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CHICAGO TRANSIT AUTHORITY  
BOARD MEETING

Report of proceedings had at the Chicago Transit Authority Board Meeting held remotely on the 10th day of August, A.D., 2022, commencing at the hour of 10:11 a.m.

1 SECRETARY LONGHINI: Good morning. We are now  
2 ready to begin the regularly scheduled Chicago Transit  
3 Board Meeting for today.

4 Chairman Barclay.

5 CHAIRMAN BARCLAY: I would like to call to order  
6 the regularly scheduled meeting of the Chicago Transit  
7 Board for August 10th, 2022.

8 Will the secretary please call the roll.

9 SECRETARY LONGHINI: Yes.

10 Director Jakes.

11 DIRECTOR JAKES: Here.

12 SECRETARY LONGHINI: Director Miller.

13 DIRECTOR MILLER: Here.

14 SECRETARY LONGHINI: Director Lee.

15 DIRECTOR LEE: Present.

16 SECRETARY LONGHINI: Director Ortiz.

17 DIRECTOR ORTIZ: Here.

18 SECRETARY LONGHINI: Director Silva.

19 DIRECTOR SILVA: Here.

20 SECRETARY LONGHINI: Chairman Barclay.

21 CHAIRMAN BARCLAY: Here.

22 SECRETARY LONGHINI: We have a quorum with all  
23 six members of the board present, sir.

24 CHAIRMAN BARCLAY: Thank you.

1 Our first order of business is public comment.  
2 Greg.

3 SECRETARY LONGHINI: Yes. We do have public  
4 comment today. We have one written public comment from  
5 Xavier Ante, A-n-t-e, which I will distribute to the  
6 board members and staff after the board meeting.

7 We now have four public comment speakers. We  
8 did have five, but one is not available now. And so we  
9 will -- I want to remind all of the public comment  
10 speakers to please limit your remarks to three minutes.  
11 We would appreciate that.

12 Our first public comment speaker is Pamela Tate.  
13 Ms. Tate, would you like to speak?

14 MS. TATE: Yes. Good morning. Can you hear me?

15 SECRETARY LONGHINI: Yes, we can.

16 MS. TATE: Thank you for the opportunity to  
17 speak about your bus electrification plan. Like many  
18 other people, I'm deeply concerned by the transition  
19 plan because it includes purchasing 500 more diesel  
20 buses. There are alternatives to this plan, and given  
21 the urgency of the climate crisis, the emergency, this  
22 is just not an acceptable strategy.

23 I understand that a major barrier to  
24 electrification is the retrofitting of the seven old

1 garages and the staff and resources you'll need to  
2 accomplish this, but upon further analysis, your garage  
3 plan could accommodate a lot more buses, and the major  
4 problem would come in about 2033 to '35, by which time,  
5 you could have built the new garage that your plan  
6 envisions.

7 If you would consider the alternative plan that  
8 our chapter of the climate reality project has shared  
9 with you and the CTA staff, you could avoid the  
10 acquisition of these 500 buses all together.

11 By overhauling 960 of the diesel buses that you  
12 got in 2006 to '08, instead of the 430 that is in the  
13 plan, this could be -- this could allow you to cancel  
14 the plans to purchase new buses and you could do the  
15 retrofits or overhauls for \$74,000 per bus, and you'd  
16 save the Purchase price, which is about a half a  
17 million. Further, you would save 40,000 a year in  
18 operational costs for the electric buses.

19 Our plan then would allow you to retire these  
20 overhauled buses before 2031 or 2032. So your fleet  
21 would be producing fewer greenhouse gas emissions  
22 throughout the decades of the '30s, instead of operating  
23 almost all the way to 2040, and importantly, in the  
24 first eight years, there's really very little difference

1 in the number of electric, between our plans and yours.  
2 The change comes in 2031, where the overhauled buses  
3 would be retired and would be replaced by electric.  
4 Certainly CTA could be a leader here and ramp up your  
5 electric purchases immediately.

6 Our plans also envisions doing more outdoor  
7 charging with charging stations at North Park and Forest  
8 Glen garages. I know that you are aware that charging  
9 stations can be built at relatively low costs when you  
10 compare them to a complete garage retrofit.  
11 Importantly, this would reduce the number of diesel  
12 buses operating by 2034, by 885 buses compared to your  
13 plan. This reduction would avoid 50,000 metric tons of  
14 carbon dioxide emissions annually. That's the  
15 equivalent of taking 19,000 passenger cars off the road  
16 every year.

17 So if you approve of CTA purchasing these buses  
18 over the next three years, they will be on the roads for  
19 14 years. Think of the damage they will do in this  
20 period of time. Please do not move forward with these  
21 purchases.

22 Please consider the alternatives I have  
23 suggested and that we have given you. We put a lot of  
24 thought into them, a lot of analysis, and I really

1 believe they can work. Thank you.

2 SECRETARY LONGHINI: Thank you, Ms. Tate.

3 Our next speaker will be Scott Reed.

4 Mr. Reed. Mr. Reed? Mr. Reed?

5 UNIDENTIFIED SPEAKER: Press star 6 to unmute.

6 SECRETARY LONGHINI: Mr. Reed, can you hear me  
7 and can you speak?

8 MR. REED: I pressed star 6. Can you hear me?

9 SECRETARY LONGHINI: Yes, we can, sir. You can  
10 start.

11 MR. REED: Okay. Great.

12 Thank you, Pam, for outlining your plan.

13 And thank you, Board, for giving me a moment to  
14 talk to you.

15 I'm Scott Reed. I'm a retired CPS teacher. I  
16 reside at the intersection of Sheridan Road and Bryn  
17 Mawr Avenue, and I'm here to talk to you about your plan  
18 to electrify our bus fleet. I use the buses a lot, and  
19 I'd like to happily verify, you have an excellent system  
20 with outstanding drivers.

21 My intersection is served by the 84, 92, 136,  
22 151, and 147 busses. And when I clean my window sills,  
23 you wouldn't believe what the cloth picks up, and I live  
24 on the ninth floor. When I look at the black residue on

1 the cleaning rag, I'm reminded I'm breathing this stuff.  
2 We're all breathing this stuff, including you. But only  
3 you are in the unique position to help all of us no  
4 longer have the breathe this stuff.

5 Your plan to electrify the fleet is admirable,  
6 but lacks the urgency our dilemma demands. You don't  
7 have to watch the news very much to know we are in the  
8 early stages of a full-blown climate catastrophe that  
9 will rapidly worsen as long as we continue burning  
10 fossil fuels. Well-crafted alternatives to your current  
11 plan have been offered just now that will significantly  
12 hasten the transition the Charge Forward initiative sets  
13 out to achieve.

14 The proposal the Climate Reality Project has  
15 offered will also save a lot of money. Think how our  
16 collective health will improve if we get electrified  
17 faster. We're all becoming schooled in the raw truth of  
18 the global warming crisis, whether we want to be or not.  
19 The more you learn about the urgency for action, the  
20 more you realize the decisions to confront our  
21 predicament become moral decisions.

22 The opportunity to make the best decisions that  
23 will speed up getting cleaner air and doing our full  
24 share and slowing the catastrophe unfolding right in

1 front of us is on your shoulders. Our plea, and the  
2 plea of every informed Chicagoan, is that you make the  
3 decision that most quickly, urgently get soot belching  
4 buses off the streets and replace them with clean,  
5 quiet, electric buses.

6 Please have a serious look at the proposal  
7 that's been offered. Abandon the purchase of 500 new  
8 diesel buses, overhaul more buses and keep them going  
9 until 2031, and deploy more electric buses sooner.

10 Thank you very much for your time.

11 SECRETARY LONGHINI: Thank you, Mr. Reed.

12 Our next speaker will be Brian Urbaszewski.

13 Brian.

14 MR. URBASZEWSKI: My name is Brian Urbaszewski.

15 I'm the director environmental health programs for  
16 Respiratory Health Association, and on behalf of my  
17 organization, thank you for the time to speak today.

18 RHI has been working in Chicago to reduce lung  
19 disease and clean the air since 1906, and I'm here to  
20 urge you to support efforts to eliminate diesel buses  
21 and add electric buses faster than envisioned by CTA's  
22 Charging Forward report.

23 Specifically, I urge you to examine the proposal  
24 put forth by the Climate Reality project. We believe a



1 faster transition can be accomplished by minimizing the  
2 purchase of new diesel buses in the short term and  
3 creatively using the CTA's existing fleet access to  
4 reduce the emissions in the immediate term to buy  
5 critical time and preserve services.

