CHICAGO TRANSIT AUTHORITY

JANUARY 2023 REGULAR BOARD MEETING

Held Via Videoconference

on

January 13th, 2023

at

10:18 a.m.

at

567 West Lake Street, 2nd Floor,

Chicago, Illinois 60661


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

REPORTED BY: Margaret E. Mecklenborg, CSR

LICENSE NO.: 084-004495
BOARD MEMBERS:

MR. LESTER L. BARCLAY, Chairman;
DR. L. BERNARD JAKES, Director;
MS. NEEMA JHA, Director;
MS. MICHELE A. LEE, Director;
REV. JOHNNY L. MILLER, Director;
MS. ROSA ORTIZ, Director;
MR. ALEJANDRO SILVA, Director;
MR. DORVAL R. CARTER, JR., President;
MR. KENT RAY, General Counsel.

SPEAKERS:

MR. MELVIN BAILEY
MS. RACHEL COHEN
MS. OLIVIA GAHAN

PRESENTERS:

MR. WILLIAM MOONEY,
Chief Infrastructure Officer;

MS. BRITTNEY JOHNSON, Manager, Compliance Diversity Programs.

ALSO PRESENT:

MR. DONALD BONDS, Chief Transit Officer;
MS. KAREN BROSANAN, Senior Purchasing Manager;
MS. DENISE BUNCH, Board Liaison;
MR. MARC BUHMANN, Videographer;
MR. JAY CHAROENRATH, General Manager, Bus Engineering/Heavy Maintenance & Instruction;
ALSO PRESENT:

MS. TAMMY CHASE,
Director of Communications and Media;

MR. MICHAEL CONNELLY, Chief Planning Officer;

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

MR. JEREMY FINE, Chief Financial Officer;

MS. STINA FISH, Senior Manager,
Business Development;

MR. ANDREW FULLER, Chief Internal Auditor;

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

MS. ELSA GUTIERREZ, Vice President, Planning;

MS. SONJA HARGROVE, General Manager,
Strategic and Business Operations;

MS. NORA LEERHSEN, Chief of Staff;

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

MR. THOMAS MCKONE,
Chief Administrative Officer;

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

MR. HERB NITZ,
Director, Technology Engineering;

MS. MOLLY POPPE, Chief Innovations Officer;

MR. SAMUEL SMITH,
Vice President, Legislative Affairs;

MS. NANCY-ELLEN ZUSMAN,
Chief Safety & Security Officer.
(Whereupon the meeting convened at 10:18 a.m. as follows:)

SECRETARY RAY: Chairman?

CHAIRMAN BARCLAY: Good morning. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for January 13th, 2023. Kent, please, call the roll. Thank you.

SECRETARY RAY: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY RAY: Director Miller?

DIRECTOR MILLER: Here.

SECRETARY RAY: Director Ortiz?

DIRECTOR ORTIZ: Here.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Here.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Here.

SECRETARY RAY: Director Silva?

DIRECTOR SILVA: Here.

SECRETARY RAY: Chairman Barclay?

DIRECTOR BARCLAY: Here.

SECRETARY RAY: Chairman Barclay, you have a quorum with seven members in attendance.
CHAIRMAN BARCLAY: Thank you. Our first order of business is public comment. Kent?

SECRETARY RAY: Our first public speaker is Melvin Bailey. Mr. -- Mr. Bailey, are you on?

MR. BAILEY: Yes. I'm on. Do you hear me?

SECRETARY RAY: Yes. Good morning, Mr. Bailey. You may start.

