had a lot of activities over the last
4 couple months. We continue to work on quarter
5 signal improvements as a whole. We actually set
6 the last of the segmental locks erections for
7 Stage A which is a huge milestone in the project in
8 the Lawrence-Bryn Mawr modernization area, and we
9 continue the north main line Stage 2 track
10 installation and foundation work there. You can
11 see photos of this.

12 Here's the last north main line column
13 caps. I showed you one of the last caissons a
14 couple of months ago. They built up columns and
15 then ultimately column caps. So this will
16 ultimately carrying the last of the beams on
17 erections. I've been showing you some of the
18 progress in the beam erections for that Stage 2
19 work. Next side.

20 One of the big quarter signal
21 improvements, gains in the last month, is the
22 Clark relay house. This will facilitate the new
23 Clark junction work there as well as all the signal
24 improvements at Clark working north towards



1 Addison. Here's another photo of it. This was
2 actually an exceptionally large house. It had to
3 be set in two pieces. So they actually lowered the
4 pieces, slid them onto the existing platform, and
5 then actually slid them into place connecting the
6 two houses.

7 Next slide. We continue the temp station
8 work. So we advance temp stations throughout
9 progress here. This is at Bryn Mawr. So they're
10 building the foundation for that temp station work
11 there for the next space. Next slide.

12 This is the Winona a signal house. We
13 built underneath the structure a relay room that
14 we're building to accommodate for the new middle
15 track there as well as the signals in the quarter
16 there, and we have been doing installations for
17 this essentially HVAC work that you're seeing
18 installed there, and signal equipment will be
19 arriving in the upcoming couple months and you'll
20 start to see some in the photos. Next slide.

21 Here's the middle track itself. So I've
22 shown you kind of installation of the structural
23 segments to the middle track that there they are
24 installing the special work that so gets the



1 movement through the middle track ultimately as
2 part of what will be the two northbound tracks.
3 But also this is the routing that we'll have in the
4 next stage, in Stage B up here. The temp station
5 actually goes right through the middle track. Next
6 slide.

7 Here's that last final segment erection.
8 This was a huge milestone for the project. First
9 time we've done segmental blocks erection at the
10 CTA. It was a big win to be able to make it to
11 this milestone. It's very exciting that this was
12 up in the last month. Next slide.

13 On our out reach, we continue to
14 coordinate with the 44th ward, the 48th ward. We
15 actually released a press release regarding one of
16 our award winning awards we received through the
17 International Architectural Master Prize Award in
18 the transportation category. This is for the
19 existing Bryn Mawr temp station. This is the
20 second architectural significance award that a
21 temporary facility has won here.

22 It really shows the upper staff put
23 forward in thinking about all the community impacts
24 in this project including our riders who are



1 encountering changes to service, and this really is
2 a beautiful temporary facility. It's been
3 recognized twice for a second award.

4 We continue to outreach with various
5 community organizations providing briefings on the
6 projects and we renounce the elevated future
7 scholarship -- period is open. This has been
8 wonderful addition to this contract, creating
9 opportunities in construction engineering fields,
10 in those degrees, and it's really been a huge win
11 for the team as a whole and the CTA and the City.
12 It's a great opportunity to have this period open
13 again.

14 With that, I'll turn it over to Brittney.

15 MS. JOHNSON: Thanks, Bill. Good morning,
16 Directors. This is Brittney Johnson, acting
17 director diversity programs.

18 Diversity continues to meet with the
19 contractor monthly to discuss DBE and workforce
20 outreach compliance. We also continue to send out
21 opportunities from -- to the DBE community so
22 they're aware of the trade packages and how to
23 submit their bids.

24 On January 18, we hosted on RPM workforce



1 outreach event at Truman College within the project
2 footprint. The event was targeted to union card
3 holders with an interest in learning about trade
4 employment opportunities on CTA's Red and Purple
5 modernization project. There were 57 attendees.
6 The event featured a presentation with speakers
7 from CTA, Walsh -- and the RPM workforce partners.
8 Following the presentation, the attendees were
9 invited to network with representatives from
10 various unions, subcontractors, and workforce
11 agencies involved in the RPM project.

12 As of January 31st, 89 DBE firms have been
13 awarded over \$237 million on the prior contract.
14 This robust DBE participation is a result of an
15 outreach that has been conducted by CTA and the
16 prime to ensure the entire DBE community is
17 continuously aware of the opportunities on the
18 project. In addition, of the 89 unique firms,
19 34 are new to working on CTA projects; and on the
20 workforce side, as of January 31st, over 1700
21 unique individuals have worked over one million
22 labor hours and earned over \$69 million on the
23 project so as far.

24 That concludes my portion of the report



1 and I will now pass it back to Bill.

2 MR. MOONEY: That concludes our update this
3 month. Are there any questions for Brittney or I? I
4 did want to highlight one thing Brittney mentioned
5 is that we exceeded the million dollar mark in
6 labor hours on the project and that's just another
7 huge kind of milestone achievement here. It really
8 says a lot about the work the team has done to
9 promote workforce on this project.

10 MR. RAY: I'll do a roll call for questions.
11 Director Jakes?

12 MR. JAKES: No questions.

13 MR. RAY: Mr. Miller?

14 MR. MILLER: No questions.

15 MR. RAY: Director Ortiz?

16 MS. ORTIZ: No questions.

17 MR. RAY: Director Lee?

18 MS. LEE: No questions. Just thank you for all
19 you do, Bill. I know it's a huge endeavor. Keep
20 it up. Good work.

21 MR. RAY: Director Jha.

22 MS. JHA: No questions.

23 MR. RAY: Director Silva?

24 MR. SILVA: No questions.



1 MR. RAY: And Chairman Barclay, any questions
2 or comments?

3 MR. BARCLAY: No questions. Our final order of
4 business is new business. Kent, is there any new
5 business?

6 MR. RAY: There is no new business, Chairman.

7 MR. BARCLAY: Since there's no further business
8 to come before the board, may I have a motion to
9 adjourn the Chicago Transit Board meeting of
10 February 8th, 2023?

11 MS. ORTIZ: So moved.

12 MS. JHA: Second.

13 MR. RAY: A motion has been made and seconded.
14 Director Jakes?

15 MR. JAKES: Yes.

16 MR. RAY: Director Miller?

17 MR. MILLER: Yes.

18 MR. RAY: Director Ortiz?

19 MS. ORTIZ: Yes.

20 MR. RAY: Director Lee?

21 MS. LEE: Yes.

22 MR. RAY: Director Jha?

23 MS. JHA: Yes.

24 MR. RAY: Director Silva?



1 MR. SILVA: Yes.

2 MR. RAY: Chairman Barclay?

3 MR. BARCLAY: Yes.

4 MR. RAY: The motion passes. We are adjourned

5 (Meeting concluded at 11:32 a.m.)

6 (WHEREUPON, these were all
7 the proceedings had at this
8 time.)

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STATE OF ILLINOIS)
) SS:
COUNTY OF C O O K)

ANGELITA OLANDER, being first duly sworn,
on oath says that she is a court reporter doing
business in the City of Chicago; and that she
reported in shorthand the proceedings of said
hearing, and that the foregoing is a true and
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as aforesaid, and contains the proceedings given at
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Certified Shorthand Reporter
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