6 CTA can refurbish, upgrade pollution control and  
7 cost effectively extend the life of more diesel buses  
8 than it has proposed. This task would allow CTA to  
9 retrofit existing garages, expand garage capacity, and  
10 add a new garage to handle electric buses.

11 We support the Climate Reality project proposal  
12 because we believe it can dramatically reduce the  
13 emissions from the CTA bus fleet and allow replacement  
14 of more diesel buses with zero emission buses years  
15 earlier than the Charging Forward plan envisions,  
16 particularly from 2031 onward.

17 Since Lori Lightfoot originally called for  
18 electrifying the CTA fleet by 2030, the push for transit  
19 electrification has only gained momentum. They said it  
20 will meet CTA's bus electrification timeline, the  
21 infrastructure investment and jobs acts, and tens of  
22 billions of additional federal capital dollars were  
23 allocated for public transit, well above what was  
24 anticipated.

1 CTA will benefit from additional formula  
2 funding, as well as any programs, like, CMAC [Phonetic]  
3 and the Low Noflor [phonetic] program, where it has  
4 gotten and used money for electric buses, and charging.  
5 For over a decade, my organization has been a strong and  
6 consistent supporter of CTA's, efforts to capture these  
7 funds under these programs.

8 CTA might also be able to tap into other new  
9 to -- completely new federal transportation programs,  
10 like the 6 billion dollars plus carbon reduction  
11 program. Illinois's Climate and Equitable Jobs Act  
12 also passed in late 2021, and under the provisions of  
13 that law, ComEd proposed spending 100 million dollars a  
14 year, overwhelmingly on transportation electrification,  
15 and CTA should be able to benefit from that funding,  
16 too.

17 City of Chicago has also made a commitment to  
18 transition its own fleet to electric vehicles by 2035,  
19 and the soon-to-be enacted Inflation Reduction Act will  
20 provide billions to further accelerate the production of  
21 electric vehicles and components in the USA, lowering  
22 costs and increasing availability of vehicles like  
23 electric buses.

24 As we stated in a 2020 RHA report, there are

1 more people with lung diseases along busy CTA routes and  
2 near CTA bus garages. Reducing pollution from all  
3 sources is critical, including CTA vehicles. And while  
4 we appreciate CTA's efforts to build a zero emission  
5 future, we are facing a worsening climate emergency  
6 where the detrimental health effects will fall on  
7 residents with the fewest resources to cope.

8 We urge you to critically examine how CTA can  
9 move faster on electrification in light of this building  
10 momentum and the newly available and expanded sources of  
11 funding.

12 Thank you, again, for the time.

13 SECRETARY LONGHINI: Thank you, sir.

14 Our next speaker -- our final speaker of the day  
15 will be Karen Dader [phonetic].

16 Ms. Dader?

17 MS. DADER: Can you hear me?

18 SECRETARY LONGHINI: Yes, we can.

19 MS. DADER: Okay. Great. Thank you.

20 Hello, my name is Karen Dader, and I'm a  
21 psychotherapist, educator, and conservationist. Thank  
22 you for hearing my comments regarding the CTA  
23 electrification plan, Charging Forward, and your goal of  
24 100 percent zero emissions fleet by 2040, a necessary

1 and admirable goal.

2 Yet, I'm surprised that the CTA transition plan  
3 includes bringing 500 new diesel busses onto our  
4 streets, a disturbing plan given the critical, state of  
5 our climate crisis and the know toxicity of diesel bus  
6 emissions.

7 Others have challenged CTA's thinking about  
8 retrofitting their garage as a significant barrier to  
9 electrification, so I won't go into that here. The  
10 Chicago Metro Chapter of the Climate Reality Project  
11 proposes an alternative plan for the CTA, to overhaul  
12 960, 2006, 2008 diesel buses instead of the 430  
13 currently proposed and then to retire them by 2031, '32.

14 As Pam noted, overhauling one bus costs \$74,000,  
15 approximately, per bus versus paying 500,000 for a new  
16 diesel bus, resulting in significant savings. The  
17 additional 40,000 would be saved annually by operating  
18 electric buses over diesel.

19 Replacing overhauled diesel buses with electric  
20 ones will also result in lower greenhouse gasses  
21 starting in 2030, instead of having new toxic diesel  
22 buses on our streets into the 2040s. Using this plan  
23 reduces 885 diesel buses in operation by 2034 and  
24 decreases potentially 50,000 metric tons CO2 admissions

1 annually, as Pam noted Pam noted. As each diesel bus  
2 emits the equivalent greenhouse gas of 30 cars.

3 We encourage the CTA to make this change and to  
4 be on the forward edge of climate action. The 500  
5 diesel buses currently proposed for purchase will  
6 adversely impact our communities and citizens for 14  
7 years. They are smelly, create air pollution and are  
8 tied to increased lung cancer risk, asthma and other  
9 respiratory disorders.

10 Why would you do this to the customers who rely  
11 upon you and who support your services when you have a  
12 less expensive and significantly healthier alternative?  
13 Please do not move forward with the purchase of 500  
14 diesel buses and move to purchase only electric buses  
15 now. Chicago is depending on you, not only to provide  
16 world class transportation, but to do so in an  
17 environmentally safe and healthy manner. This is easily  
18 within your capabilities and reach. Thank you for  
19 listening to my comments.

20 SECRETARY LONGHINI: Thank you Ms. Dader.  
21 Chairman Barclay, that was the final presentation --  
22 speaker, I mean.

23 CHAIRMAN BARCLAY: Thank you to our public  
24 comment speakers for taking the time to address the

1 board this morning. I'm now open to other directors who  
2 wish to briefly acknowledge the speakers today.

3 DIRECTOR ORITZ: I want to agree with the  
4 comments that were share in terms of the chairman  
5 appreciating all of the data, the time, the effort to  
6 put together your comments. I recognize that that  
7 includes a lot of data, a lot of time, a lot of research  
8 on your end, so we appreciate all of that information.  
9 Thank you.

10 PRESIDENT CARTER: I want to also acknowledge,  
11 obviously, the work of this group in terms of the  
12 discussion that they're having about this issue. I  
13 think it's important to remember that this is a very  
14 complicated process. I am going to ask that -- to give  
15 a more targeted response to the board. The questions  
16 that have been raised here and the concerns that are  
17 being identified, and make sure that the board  
18 understands the rationale for the decision that we're  
19 making and the actions that we are taking to address  
20 this issue.

21 I think it's also important to remember that  
22 this document that we created that lays out the strategy  
23 for moving forward is obviously and always subject to  
24 updated amendments if there are other things that change

1 and allow me to accelerate The timeline that we're  
2 talking about here.

3 It is not locked in stone. It doesn't mean it  
4 can never be modified, and who knows what opportunities  
5 and what will happen within the industry around this  
6 issue and those technologies over the course of the next  
7 30 years.

8 The final point that I want to make, in that I  
9 think is really important to keep in mind here, is that  
10 public transportation, as an entity, whether we're  
11 running diesel buses or whether we're running electric  
12 buses, is still a major, major component in benefiting  
13 the climate change concerns, especially compared to  
14 single occupancy vehicles. One of the quickest ways to  
15 address our climate challenges is to get more people on  
16 transit. And even with a diesel engine bus, it will  
17 produce less carbon emissions than the 40 to 50 cars  
18 that that bus can carry.

19 So I don't want us to lose sight in the debate  
20 over what we're doing here, that there is still an  
21 overall benefit to public transportation that should be  
22 acknowledged and should be understood by the community  
23 that we serve. These diesel buses are not as clean as  
24 electric buses, but they are cleaner than all of the

1 single occupancy vehicles that would be replaced if  
2 those buses weren't there.

3 The final point I want to make is that the buses  
4 that we are replacing are the worst pollutants in our  
5 system. Replacing them with newer buses, be it electric  
6 or diesel, is still an improvement to the air quality  
7 that we're all dealing with, regardless of the  
8 technology that's being used.

9 I'm planning to have staff walk you all through  
10 that and give a presentation to the board at our next  
11 board meeting to explain all of these issues and a lot  
12 more that I'm probably not the best expertise to  
13 discuss. But I think it is important that the board,  
14 and the public, have a complete picture and  
15 understanding of what we're doing, why we're doing it,  
16 and why, at this point in time, we think it's the most  
17 rational approach to getting to an all-electric zero  
18 emissions bus fleet as quickly as possible.

19 UNIDENTIFIED SPEAKER: President Carter, is  
20 there any funding source in the recent passed bill by  
21 congress that would help us in this area, even to  
22 accelerate our timeline?