MR. BAILEY: Good morning. Yes. Yeah. I'd like to start with thank you guys for having me at this present time. And, board members, I'd like to say good morning and hi to you guys. I would like to talk to two topics here. Briefly I picked up the City's buying plan book and I see there is a contract opportunity for small vendor. I represent small vendors on the west side and south side of Chicago for opportunity such as what's in the City buying plan book. If you guys could be so kindly to your procurement office someone that I can speak to so we can start working through that process of getting small vendors possibly qualified to take on some of these contracts and -- with CTA. And I really appreciate if you guys can assist me in that -- that effort. And then my other comment is that I'm shortlisted on Lake and Kedzie of that
southwest deal with the City of Chicago. And I've been talking to Alderman Jason Ervin and Alderman Walter Burnett and if I'm awarded the project, I would love to work with you guys and also reached out to several state reps and also state senators to see if can we get more lighting on Lake and Kedzie with high visibility. Because if we get awarded the contract to start doing construction in that area, we would love to see a little bit more lighting on that 'L' platform and that 'L' stop so we can -- because we want to make sure that public safety is a big, big issue for me why I'm creating jobs and reducing violence. And that's my passion. So at this time I'd like to just say thank you guys and, please, consider it. And when I talked to Alderman Ervin and Alderman Walter Burnett, he shared with me that I guess at some point he got -- the aldermen reached out to you guys about the same matter as far as more lighting at the Lake Street 'L'. And -- and I just want to share that with you guys. I am in talk with them. So thank you guys very much for this opportunity.

SECRETARY RAY: Thank you, Mr. Bailey. Our next speaker is Rachel Cohen. Good morning,
Ms. Cohen.

MS. COHEN: Hi. Good morning. Can you all hear me?

SECRETARY RAY: Yes. We can hear you, Ms. Cohen. Good morning. You may start.

MS. COHEN: Okay. Amazing. So my name is Rachel Cohen and I'm a recent transplant to Chicago. I grew up in Ohio and this was always kind of the big city. I tell people -- I lived in New England for the past seven years. I'm so happy to be back in the midwest and I tell everyone out in the midwest that this was functionally my metropolis. This is my city that never sleeps, et cetera, et cetera. And I absolutely love this city. When I moved here, I sold my car in large part because the transit maps are so much better than Boston where I was living previously. And the posted schedules are so much more consistent and frequent. My boyfriend and I moved to an apartment about two blocks from the Division stop on the Blue Line. We're really fortunate to be able to afford that. I understand that that level of access is not accessible to many people including those on the south side but we booked that, we sold
our cars because we were so close to an 'L'
station. And my boyfriend waited for forty-five
minutes after arriving at the Division Blue stop
Blue Line stop at 8:30 in the morning to be able to
get on a train two days ago. I consistently am
waiting for six, seven trains at any time during
rush hour. I have pictures. Unfortunately I can't
share them will you all because I'm on -- on the
phone as opposed to on Zoom but Clark and Lake
every stop in the Blue Line is absolutely packed
from the hours of 8:00 in the morning until 9:00 in
the morning. Sometimes 9:30. And then again from
4:00 to 6:00. It's gotten to the point where if I
can't get out of work before 4:00, I stay until
7:00 because I know I'm going to get home at the
same time. This is a huge problem in terms
of just -- I mean so many different things.
There's this idea that people don't use transit
because there's
like -- the reason transit isn't funded is because
people aren't using it. That is not my experience.
That's not my coworkers' experience. That's not my
friends' experience. We are all trying to use
transit. We're a generation of people that care a
lot about the environment impact of our travel. And public transit is more accessible. It's more environmentally friendly and it's something that we want to be dedicated to and we are unable to be dedicated to because of the lack of availability of transit both during rush hour and on the weekends. I have waited alone in stations to try and get home at 10:00 p.m. for twenty to thirty minutes before there has been a single train. And so I'm here to really urge the transit board to increase the frequency and reliability of trains running on every single line in Chicago. And I think if there's an idea of, well, we don't have enough ridership to justify that, I would really encourage you to listen to speakers saying that you are losing ridership because of how infrequent, inconsistent and crowded trains are. We all really want to take the train. We will be there. We will show up. And we just need the trains to also be there and show up on time. Thank you.

SECRETARY RAY: Thank you for your comments, Ms. Cohen. Our final speaker is Olivia Gahan. Ms. Gahan, are you on?

MS. GAHAN: Hi. Good morning, Chairman.
SECRETARY RAY: Good morning, Ms. Gahan.

MS. GAHAN: Yeah. I am here to comment on the CTA train service specifically on New Year's Eve. On the New Year's Eve celebration the CTA advertised increased service on Red, Blue and Yellow Lines but the actual delivery of service was far worse than advertised. We were able to see specifically the Blue Line arrival data and there were a number of trains scheduled between the hours of 11:00 and midnight. There were four trains scheduled in both directions and only one train between those hours actually showed up. Between the hours of midnight and 1:00 four were scheduled going to Forest Park. Two showed up. The hours of 1:00 and 2:00 everything showed up, et cetera. I don't have to read the data to you all because you also have it. And at least forty-two trains should have showed up in total for both directions for both the Blue Line going to Forest Park and -- and O'Hare but only nineteen did. Less than 50 percent of scheduled trains that showed up. With some gaps of over an hour in between the trains. While we're sympathetic to the CTA's worker shortage, it's also deeply disappointing for the continued inaccurate
communication issued by the CTA staff. The announcements should have been accurate, should have been stating that schedule would be significantly reduced. And as such the CTA is continuing to post misinformation and continues to build mistrust between the riders and the schedules. This is very incredibly frustrating. This is negligent. This is inaccurate information and this has direct impacts on people's safety getting home which is the reason the New Year's Eve trains are free and on people's reliability and ability to trust the train is going to show up on time. Thank you for your time.

SECRETARY RAY: And thank you for your comments. Chairman, that concludes the public comments.

CHAIRMAN BARCLAY: Thank you to all the public commenters this morning. I'd like to open the floor to the board directors for any additional comments or acknowledgements of the public comment.

DIRECTOR ORTIZ: Thank you for --

CHAIRMAN BARCLAY: I'm sorry. Go ahead, Director Ortiz.

DIRECTOR ORTIZ: I was just saying thank you
for taking the time to share.

CHAIRMAN BARCLAY: Our next order of business is the president's report. President Carter?

PRESIDENT CARTER: Thank you, Mr. Chairman, members of the board, good morning. Last August we launched our Meeting the Moment action plan and began briefing you on the steps that we were taking to address issues affecting riders such as the delivery of our bus and rail service that have arisen as part of the lingering effects of the Covid-19 pandemic. Our action plan was created with that goal of improving the overall CTA travel experience in the face of several key challenges. Most notably a workforce shortage that we continue to vigorously address. Over the past six months, we have largely been able to report incremental but steadily -- steady improvement across key performance areas and I believe the outlook for the coming year is promising. As we closed out 2022 by meeting aggressive hiring goals, launching rail service optimization, implementing several security initiatives and investing in multiple infrastructure improvement projects and bus and train tracker enhancements, we've already kicked
off 2023 with a new optimized bus schedule this past Sunday that at least initially is showing substantial improvements in bus service delivery. And by substantial improvements I mean the preliminary results that we're seeing are suggesting that we're putting out a level of service that is on par with what we were doing in a pre-pandemic level. I remind all of my board members that this is an optimized schedule which means that the amount of service is not at the level that it was at in a pre-pandemic world. But the commitment that I made at -- at the time that I announced my plan was that we would use this temporary optimization strategy as a way to increase both the availability and reliability of the service that we're putting out and at least after one week of doing this we've seen extremely positive results in that regard and -- and I will obviously be sharing that as part of next month's update with a little bit more data. I want you to know -- I want both you and our riders to know that we are working diligently to deliver on our commitments. We're also continuing to be as transparent as possible in publishing data and
scorecards so everyone can see the progress as well as the continued challenges that we face. In this month's Meeting the Moment scorecard which covers our efforts to December 2022, I want to specifically mention that December service delivery fell short in comparison to the steady progress that we have seen in previous months. And to some degree that was reflected in the comments that you just heard. Our scorecard clearly reflects that we did not perform to our standards or our customers' standards on reliability on both our bus and train service. And I want to provide you a little more detail of some of the issues that we faced as well as the steps that we're taking to address these challenges. The two factors that contribute most heavily to the service impacts were both cold weather and a resulting snowstorm that happened on December 22nd and 23rd and then extremely higher than normal employee call-offs and absenteeism on several days during the holidays and specifically on New Year's Eve which is the comment that you just heard regarding the service that was being provided on New Year's Eve. I think it is important that we take a much closer look at
particularly the later incident. The holiday New Year's Eve absenteeism. As I want you to understand both what happened and why it occurred. Each year during the holiday season we typically experience a higher than normal level of operators who take -- who are absent. CTA is not alone in this challenge. Our public transit peers across the country face similar issues. And even beyond transit. Even regular businesses are facing similar challenges given the workforce issues that are being felt throughout the country. We did and we do continue to strategize, plan and manage our available workforce to try to mitigate the effects of these employees what we refer to as call-offs. What you would just look at as absenteeism because they're either sick, FMLA or other unplanned absences what -- what we refer to. The impacts on customer travel in past years we were able to rely to some extent on the availability of employees and reserve what we refer to as our extra board that would supplement for these absent operators. However, given the current workforce challenges that we're facing, we don't have the size of an extra board available to properly fill these gaps
in service impacting customers' wait times on both buses and trains. That is one of the reasons why we are so focused on increasing our hiring and holding and improving our retainage of our existing employees. That is what is going to ultimately allow us to rebuild our workforces and create an extra board or what I would refer to as spare or additional employees that are available on days when other employees take unplanned absences that ultimately impact our ability to provide service. Historically it is that extra board that has allowed us to maintain reliable service even when we've had a spike in absenteeism that might occur during the holidays itself. I think what's important to remember right now is that we are operating very close to the margins. I am trying to both put out a level of service that is within the constraints of the workforce that I have while recognizing in order for that to work my workforce has to show up. And these are conversations that we have had with the union leadership and we continue to have the union leadership going forward the importance of employees coming to work and the importance of employees being here when they're
scheduled to be here.