23 PRESIDENT CARTER: Yes. And I am aware of the  
24 other funding sources that they identify. But I think



1 it's important to keep in mind that this isn't just a  
2 funding conversation. It's also a capacity  
3 conversation.

4 There is very limited capacity for building  
5 electric buses, 40-foot buses in this country. Those  
6 buses still have to comply with buy American and other  
7 requirements as with our regular diesel equipped buses.  
8 And so even if I had the money, I can't necessarily buy  
9 the buses.

10 And in the meantime, I continue to run old buses  
11 that have exceeded their useful life and need to be  
12 replaced. Keeping those buses on the street is a bigger  
13 detriment to the climate than putting new buses on the  
14 street, even if they are still diesel buses and that's  
15 the point I'm trying to make. The technology that we  
16 need to implement here, and the infrastructure that we  
17 need to make, unfortunately are not going to happen  
18 overnight.

19 And as much as I wish I could just wave a hand  
20 and make all of this happen immediately, it's going to  
21 take time. In the meantime, there are things we could  
22 do, even if it's incremental, to improve the carbon  
23 footprint that we're currently operating on and that's  
24 certainly what the plan is contemplating, while

1 continuing to obviously move forward to the zero  
2 emissions goal that we believe is important and the  
3 ultimate objective of the strategy and the plan that we  
4 put in place.

5 SECRETARY LONGHINI: Director Jakes, would you  
6 like to make any comments?

7 DIRECTOR JAKES: No comments, Greg.

8 SECRETARY LONGHINI: Director Miller. No?

9 DIRECTOR ORTIZ: I think he's saying something.

10 SECRETARY LONGHINI: Director Miller?

11 DIRECTOR MILLER: No comment. Just thanks to  
12 the speaker and thanks to the chairman and to President  
13 Carter for the information.

14 SECRETARY LONGHINI: Director Lee, would you  
15 like to say anything?

16 DIRECTOR LEE: Just a quick comment just to say  
17 thank you to the speakers as well. We really appreciate  
18 your time today, and we fully hear what you're saying.  
19 And we're all working towards to the same thing I feel  
20 like, so thank you.

21 SECRETARY LONGHINI: Chairman Barclay, that  
22 seems to be the -- concludes the public comment section  
23 today.

24 CHAIRMAN BARCLAY: Thank you, Greg.

1 Our next order of business is the president's  
2 report.

3 President Carter.

4 PRESIDENT CARTER: Thank you, Mr. Chairman.

5 Ladies and Gentlemen of the Board, throughout  
6 the year I have been discussing with your our response  
7 to the unprecedented and multifaceted challenges facing  
8 CTA. There are many new and evolving challenges,  
9 including service impacts due to the workforce shortages  
10 as we felt through the COVID-19 pandemic, customers'  
11 concerns about their safety on CTA, and bus and train  
12 tracker accuracy issues.

13 Last month I spoke to you about the challenges  
14 CTA is facing due to the bus and rail operator shortages  
15 that are similar to what other transit agencies across  
16 the country and the airline industry are facing today.  
17 Our bus and rail operators are working very hard and we  
18 are very proud of their daily efforts, but we need more  
19 of them to offer the level of service that we aspire to  
20 provide to our customers.

21 It is a challenge that has a ripple effect,  
22 fewer drivers means less reliable service, which effects  
23 the accuracy of our digital tools, like our bus and rail  
24 trackers. The effects of these issues are, of course,

1 inevitably felt by our riders. I want to be clear to  
2 everyone viewing our meeting today, that we are working  
3 hard to -- every day to address our challenges and  
4 improve the riding experience for all of our customers,  
5 and as I mentioned previously, we are already moving  
6 aggressively to remedy these issues.

7 For example, last week as a result of our  
8 multi-dimensional and aggressive recruitment campaign,  
9 we brought 80 new bus operators on board and have more  
10 applicants moving through the hiring process. Those 80  
11 new bus operators are the biggest class that we have  
12 ever had, even prepandemic. We're also in regular  
13 discussions with our bus and raiing units about  
14 additional steps we can take to address these same  
15 concerns.

16 Across every CTA department, my direction has  
17 been simple, as we continue to welcome our customers  
18 back into the system, we are moving thoughtfully and  
19 aggressively to improve every facet of the CTA travel  
20 experience. This global perspective includes more  
21 reliable and consistent service, accuracy of our buses  
22 and trains to do more miring, schedule improvements, and  
23 technology upgrades.

24 Additional efforts to improve safety and

1 security through new protocols and additional resources,  
2 enhancement of our partnership with the Chicago Police  
3 Department and the creation of new partnerships with  
4 other organizations that we believe to be helpful in  
5 this endeavor. And there is much more that I am  
6 planning to discuss publicly, at greater lengths  
7 tomorrow.

8 I know that my staff has briefed each one of you  
9 individually about some of the details of my plan, and I  
10 have given you a brochure that's going to discuss the  
11 plan in more detail that we will be passing out tomorrow  
12 at my city club speech, and for those of you who are on  
13 virtually, I'll make sure you get a copy of this as well  
14 today.

15 I understand, and certainly appreciate the  
16 urgency by which we need to address this problem. I  
17 believe the plan that I have put together and that I  
18 will be announcing publicly tomorrow will more than  
19 adequately address the concerns that are being raised  
20 and are definitely intended to improve CTA's customer  
21 experience weeks and months to come. It is of paramount  
22 importance to me, that you and our customers know how we  
23 got here and what we are doing about it and where we are  
24 headed in the near future.

1           It is my intention to keep you updated regularly  
2 as we implement this plan and make sure we're responding  
3 to any questions, comments, or concerns that you may  
4 have. We'll also be doing the same with the public as  
5 we continue to role this out and we'll be increasing our  
6 public engagement to ensure that we're getting customer  
7 feedback on what we're doing and how it is or is not  
8 impacting Their customer experience.

9           At this time I want to thank you for your  
10 ongoing support and partnership as we move today  
11 forward, and I am obviously available to discuss any of  
12 these and other issues with you at your convenience.

13           Thank you.

14           CHAIRMAN BARCLAY: Thank you President Carter,  
15 your team has done an impressive job developing a  
16 comprehensive plan to address some of the concerns  
17 raised by our ridership. That is, getting the word out  
18 about the plan, including your upcoming presentation to  
19 the City Club tomorrow.

20           As I mentioned during briefings, I encourage the  
21 team to make sure we're all driving the message through  
22 marketing efforts. So we appreciate what the team is  
23 doing. I'd like to open it up for other board members  
24 to comment in response to President Carter.

1           DIRECTOR JAKES: President Carter, will your  
2 manuscript be available tomorrow after your  
3 presentation?

4           PRESIDENT CARTER: Yes. The plan is to have it  
5 available at the end of the presentation, and it will  
6 also be publicly on our website and other locations.

7           DIRECTOR JAKES: Thank you.

8           PRESIDENT CARTER: I should also point out that  
9 I mentioned earlier that there's going to be a level of  
10 additional engagement with our customers. One of the  
11 things we're going to be doing is going out onto the  
12 system and making ourselves to our customers and talk to  
13 them about the plan and having copies of this available  
14 with us at stations and other locations, bus turnarounds  
15 and other places so that our customers can be educated  
16 about what we're doing and what we plan to do going  
17 forward and we -- and by "we" I mean the leadership of  
18 CTA, my senior management team and myself, will be  
19 hearing directly from our customers about their concerns  
20 and, obviously, responding to the best that we can about  
21 what we're doing to address that.

22           CHAIRMAN BARCLAY: Will this be done kind of  
23 like a listening tour? So will it be done on each side  
24 of town or is it one location --

1           PRESIDENT CARTER: It's not as formal as a  
2 listening tour as much as it is going to various  
3 stations randomly and basically announcing that we're  
4 here, and as customers come into the station giving them  
5 an opportunity to talk to us about our service.

6           DIRECTOR SILVA: How do we compare the efforts  
7 with other agencies in the U.S. and worldwide?

8           PRESIDENT CARTER: The challenge that we're  
9 facing is not unique to CTA. All of our peers are  
10 having similar problems around hiring, around retention,  
11 and it is impacting their service in a lot of ways,  
12 including, you know, the things -- the challenges that  
13 we're facing. In fact, I think the transportation  
14 industry in general is having the same problem.