We also are looking to -- to increase
and -- and amplify an employee attendance campaign
that we believe will remind our employees of the
impact of their failure to come to work
particularly on their peer employees who many times
are forced to try to makeup for that loss
availability with either overtime or other work
that they (inaudible) in order to keep our service
running. I think it's also important to -- to
really appreciate and understand the complexity of
what it takes to put out the level of service that
we put out every day. The work that my frontline
employees do, my frontline supervisory employees do
to both put that service out and to manage it over
the course of the day is always a daunting task.
And unfortunately sometimes we fall short. There
is no question in my mind that New Year's Eve was
one of those times. I think it's also recognized
that it wasn't planned for us. So the ability to
communicate and to address those -- those types of
shortages is really extremely difficult under those
circumstances. We're going to continue to work on
it however. We're going to continue to pursue
strategies to address this. And one of the things that we're going to be doing is looking at making sure that we're taking appropriate corrective action against those employees which are consistent with our rules and procedures. The other thing that we're doing as I mentioned earlier is that we're engaging with our union partners and our employees regarding our leave policy and ensuring that employees are properly availing themselves -- properly availing themselves of this benefit as opposed to improperly availing themselves of it. And I think it's important to understand that -- that as a -- a management objective we understand the need for our employees to take time off. We understand the need for our employees to take vacation. We understand the need for our employees to stay home when they are sick. But we also need to balance that against our need to put out service. And unfortunately we run service twenty-four hours a day, seven days a week. It would have been very easy for us to cut service like many of my peer agencies did and eliminate this problem. Instead as you've heard from even our comments today there is a demand for even more
service than I'm putting out now and we're trying
to meet that demand as best as possible. On many
days we're successful. On some days we fail. When
they fail, I will let you know that. We are trying
to be transparent in the reality of what we're
dealing with right now. But what I will tell you
is that until we get the workforce back up to the
level that we need for it to get to this will be an
ongoing challenge for us because I just don't have
the -- the safety net that I used to have that
allowed me to basically provide the level of
service that could accommodate these types of -- of
personnel issues on a day-to-day basis. So the
long term solution is of course are in both hiring
and retention.

And I want to once again thank the board
for supporting us with the initiatives that you
approved last month that allowed for both hiring
bonuses as well as retention bonuses which I think
are going to be very impactful as we go into this
year. I think it's important to point out that we
did meet our goal of last year and hired 452 new
bus operators. The majority of which were hired as
full-time employees which makes it much more
attractive and allows us to utilize those employees in a lot of very productive and direct ways. In addition to that, I think it's worth noting that we received more than 1,000 bus operator job applications in December which is a -- if not a record a near record for us in terms of -- of interest in jobs at CTA. As a result, I have no doubt that this number increased the response to our new hiring retention incentives and I am hopeful that trend will continue as we seek to fill the remaining 600 bus operator vacancies that we're facing going into this fiscal year. As I've advised the board for months, CTA is working very hard to identify and bring aboard new bus and rail operators and will continue to do so. In that regard we are holding one or more job fairs nearly every month on top of pursuing other aggressive marketing and recruitment efforts. In fact, our next job fair will be held here at CTA headquarters on January 28th and I encourage any interested party that is listening today to join us and apply for a job at CTA. While increasing our operator workforce remains a long term goal, I also want to highlight that the new bus schedule optimization
measures that we implemented to provide more consistent and reliable bus service right now. On January 8th we made temporary schedule changes to our fifty-two bus routes throughout our bus network including many of our highest ridership routes to help address the unpredictability of wait times. We believe that the scheduled optimization will accomplish three major and important goals. One, it allows us to better align scheduled service with the workforce that we currently have available. Two, we're able to provide more consistent intervals between our buses. And, three, we will reduce instances of inconsistent gaps in service. We work very closely with our bus union as we plan these adjustments and it is important to me that our customers know that these changes were made with both equity in mind first and that the number of service hours we're providing which we refer to as span of service have not changed nor has routing or days of service. We have, however, changed the scheduled frequency which has adjusted -- been adjusted to reflect our available workforce. These changes have allowed us to reestablish our bus operator extra board and will provide more
consistent intervals with significantly fewer
missing trips until more personnel are available.
It is still very early in the implementation of
these schedules but as I indicated earlier, the
results are very promising and they appear to be
meeting the goals that I just laid out. And that
we will be delivering both more reliable as well as
more consistent service to our customers as we move
forward. Furthermore, this change will also result
in an improvement to our bus tracker accuracy and
we anticipate fewer instances of what are referred
to as ghost buses throughout the system.

We're continuing to investigate other ways
that we can also improve the reliability of our bus
and rail tracker system and I will be updating you
as we implement further updates in this area in the
future. The success of this effort was due in
large part to our operations team who are managing
the service every day twenty-four seven and I want
to extend my heart felt thanks to all the
hardworking operations managers for both bus and
rail service as well as the training and workforce
developing team and the planning department for
working together to successfully implement this
major change to our scheduling processes. And I think it's important to point out that while these are significant changes to our processes, we are continuing to look at ways to tweak it even more. We are committed to doing this and getting it as effectively and efficient as possible as we continue to manage our way through this issue, the workforce issue over the course of the upcoming year.

Before I close, I want to share some of the things that you also will be seeing in 2023 as part of our Meeting the Moment action plan. While the plan was unveiled last year, we'll -- we'll be all -- will always be to serve as the blueprint at the core of our improvement efforts. It is also always expanding and being reevaluated and adjusted to best serve our customers. In the near term we're planning to introduce additional service optimization in our upcoming spring of 2023 schedules as well as expanding outreach to unhoused riders with DFSS. We will also continue to make enhancements and improvements to our train and bus trackers as well as investing in new digital customer communication tools which will make it
easier for our customers to communicate to CTA in real time. Lastly, we'll also be working to transition our action plan into part of a longer termed strategy and planning tool that will form the foundation for the work that we do moving forward really focusing on the five pillars that we've identified in the action plan as foundational to the overall planning that this agency makes as we continue to work on the long term to getting our ridership back, stabilizing our revenues and finances and ultimately continue to develop and grow our transit system as we continue to meet the needs of the city of Chicago and the surrounding suburbs. I look forward to sharing additional details with you in the coming months on these very important initiatives. I want to thank you for your time and attention to this very important matter. And I am happy, Mr. Chairman, to answer any questions that the board may have at this time.