15           I mean, all you have to do is watch all of the  
16 media attention around the airlines and the  
17 cancellations that they're having over the weekend to  
18 appreciate this is a much global problem than Just CTA.  
19 The new challenge of this, or course, is that hiring  
20 takes time and it's not necessarily the time to hire  
21 someone, bit it's the time to hire and train them and  
22 put them in a position to be able to operate safely a  
23 bus or a train, and so what you need to do is figure out  
24 what you can do in the interim by you're trying to get



1 your workforce up to a level that allows you to meet the  
2 service standards that we set for ourselves and that our  
3 customers are expecting that we deliver.

4 I don't -- I know that there are various  
5 strategies that are being pursued by agencies all over  
6 the country. Ours is very unique to what we're  
7 experiencing here at CTA, which is a combination of  
8 hiring and other issues that I mentioned before, but I  
9 don't know of any CEO who is sitting in my seat in other  
10 cities that isn't both having the same conversation and  
11 struggling to figure out the easiest and most effective  
12 solution to deal with all of these problems.

13 I will say this, we've been through three years  
14 of a pandemic, and during those three years, there have  
15 been no shortage of challenges that we, as an agency,  
16 have had to face and address in order keep this system  
17 running. This is a new series of challenges that we're  
18 facing, but if nothing else, I think that we know and  
19 expect that we will solve these, just like we have  
20 solved all of the other ones that we have had in the  
21 past.

22 Our customers have been extremely patient with  
23 CYA during all of the challenges that we have faced over  
24 these several years of dealing with this the problem

1 and, I believe, that with the right information, the  
2 appropriate level of transparency and a commitment and  
3 progress that we're going to make on what we're doing  
4 now that they will understand and appreciate and be  
5 supportive of what we need to get back to where we all  
6 want to be.

7 DIRECTOR SILVA: Thank you.

8 DIRECTOR MILLER: And let me say thank you to  
9 President Carter for the update, the information, and  
10 your continuous leadership, you and your staff being a  
11 leader as you are previously being honored with the  
12 awards of both the agency and the president prove what a  
13 leader we have and what this agency is doing. Saw some  
14 snipping from the summer program at CTA University  
15 yesterday.

16 Those got a program where bright young people  
17 were excited about the opportunity that they had this  
18 summer. It's initiative that you and your staff  
19 continue to bring forth. So you're right, I know that  
20 we're going to come out of it, it's just going to take  
21 some time, so keep up the good work.

22 DIRECTOR ORITZ: I agree with Director Miller's  
23 comments and others in terms of understanding how much  
24 your leadership is and volunteer and how much of the

1 rest of the team as well has taken on a leadership to  
2 address the various changing needs of our society right  
3 now, of our customers, and of the agency itself. So I  
4 recognize it's no small challenge, but we appreciate  
5 everyone's attention and continued commitment to advance  
6 and adjust as needed to meet the needs. Thank you.

7 CHAIRMAN BARCLAY: Thank you, everyone.

8 Our next order of business is approval of the  
9 minutes of the regular meeting of July 13th, 2022.

10 May I have a motion to approve?

11 DIRECTOR ORTIZ: So moved.

12 DIRECTOR MILLER: Second.

13 SECRETARY LONGHINI: Moved by Director Ortiz.

14 Seconded by Director Miller.

15 Director Jakes.

16 DIRECTOR JAKES: Yes.

17 SECRETARY LONGHINI: Director Miller.

18 DIRECTOR MILLER: Yes.

19 SECRETARY LONGHINI: Director Lee.

20 DIRECTOR LEE: Yes.

21 SECRETARY LONGHINI: Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 SECRETARY LONGHINI: Director Silva.

24 DIRECTOR SILVA: Abstain.

1 SECRETARY LONGHINI: Chairman Barclay.

2 CHAIRMAN BARCLAY: Yes.

3 SECRETARY LONGHINI: That motion is approved  
4 with five yes votes, one abstention.

5 CHAIRMAN BARCLAY: Our next order of business is  
6 executive session. It's my understanding, Brad, that we  
7 have an executive session today.

8 COUNSEL JANSEN: Yes, Chairman. We will have  
9 executive session in a closed meeting pursuant to  
10 Section 2, Paragraph C, Subparagraphs 5 and 8 of the  
11 State's Open Meetings Act.

12 CHAIRMAN BARCLAY: Thanks, Brad.

13 I will not entertain a motion to recess into  
14 executive sessions for reasons stated by counsel.

15 DIRECTOR ORTIZ: So moved.

16 DIRECTOR MILLER: Second.

17 SECRETARY LONGHINI: Moved by Director Ortiz.  
18 Seconded by Director Miller.

19 Director Jakes.

20 DIRECTOR MILLER: Yes.

21 SECRETARY LONGHINI: Director Lee.

22 DIRECTOR LEE: Yes.

23 SECRETARY LONGHINI: Director Ortiz.

24 DIRECTOR ORTIZ: Yes.

1 SECRETARY LONGHINI: Director Silva.

2 DIRECTOR SILVA: Yes.

3 SECRETARY LONGHINI: Chairman Barclay.

4 CHAIRMAN BARCLAY: Yes.

5 SECRETARY LONGHINI: That motion is approved  
6 with six yes votes, so the Board is now in recess.

7 (10:44 a.m., off the record.)

8 (11:30 a.m., on the record.)

9 SECRETARY LONGHINI: Good morning. We're back  
10 to open session of the Chicago Transit Board Meeting of  
11 August the 10th.

12 Chairman Barclay.

13 CHAIRMAN BARCLAY: I will now entertain a motion  
14 to return to open session.

15 DIRECTOR ORTIZ: So moved.

16 DIRECTOR MILLER: Second.

17 SECRETARY LONGHINI: The motion was moved by  
18 Director Ortiz, seconded by Director Miller.

19 Director Jakes.

20 DIRECTOR JAKES: Yes.

21 SECRETARY LONGHINI: Director Miller.

22 DIRECTOR MILLER: Yes.

23 SECRETARY LONGHINI: Director Lee.

24 DIRECTOR LEE: Yes.

1 SECRETARY LONGHINI: Director Ortiz.

2 DIRECTOR ORTIZ: Yes.

3 SECRETARY LONGHINI: Director Silva.

4 DIRECTOR SILVA: Yes.

5 SECRETARY LONGHINI: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 SECRETARY LONGHINI: That motion is approved  
8 with six yes votes. We're back in open session, sir.

9 CHAIRMAN BARCLAY: We will now address board  
10 item number 5A.

11 Brad.

12 COUNSEL JANSEN: Chairman, in closed session,  
13 the Board considered a recommendation that it designate  
14 for acquisition real property located at 401 West 111th  
15 Street in Chicago and authorize the CTA to negotiate the  
16 property's purchase, payment of relocation expenses, and  
17 execution of any right of entry agreements.

18 The property will be developed for use as a  
19 field office within the footprint of the CTA's red line  
20 extension project. It will allow the CTA to establish a  
21 presence in the community where the project will be  
22 developed. It will be used to engage with members of  
23 the community during the project's course. The office  
24 location will be used for presentations, meetings, and

1 other community purposes related to the red line  
2 extension project.

3 It is for these reasons that it is recommended  
4 that the Board authorize the CTA to acquire the subject  
5 property.

6 CHAIRMAN BARCLAY: Thank you, Brad.

7 May I now have a motion to approve an ordinance  
8 designating for acquisition property located at 401 West  
9 111th Street, Chicago, Illinois for field office for the  
10 red line extension project and authorize in negotiations  
11 for purchase and the relocation expenses and execution  
12 of right of entry agreement?

13 DIRECTOR ORTIZ: So moved.

14 DIRECTOR MILLER: Second.

15 SECRETARY LONGHINI: Moved by Director Ortiz,  
16 seconded by Director Miller.

17 Director Jakes.

18 DIRECTOR JAKES: Yes.

19 SECRETARY LONGHINI: Director Miller.

20 DIRECTOR MILLER: Yes.

21 SECRETARY LONGHINI: Director Lee.

22 DIRECTOR LEE: Yes.

23 SECRETARY LONGHINI: Director Ortiz.

24 DIRECTOR ORTIZ: Yes.

1 SECRETARY LONGHINI: Director Silva.

2 DIRECTOR SILVA: Yes.

3 SECRETARY LONGHINI: Chairman Barclay.

4 CHAIRMAN BARCLAY: Yes.

5 SECRETARY LONGHINI: That motion is approved,  
6 sir, with six yes votes.

7 CHAIRMAN BARCLAY: We will now address Board  
8 Item 5B.

9 COUNSEL JANSEN: Chairman, in closed session,  
10 the Board considered a recommendation that it authorize  
11 the CTA to enter into a new intergovernmental agreement  
12 with the City of Chicago for additional police security  
13 services for the CTA.

14 This agreement is successor to a prior agreement  
15 and will increase funding for police security services  
16 to \$30 million per year from the prior agreement's  
17 authorization of \$10 million per year. The security  
18 provided under the proposed agreement is in addition to  
19 the police officers and the Police Department's public  
20 transportation section who are assigned to work on CTA.

21 The security services under this proposed  
22 agreement will be provided by sworn officers on their  
23 days off under the Police Department's supervision, and  
24 the CTA will reimburse the Police Department for those



1 services.

2 For these reasons, it is recommended that the  
3 Board authorize the CTA to enter into this new  
4 intergovernmental agreement with the City of Chicago for  
5 additional police security.

6 CHAIRMAN BARCLAY: Thank you, Brad.

7 May I now have a motion to approve an ordinance  
8 authorizing an intergovernmental agreement with the City  
9 of Chicago through its Department of Police voluntary  
10 special employment program?

11 DIRECTOR ORTIZ: So moved.

12 DIRECTOR MILLER: Second.

13 SECRETARY LONGHINI: Moved by Director Ortiz,  
14 seconded by Director Miller.

15 Director Jakes.

16 DIRECTOR JAKES: Yes.

17 SECRETARY LONGHINI: Director Miller.

18 DIRECTOR MILLER: Yes.

19 SECRETARY LONGHINI: Director Lee.

20 DIRECTOR LEE: Yes.

21 SECRETARY LONGHINI: Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 SECRETARY LONGHINI: Director Silva.

24 DIRECTOR SILVA: Yes.

1 SECRETARY LONGHINI: Chairman Barclay.

2 CHAIRMAN BARCLAY: Yes.

3 SECRETARY LONGHINI: That motion is approved  
4 with six yes votes, yes.

5 CHAIRMAN BARCLAY: Our next order of business is  
6 Board matters.

7 Are there any board matters today, Greg?

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

9 CHAIRMAN BARCLAY: Our next order of business is  
10 a report from the Committee of Finance, Audit and  
11 Budget.

12 Director Silva.

13 DIRECTOR SILVA: The Finance, Audit and Budget  
14 Committee met earlier this morning. The Committee  
15 approved the July minutes and reviewed the finance  
16 report.

17 The Committee reviewed three ordinances; an  
18 ordinance amending Ordinance 021-119, approving the  
19 Fiscal Years 2022-2026 Capital Improvement Program; an  
20 ordinance authorizing an intergovernmental agreement  
21 with the City of Chicago through its Department of  
22 Planning and Development; and an ordinance authorizing  
23 and intergovernmental agreement with the City of Chicago  
24 through it's Department of Police for fiscal year 2021.

1           The Committee also reviewed five contracts. The  
2 Committee placed the three ordinances and five contracts  
3 on the Omnibus and recommended for approval of the  
4 Omnibus.

5           That concludes my report, Chairman Barclay.

6           CHAIRMAN BARCLAY: Thank you, Director Silva.

7           May I now have a motion to approve the Omnibus  
8 as stated by Director Silva.

9           DIRECTOR ORTIZ: So moved.

10          DIRECTOR MILLER: Second.

11          SECRETARY LONGHINI: Moved by Director Ortiz,  
12 seconded by Director Miller.

13          Director Jakes.

14          DIRECTOR JAKES: Yes.

15          SECRETARY LONGHINI: Director Miller.

16          DIRECTOR MILLER: Yes.

17          SECRETARY LONGHINI: Director Lee.

18          DIRECTOR LEE: Yes.

19          SECRETARY LONGHINI: Director Ortiz.

20          DIRECTOR ORTIZ: Yes.

21          SECRETARY LONGHINI: Director Silva.

22          DIRECTOR SILVA: Yes.

23          SECRETARY LONGHINI: Chairman Barclay.

24          CHAIRMAN BARCLAY: Yes.

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

3 CHAIRMAN BARCLAY: Our next order of business is  
4 the construction report.

5 Bill Mooney.

6 CHIEF INFRASTRUCTURE OFFICER MOONEY: Good  
7 morning, Chairman and Directors. Bill Mooney, your  
8 Chief Infrastructure Officer with your monthly  
9 construction update.

10 We'll move to our first project. We'll begin  
11 where we normally do, our Jefferson Park to O'Hare  
12 signals upgrade project. We've passed another exciting  
13 milestone as we've completed the Rosemont west relay cut  
14 over, and we are now in the process of cutting over  
15 Rosemont east, which is the mate [phonetic] end of this.  
16 This is closer to Rosemont station and facilitates  
17 entrance and exits to our yard from the southern or  
18 eastern portion of, kind of, the alignment there on the  
19 O'Hare.

20 And this is the last cut over of the project, so  
21 we are kind of at the light of the tunnel here. And we  
22 continue to close up previously identified punch list  
23 items and other discrepancies associated with the prior  
24 cut overs. We're starting to wrap this job down.

1           We can move to some photos. So here's some of  
2 the wayside signal installations. As we've shown you on  
3 many of the other cutovers, there's a series of  
4 apparatuses on the wayside that ultimately as we start  
5 these cutovers get wired up to new rooms.

6           This is similar to what happened at O'Hare,  
7 where the signal equipment is actually going in an  
8 existing room in the building, and so it's a little bit  
9 longer of a cutover because we have to demolish out the  
10 old equipment and we can't do that until we start the  
11 process and then rebuild that room in the same space.

12           Next slide. Here's another example of a wayside  
13 apparatus. This is a wayside trip or stop machine.  
14 This helps us protect against some unwanted train  
15 movements.

16           Next slide. And here's some of the circuits  
17 that are going on -- that are connecting back to that  
18 room that I'm talking about being built, the relay room,  
19 and the wayside parts. This is a pretty big  
20 interlocking, and there's a bunch of temporary kind of  
21 circuits that facilitate around things. So this is that  
22 temporary rack.

23           Next slide. Our next project is our Irving Park  
24 station escalator canopy replacement. The project is

1 quickly coming to a close, as we've started the full  
2 escalator installation and the completion of the canopy  
3 at this point.

4 I'll show you some photos of this work. Similar  
5 to what you saw on the Irving Park side of the station,  
6 the escalator that was being installed at Pulaski.  
7 Pulaski had a historic escalator that had become  
8 structurally deficient and was actually removed and  
9 replaced with some temporary stairs to continue to allow  
10 flow through that end of the station.

11 We've now removed those temporary stairs and are  
12 installing the escalator. It's brought in multiple  
13 pieces overnight, similar to what you saw in Irving  
14 Park. It hung on a built-in pantry system that kind of  
15 allows them to adjust it and then bolt it into place  
16 fully.

17 Next slide. Here's some of the nighttime work  
18 with the canopy. They're installing purlins, and you've  
19 seen similar things here which are actually kind of  
20 substructural components that the new blue canopy gets  
21 attached on. They're about 80 percent or so complete  
22 with the canopy at this point. They're coming into the  
23 finish line with that one.

24 Next slide. This is our Kedvale, Edmunds, and

1 Sacramento tactical traction power upgrade. We've  
2 completed all work at Kedvale at this point as far as  
3 traction power work. There is some roofing that we'll  
4 be doing as the weather is breaking kind of here at the  
5 back portion of the summer. All the work is really  
6 focused at Sacramento at this point in time.

7 So we'll move to some of those photos. So  
8 here's the brand new breakers that are the last kind of  
9 components for Kedvale. These are the breakers that  
10 facilitate the power going on and off from Commonwealth  
11 Edison to the building itself. They're very similar to  
12 the breakers in your house other than they're supersized  
13 because we use a lot more power.

14 Next slide. Here is the first line up going  
15 into Sacramento. So this is the rectifier. This is  
16 what converts the AC power to DC power, and I've shown  
17 these similar line ups going on at other substations,  
18 but this is the line up going on at Sacramento.

19 Next slide. My next projects are nonrevenue  
20 rail vehicle maintenance facility. We've made some  
21 really great progress in the last month on the  
22 underground, so we can move kind of towards these  
23 photos.

24 Most of this is around the foundation work. So

1 this is -- we are doing helical piles on this project,  
2 which is kind of unique. We have not often done these.  
3 You'll hear Chris or I talk about caissons, which is  
4 where we drill a hole and we put in a metal cage and  
5 then pour concrete around it with a series of liners  
6 that ultimately become the foundational into -- the very  
7 deep foundation work.