CHAIRMAN BARCLAY: Thank you, President Carter, for the update. As always, I commend you and your team for your efforts. But I'd like to emphasize how much you and your team have rolled out in a short period of time to address a number of the
challenges. You announced the Meeting the Moment in last August and every month following that you have come back and reported to us on the progress made on some very complex issues. And I want to emphasize that you've been very transparent and -- and -- and reflective because, you know, even today you shared that, you know, December 31st didn't go as planned. So we appreciate that. I think as a board we want to hear the good but we want to also, you know, be aware of the challenges. And when -- when we fall short, we want to know that too to find out how we can improve. So I appreciate the transparency that you -- you shared this -- this morning. None of these things are easy to address on their own so taking them all at once and in real time is a true feat. So we understand that. And I want to thank you and your team for the hard work and dedication to this effort to improve our system for our customers. And I don't say this to minimize the challenges that fall ahead. I know we're short staff. I know that there are concerns that many of the citizens of Chicago have with the service right now. But the ability to look inward and be reflective and
say, hey, this is where we can improve. That is what as a board member I want to see more of so that the public understands that these are challenges that we're facing but we are -- we're -- we're ready to take those on. So I want to thank you for your comments this morning. I want to open it up to any of the other board members that may want to have comments with respect to President Carter's report this morning.

DIRECTOR JHA: Yeah. No. Thank you. I just want to echo what you just said. I think it's extremely important to be reflective especially in the beginning of the year to really look at what worked, what did not work, what do you want me to do more of and what would you like me to stop doing. I think those are the four key questions that we need to continuously ask. And I look at the scorecard and I know we're doing everything we can. And so I think just being transparent in sharing these learnings on a monthly basis not just with us but with the public I think that's going to be instrumental in earning trust back. So thank you. This was -- this was really, really critical to be out there and say it out loud that, hey, you
know, we messed up and there are things in our
control and there some things that is just not in
our control. So I appreciate that.

PRESIDENT CARTER: Yeah. I think -- well,
I -- I hear in the comments the frustration that
our customers have over the service that we're
providing and, you know, I know that my team beats
themselves up just as much every day when they
can't meet that level of expectation and -- and you
should know that -- that I have conversations with
my team everyday about what we did right, what we
did wrong, what we can improve on to your point
of -- of inner reflection and -- and sort of
looking at how to improve. That is a constant
process at CTA. Sometimes we're successful at it.
Sometimes we fail but we're not afraid to
acknowledge our failures and as we've indicated,
work on what we can do to basically address it and
mitigate it in the future. And that's certainly
what we're doing. There is no handbook or roadmap
that I can follow to do what we're doing right now.
We've never done anything like this ever in the
history of our organization and it's not unlike
everything else that we've dealt with over the last
three years as we've dealt with this pandemic. We kind of work our way through it as we go along. I'm confident in the plan that I've put in place. I'm confident in the goals that we've established for ourselves. But I recognize as we move towards that I have to be flexible in how we deal with this as we're going to face new challenges and unexpected issues that are going to ultimately impact our ultimate success in implementing the plan itself. And so I think I've instilled in my team and I've certainly tried to show through my leadership a commitment to doing that. And it is my hope that as I continue to report to the board that you will see that in both our -- our transparency around what we're doing but also in the approaches that we're taking to try to address the problems that were identified.