8 This is actually a little different. We  
9 actually have a screw drill bit that goes down, and as  
10 the drill bit kind of comes back out, it inserts  
11 concrete into that hole. And in some cases they may use  
12 a cage liner as well.

13 And so this is actually the testing of one of  
14 those helical piles. So they drilled a series of test  
15 piles and then they had to test them for full loading.  
16 They loaded up this apparatus to 560 tons -- I'm sorry,  
17 760 tons, and that was kind of the threshold for that  
18 test pile. So they built this big thing and then  
19 stacked a bunch of weight on it, so it was kind of an  
20 interesting test on site.

21 Next slide. And what you're seeing here is  
22 actually the pil they had that apparatus set up on. So  
23 then post that loading, once it cleared the test, they  
24 inspected it and they actually did kind of ultrasonic



1 testing on it to make sure there weren't any fatal  
2 failures within the concrete itself before they blast  
3 it. And the rig that does this work is very similar to  
4 what we see on caisson drilling.

5 Next slide. And then kind of the other big  
6 activity going on on site is the underground storm  
7 retention system. So I've talked a little bit about  
8 this in a couple previous slides.

9 We're installing a series of 84-inch storm water  
10 pipes buried into the foundation perimeter of the site  
11 that will allow us to retain 1.5 times the storm water  
12 for the sites. So one of the community benefits of this  
13 project is we're actually exceeding under the  
14 sustainability ordinance what we are required to hold on  
15 site for water retention. So the community as a whole  
16 will benefit as we are holding more water on site in  
17 major rain events, and it will help with drainage around  
18 the community.

19 So there are two east-west 84-inch lines running  
20 through the northern edge of the site, and then there's  
21 two north-south running lines that are 84 inches that  
22 run kind of along the eastern edge of the site. These  
23 then tie into the overall drainage system on site and  
24 then ultimately to the main source system, as it will

1 slowly allow water to come out of the site after a  
2 storm.

3 Next slide. This is our Barry, Damen & Canal  
4 traction power upgrade. Most of the work right now has  
5 been focused really on Damen, as it has been first out  
6 of permitting. As we're starting to prep on Barry,  
7 you'll see some photos around that.

8 We can move forward. Here's some more of the  
9 site exploration work at Damen, so as we've now moved  
10 toward the underground foundational work here, we've  
11 started exposing the foundations of the adjacent  
12 buildings of the elevators structure, identifying any  
13 substructures that may be there that would interfere  
14 with the drilling of the caissons on this site.

15 Next slide. Here they are prepping the Barry  
16 site. So similar to what you saw last month in the  
17 Damen site, they installed construction site fencing  
18 with green mesh to keep the site clean and secure from  
19 the rest of the community as they start to get their  
20 activities mobilized on site.

21 And my final project for today is a refresh and  
22 renew. So since we last met, we completed the work at  
23 Morgan and California on the green light. We've began  
24 work at Harlem on the O'Hare branch, and we'll be moving

1 into Fullerton and California over the next couple of  
2 weeks. We've completed 88 of the 92 painting stations,  
3 so those will be coming off shortly as we finish up the  
4 last of those stations. It's been a really successful  
5 program.

6 One of the contracts that the Board approved  
7 today at FAB [phonetic] was actually for a contractor  
8 -- that's a maintenance contractor. This would be a  
9 contractor that we would do SBE painting through going  
10 forward. We think it's been a successful program  
11 coupled with the overall refresh and renew, and we're  
12 going to work to try and continue some portion of that  
13 in the years to come.

14 So let's go to some of the photos. My favorite  
15 before and after lighting photos and the impact of  
16 lighting upgrades on these stations. So on your left is  
17 the before at California on the Green Line, and the  
18 right is the after. As you'll note, these upgrades  
19 really impacts the footprint of the station and the  
20 overall corner that we occupy there and the approaches,  
21 which is really important.

22 Next slide. Here again is kind of a side view.  
23 I would just kind of call to the footprint again at  
24 ground level; right? So how big of a difference it is,

1 just that outputting light from the edge of the station  
2 to the area directly below the station and that public  
3 sidewalk and the walkup where you may not get as much  
4 from street lighting because of the footprint from the  
5 station. The upgraded lighting really does make a huge  
6 impact.

7 Next slide. And nothing's like a good cleaning.  
8 So here's a good example of part of the programs. We  
9 coupled with the power wash crews, and they come in and  
10 do a really heavy detailed cleaning of the before and  
11 after the work as we're there to help facilitate our  
12 work as well as, you know, the end product of it. I  
13 think it speaks for itself here, really, the impact of  
14 that deep, heavy cleaning that goes on.

15 Next slide. This is Morgan, so one of our newer  
16 stations, and part of this program is really about deep  
17 inspections. So we identified through process here that  
18 we were getting some air and water infiltration off the  
19 canopy, so we actually upgraded the gutter system here,  
20 installed some new gutters and gutter run up to better  
21 correct that work. And then we've now actually removed  
22 the ceiling and are in the process of replacing the  
23 ceiling that was damaged because of this air and water  
24 run off. So it's really important to be able to get

1 inhere, get into the deep confines of the station, dig  
2 up there, and make sure we're identifying all the  
3 defects before they become really bad failures for us.

4 Next slide. And, you know, here's another kind  
5 of deep safety defect. So this is actually an  
6 interesting situation that exists on some of the highway  
7 stations where we interface with CDOT or IDOT roadways.  
8 There is sometimes a property line dispute where there  
9 is somewhat of a gap in there, so here we've come in and  
10 created some additional security fencing so that nobody  
11 has the opportunity to be able to throw anything down to  
12 the streets below or the tracks below. This is at UIC  
13 Halsted.

14 Next slide. Again, some of the LED upgrades and  
15 the impact on the station footprint there.

16 I'll pause at this point to be able to take any  
17 questions.

18 DIRECTOR ORTIZ: No questions.

19 SECRETARY LONGHINI: Seems that there's none,  
20 sir.

21 CHAIRMAN BARCLAY: Thank you, Mr. Mooney.

22 We will now call on Chris Bushell and JuanPablo  
23 Pieto to make their RPM and diversity presentations.

24 VICE PRESIDENT BUSHELL: Thank you, Chairman

1 Barclay.

2 The RPM Phase 1 design build contract continues  
3 on budget and tight to schedule. There's been a lot of  
4 activity since our last report on the bypass.

5 If we could go to the slide, that would be  
6 great. So one of the big things on the bypass, you've  
7 seen us install various foundations systems, drilled  
8 shaft of caissons. So that work is continuing on the  
9 bypass. This actually is not directly the bypass  
10 itself, but you can see to the right that's kind of the  
11 bridge over. We call this the bridge under. This is  
12 the tracks associated -- or the foundations, rather,  
13 associated with the future modernized four track  
14 corridor which goes from Belmont up towards Addison and  
15 passes underneath the bypass itself.

16 Next. So kind of continuing this same with  
17 the bridge under, again, you see the bridge over, the  
18 bypass on the left -- on the right. You see the  
19 beginning of the new bridge that is really going to be  
20 the four track corridor. We're obviously building it on  
21 the west side of the tracks while we continue to provide  
22 service on the east.

23 I think this is an interesting picture because  
24 you can kind of see on the existing train at the tail

1 end of it how it sort of curls around and then it curves  
2 just beyond that leading into the Addison station. One  
3 of the most important things this project seeks to do in  
4 this particular bridge is really to straighten those  
5 curves so that we can provide greater speed and  
6 reliability to the trains that will go under it,  
7 obviously at this point red and purple trains.

8 So I think a slide that really illustrates how  
9 that new infrastructure will work and what the alignment  
10 looks like that -- and a little bit too the reason why  
11 we moved the Vautravers building, because as you all  
12 know and have seen from the videos, where that bridge is  
13 being installed right now, that's actually where the  
14 Vautravers building sat before we moved it.

15 Next slide. So the signal box girder in the  
16 Lawrence, Bryn Mawr segment continues. You can kind of  
17 see in the background here behind me the inside of that  
18 box girder but really the most important part obviously  
19 is the outside of the box girder where we're going to  
20 run trains. But that installation is continued, and  
21 actually we're working additional shifts to advance that  
22 further.

23 If we can go to the next slide. For the  
24 reason we want to install the traction power and the

1 signal system on top of that girder, so that work is  
2 beginning. You can see the installation of the track.  
3 We call it broadly speaking the jewelry is getting  
4 installed on the bridge right now. So we can see the  
5 track installation.

6 Next slide. So I'm going to talk a little bit  
7 more about some of our community activities. At the  
8 start of RPM, we made a commitment to support hundreds  
9 of businesses in the project footprint. These are  
10 neighborhoods that include Uptown, Edgewater,  
11 Andersonville, and Lakeview East.

12 We created an innovative Open for Business  
13 campaign in 2019. Initially, this featured a lot of  
14 fairly standard things that were, you know, large  
15 banners in the local communities, signage at the rail  
16 stations and on the buses. We moved pretty aggressively  
17 into some more innovative things as COVID really hit,  
18 promotional posts on CTA, RPM media accounts. We  
19 created and are creating YouTube videos for individual  
20 businesses featuring their owners in an effort to really  
21 strengthen those businesses and to minimize impact  
22 associated not only with our project but also with the  
23 pandemic as a whole.

24 We kind of moved in and we distributed flyers,



1 door hangers, and window decals promoting shop local,  
2 again, trying to take this program to new levels that  
3 really supported the businesses and the communities  
4 around the project.

5 So we are expanding this Enjoy Local program in  
6 various ways. We have included some of these Facebook  
7 live promotional videos featuring both the Edgewater  
8 Mexican Cafe and the African Safari import. Those have  
9 been very exciting. We've had some good hits on those  
10 websites.

11 We're also launching an RPM Open for Business  
12 Ambassador Program to personally engage with businesses  
13 in the project, and we have co-hosted, as noted in here  
14 -- we have co-hosted the new Bryn Mawr Market Street  
15 Festival on July 22nd. We'll do a second one later this  
16 month. We had nine local businesses with booths,  
17 children areas with balloons, face painting, live music  
18 from the School of Rock and more than 500 people  
19 attended the July 22nd event.

20 So we're continuing to look for innovation as  
21 well as communicating clearly about the impacts of  
22 construction to both the community as well as to our  
23 ridership, but, again, looking for innovative ways to  
24 support local businesses in these trying times.

1           And after JuanPablo, we have a couple of slides  
2 that show some of the graphics associated with those  
3 Enjoy Local campaigns. I'll think you'll enjoy the  
4 graphics.

5           Go ahead, JuanPablo. Thank you.

6           DIRECTOR PRIETO: Thanks, Chris.

7           Good morning, Directors.

8           JuanPablo Prieto, Director of Diversity  
9 Programs.

10           The CTA continues to meet with a contractor  
11 monthly to discuss DBE and workforce outreach and  
12 compliance. We also continue to send out opportunities  
13 from the prime contractor to the DBE community so  
14 they're aware of the trade packages that are still  
15 available on the project and how to submit their bids.

16           We also send open career opportunities with the  
17 prime and their subs to our workforce partners, Chicago  
18 Cook Workforce Partnership and Hire360 so they can refer  
19 interested and qualified candidates.

20           In july we hosted our next session of our  
21 Construction Talk series, which allows participants to  
22 go on a virtual tour of an apprentice facility, hear  
23 from our apprentice training staff and from current  
24 apprentices.

1           This session was with the sheet metal workers,  
2 Local 173 in their facility in Bellwood, Illinois. The  
3 video is uploaded to our CTA Doors Opening YouTube  
4 channel for anyone that may have missed the event or  
5 wants to watch it again. We have a great Q&A session  
6 with participants.

7           As of July 31st, DBEs have been awarded over  
8 \$228 millions between the design and construction  
9 packages, and this accounts for 84 unique DBE firms, 32  
10 of which are new to CTA.

11           On the workforce side, 1,554 unique individuals  
12 have worked over 823,000 labor hours and earned over \$47  
13 million.

14           That concludes my portion of the report. I'll  
15 turn it back over to Chris.

16           VICE PRESIDENT BUSHELL: Thank you, JuanPablo.

17           If we could advance to some of the next slides.

18           So just to give you an idea of the flavor of  
19 some of the graphics and other materials that we're  
20 putting out of the project, I wanted to put these two  
21 slides in here. This is hardly a regular Open For  
22 Business campaign where the Department of Transportation  
23 -- Chicago Department of Transportation puts up signs  
24 saying "local business is open here."

1           We have not only reached out more aggressively  
2 to the communities and made them partners in this  
3 effort, but we have also used various methods of social  
4 media, Facebook Live, and other methods to reach people  
5 during the pandemic and after as they start to come out  
6 and enjoy the neighborhoods around them.

7           So we're trying to build on that with innovative  
8 ways to connect with them, and, of course, as we connect  
9 with them on businesses, we also then can connect with  
10 information about impacts to service, impacts to the  
11 community where we happen to be digging our caissons or  
12 doing other types of work that may be intrusive.

13           As people come to us for information on those  
14 local businesses, they then get also information that  
15 helps with their travel, helps with their plans in the  
16 neighborhood, when to expect noise or construction.

17           Next slide, please. Again, here's a little bit  
18 of Enjoy Local. So I just wanted to provide a little  
19 bit more information about our outreach program and how  
20 it fits in with our larger strategy of community  
21 engagement, so I thank you. That concludes my report.

22           CHAIRMAN BARCLAY: Well, Chris, I understand  
23 that you are retiring and that this will be your last  
24 RPM report before the Board. I want to congratulate you

1 on your 15 years of dedicated service to the Chicago  
2 Transit Authority.

3 Your leadership and experience has been  
4 instrumental in the success of major CTA construction  
5 projects through the years, not the least of which RPM  
6 project. You also present to the board thorough and  
7 informative reports on the progress of RPM, and through  
8 the course of the project developed creative  
9 partnerships across departments to engage the community  
10 and to promote opportunities for small businesses.

11 You may recall a few months ago I had the  
12 opportunity to see the impact of your leadership when I  
13 took the first ride over the red purple bypass, that  
14 cold, cold morning. During the ride I had an  
15 opportunity to meet with you as well as members of your  
16 team who exhibited great professionalism and pride in  
17 their work, which is reflective of your leadership and  
18 the example that you demonstrated.

19 Congratulations on your retirement and on a job  
20 well done and thank you on behalf of all members of CTA.

21 President Carter, would you like to have a few  
22 words?

23 PRESIDENT CARTER: Thank you, Chairman.

24 Ladies and gentlemen of the board, as you know,

1 when an accomplished and long tenured employee leaves  
2 the Authority, it's always bittersweet. With their  
3 departure, we lose the knowledge, abilities, and  
4 comradery of an experienced and dedicated worker and  
5 colleague, but we also have the chance to celebrate  
6 their accomplishments and wish them the best as they  
7 move on to the next chapter in their life and forge new  
8 opportunities that may lay ahead.

9 On behalf of the CTA family of employees and the  
10 many CTA customers who benefited from his contributions  
11 to the CTA, it is my pleasure to congratulate Chris  
12 Bushell, your chief of red purple modernization project  
13 -- as he always introduced himself -- as he retires from  
14 our great agency.

15 Before coming to work at CTA, Chris worked for  
16 the Chicago Public Schools and the City Department of  
17 Construction and Permits. His experience in government  
18 and capital construction made him an invaluable asset  
19 from the second he walked through our doors in July of  
20 2007 to join us as Director of Power & Way maintenance.  
21 December of 2008, less than a year and a half later, he  
22 was named Vice President of Power & Way, and in only six  
23 months, April 2009, he was again promoted and began a  
24 nine-year term as the Chief Infrastructure Officer.

1 Since April of 2018, he has been the chief of the red  
2 purple modernization project.

3 Through his time with CTA, no matter what his  
4 title -- no matter what title he has held, Chris has  
5 played a critical role in our successful efforts to make  
6 the CTA system more modern, more reliable, and more  
7 accessible.

8 Chris has been an excellent steward of many CTA  
9 capital investments and has established an exceptional  
10 track record and reputation in our industry. Among the  
11 many large and impressive signature projects he has  
12 worked on are the red line south track and station  
13 reconstruction project, the loop track and signal  
14 renewal project, the Wilson station reconstruction  
15 project, and the Dan Ryan 95th Station Improvement  
16 Project, which was the crown jewel that he gifted me  
17 when I first started as president of CTA.

18 That is just a small sampling of his many  
19 contributions to the CTA. In fact, wherever you live or  
20 work in the city, at any given time, there's a high  
21 likelihood that evidence of Chris and his team's efforts  
22 are only blocks away.

23 Because Chris is truly among the elite at what  
24 he does, his absence will be felt, but he leaves in his

1 wake a group of colleagues, friends, and associates who  
2 know that he is a special kind of leader, that is a  
3 trait necessary to shepherd the billions of dollars in  
4 CTA projects that Chris has overseen during his 15  
5 years, which he has done with expertise and instilled  
6 confidence in everyone who has worked with him.

7 Having Chris at the helm of major projects like  
8 RPM, the 95th Dan Ryan project, and other capital  
9 investments across the system has always been reassuring  
10 to me as a CEO. I am thankful for his professionalism  
11 as well as his dedication to CTA.

12 On a personal note, I have worked with Chris for  
13 a great part of the 15 years he has been at CTA and  
14 certainly remember his first day here when he came to  
15 work in our agency.

16 I can also tell you that for anyone who has  
17 worked at CTA, an outsider coming into our agency always  
18 faces a certain level of headwind before he is, quote,  
19 accepted by the organization, particularly in the  
20 infrastructure department which consists of a long of  
21 long-term career employees who are hardworking, you  
22 know, get your hands dirty on the system, making things  
23 work.

24 Chris assimilated into that group faster than



1 anyone I have ever seen in my entire career, and the  
2 reason was he immediately showed his passion and  
3 dedication for the work that we do here at CTA and his  
4 intention to be committed to it.

5 In fact, there were more than a few occasions  
6 when Chris would show up at significant meetings with  
7 the president or other senior staff in which someone who  
8 gently remind him that there is an expectation that you  
9 wear a suit and tie when you attend our events,  
10 something that Chris was never really able to accomplish  
11 because he was always in overalls, shirts, and work  
12 boots because he lived, breathed, and stayed out on the  
13 system.

14 Chris, I know that you're going to be missed by  
15 all of your friends, colleagues, coworkers, and  
16 subordinates. I'm going to miss you personally. It has  
17 been an honor to work with you over these many years.

18 I have told the story on more than one occasion  
19 that the whole reason the Red Purple Modernization  
20 project exists is Chris coming to me many years ago and  
21 basically telling me if we don't make a  
22 multibillion-dollar investment into the red line, it's  
23 going to fall down. I looked at him like, "Where the  
24 heck am I going to get the money to pay for something

1 like this?"

2 And it's a direct result of that conversation  
3 that there's a whole new federal program called the core  
4 capacity program that funds projects specifically like  
5 RPM that started based on a conversation that Chris had  
6 with me 15 -- not 15 years ago, maybe 12 years ago -- in  
7 which he presented me with the problem and said "Boss,  
8 I'll build it, but you got to find a way to pay for it,"  
9 which thankfully I was able to do and thankfully we have  
10 the RPM project now as a result of that.

11 Chris, I wish you Godspeed in your new  
12 endeavors. As I tell -- as I say to everyone who  
13 retires from CTA, you never really leave. You're always  
14 a part of our family. We look forward to seeing you  
15 again in the future in whatever endeavor you may  
16 ultimately pursue.

17 Thank you, Mr. Chairman.

18 CHAIRMAN BARCLAY: Thank you. I'd like to leave  
19 it open to any other board members that might want to  
20 share.

21 DIRECTOR SILVA: I've been many of those years  
22 together, Chris, and I really will miss -- we will miss  
23 you. I thought a lot about you right from the very  
24 beginning. Congratulations.

1 VICE PRESIDENT BUSHELL: Thank you, Alejandro.

2 DIRECTOR SILVA: Thank you.

3 DIRECTOR ORTIZ: Thank you for your long years  
4 of service. I can very clearly see that your expertise  
5 will be missed even in my shorter tenure than those who  
6 have worked with you for a longer time. I can see your  
7 commitment and your expertise in all of the work that  
8 you do. I wish you well.

9 VICE PRESIDENT BUSHELL: Thank you, Director.

10 DIRECTOR MILLER: Chris, thank you so much for  
11 your service and your work. You're going out with a  
12 bang. You had the most beautiful presentation today.  
13 You're going out with a bang. You're going to be  
14 missed. We just thank you. Continue your great work  
15 wherever the Lord leads your path.

16 VICE PRESIDENT BUSHELL: Thank you, Director.

17 DIRECTOR JAKES: Congratulations, Chris. Enjoy  
18 your retirement.

19 VICE PRESIDENT BUSHELL: Thank you, Director.

20 DIRECTOR LEE: Well earned. 15 years is a long  
21 time. We'll see you on the trains. Thanks, Chris, and  
22 good luck.

23 VICE PRESIDENT BUSHELL: Thank you, Director.

24 PRESIDENT CARTER: Mr. Chairman, before Chris

1 speaks, there is one other thing I forgot to mention.

2           There is one other thing about Chris that you  
3 may not know that also has an impact on CTA, and that is  
4 he is a real architect geek. He loves coming up with  
5 innovative architectural designs and schemes and loves  
6 working on the creative side of construction.

7           The other mark that Chris left on CTA is the  
8 unbelievably beautiful designs that have been  
9 implemented at not only 95th Street terminal but Wilson  
10 station, the Belmont terminal -- or Belmont Station and  
11 others where the genius of that work was his working  
12 with the architectural community to come up with really  
13 outside-the-box and creative thinking that then  
14 translated into the designs that we have at CTA here  
15 today.

16           So many of you know that I'm a big, big  
17 proponent of art on transit, and there's no better  
18 artistry that we have then the design of many of our  
19 facilities, and Chris is the person that not only  
20 exposed me to that but got me as excited as he was about  
21 that aspect of his work, that to be quite honest with  
22 you I probably wouldn't have paid that much attention to  
23 beforehand.

24           So that's another legacy that he has left for us

1 that not only impacts our entire system but impacts me  
2 personally.

3 CHAIRMAN BARCLAY: Thank you.

4 Chris.

5 VICE PRESIDENT BUSHELL: Well, all I can say,  
6 Directors, Chairman, President, is thank you for the  
7 opportunity. It was a pleasure, and it was an honor. I  
8 would recommend CTA service to anybody. It is an agency  
9 with tremendous history, but more important than  
10 history, it is one of the lynchpins to a sustainable and  
11 healthy city. Having a good transportation system is  
12 really the backbone to success for us as a city.

13 So thank you, again. It was an honor and a  
14 pleasure.

15 CHAIRMAN BARCLAY: Thank you.

16 Our next order of business is new business.

17 Greg, is there any new business?

18 SECRETARY LONGHINI: No, sir.

19 CHAIRMAN BARCLAY: Since there's no further  
20 business to come before the Board, may I have a motion  
21 to adjourn the Chicago Transit Board Meeting of August  
22 10th, 2022.

23 DIRECTOR ORTIZ: So moved.

24 DIRECTOR MILLER: Second.

1 SECRETARY LONGHINI: Moved by Director Ortiz,  
2 seconded by Director Miller.

3 Director Jakes.

4 DIRECTOR JAKES: Yes.

5 SECRETARY LONGHINI: Director Miller.

6 DIRECTOR MILLER: Yes.

7 SECRETARY LONGHINI: Director Lee.

8 DIRECTOR LEE: Yes.

9 SECRETARY LONGHINI: Director Ortiz.

10 DIRECTOR ORTIZ: Yes.

11 SECRETARY LONGHINI: Director Silva.

12 DIRECTOR SILVA: Yes.

13 SECRETARY LONGHINI: Chairman Barclay.

14 CHAIRMAN BARCLAY: Yes.

15 SECRETARY LONGHINI: That motion is approved  
16 with six yes votes, so we are adjourned, sir.

17 (12:08 p.m., proceedings concluded.)  
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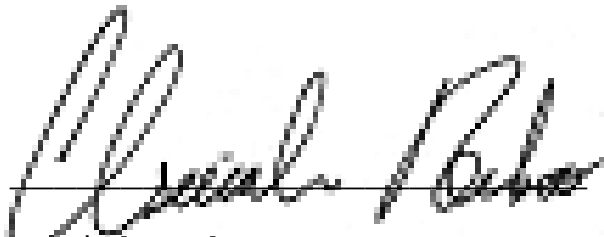
1 STATE OF ILLINOIS )  
2 ) SS.  
3 COUNTY OF COOK )

4 CERTIFICATE OF REPORTER

5 Isaiah P. Roberts, being first duly sworn, on  
6 oath says that he is a Certified Shorthand Reporter,  
7 doing business in the City of Chicago, County of Cook,  
8 and the State of Illinois;

9 That he reporter in shorthand the proceedings  
10 had at the foregoing meeting;

11 And that the foregoing is a true and correct  
12 transcript of her shorthand notes so taken as aforesaid  
13 and contains all the proceedings had at the said  
14 meeting.

15 

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