As I indicated in my report, we have this serious absenteeism problem that we're -- that we have to deal with now. It's impacting us in ways that we didn't contemplate but in ways that we can still address. And -- and, you know, Kent and his team have been working very closely with my operations team as we both look at the legal
options that we have for what we're going to do but
more importantly looking at what it takes to
motivate our employees to get to work every day and
how are we going to better do that and what else is
happening. So we don't view this as a pure we need
to discipline our way out of this problem. I'll be
quite honest with you. I can't afford to fire more
employees. I don't have enough employees as it is.
What I really want to talk about is what is
motivating you to make those decisions. How do I
change that culture in a way that will make you
want to be here or make you want to support your
fellow employees and your teammates to ensure that
we're providing the service that we need to every
day. CTA as an organization is very mission
driven. I think when I've had consultants come in
here and take a look at our organization, one of
the things that has always been sort of the top
identifiable positive that they've had in spite of
all the issues we deal with is that at our core our
employees know, understand and appreciate the
mission of what it is that we do in terms of
providing transportation services to this region on
a daily basis. That's a huge plus for us
organizationally. It is one of the things that is most challenging for both organizations to get all of your employees to buy into the mission of the organization. We don't have that problem. I think our employees have bought into our mission. There are other things that are preventing them from supporting that mission and it's my job as the leader of this organization and my management team to take a look at that and see where and how we can better improve it. We're doing employee surveys. We're engaging our employees more.

As you've heard I'm working very closely with the union and union leadership to -- to support -- to get their support for the things that we need to do. We all recognize that we got a problem here. And that if we are going to be -- you know, if we're going to be able to be successful in the future, if we're going to be able to stabilize our -- our agency, continue to provide the services that we provide, continue to provide the jobs that we're providing to our employees, we have to get this back on track and I'm committed to doing that. My staff is committed to doing that. I think the vast majority of our employees
are committed to doing that. And for those employees who aren't part of that commitment we've got to figure out how we get them there or what we need to do to address that.

CHAIRMAN BARCLAY: Any other comments from board members?

DIRECTOR JAKES: Mr. Chairman, I have -- I have a comment. I want to begin by saying thank you, President Carter, for the report and your monthly reports. And, you know, I've heard everything that's been said. Obviously we've been talking about it for -- for months now. But I -- I also have to listen with an ear of a consumer and listening with the ear of a consumer what I hear is, okay, you know, we do have work -- worker shortage. We got that. We have other things that -- that -- that are happening with CTA as far as employees and, you know, I think that personally I feel that, you know, you and -- and the staff at CTA are doing a wonderful job. But again listening as a consumer I -- I don't necessarily want to hear all of the problems. I want to know what the fix is. And when I say that, it sounds like when we have public comments most of the public comments
are one or two things. It's about security. It's about the unreliability of knowing within at least five to seven minutes when a train or bus will be there. My question is -- and maybe we've talked about this before and it's just my old age has -- has had me forget. Is there a way with the scheduling of the bus and rail that persons can -- because again this is what I'm hearing. That persons can get that as close to real time as possible as opposed to, you know, having the schedule with ghost buses and things of that nature? It sounds as if and if I'm wrong, please, correct me that what people are asking for is they'd rather know what time something will be there as opposed to I got to wait now forty-five minutes as opposed to knowing, okay, well, if I got to wait forty-five minutes, it gives me another option to do something different as opposed to just waiting for something that -- that's supposed to arrive in ten and doesn't arrive until forty-five. Is there a way to get that done so that at least people don't -- it seems like the problem is they're -- they're frustrated with having to wait. And the -- and I hope I'm making myself clear.
PRESIDENT CARTER: You are.

DIRECTOR JAKES: Okay.

PRESIDENT CARTER: You're making yourself very clear. That -- what you're hitting on is one of the objectives of the service optimization effort. The reason I have ghost buses and ghost trains is that my schedule which is what the foundational basis is for the bus tracker and rail tracker technology was not aligning with the actual service I was putting out. And so when we started service optimization, one of the goals of that effort was to basically align our service with the schedule which would then ensure that you weren't getting more ghost buses and ghost trains. And so when I tell you -- when I tell you that I'm putting out 90 percent of the scheduled service every day, that means that the chances of your -- of seeing a ghost bus or a ghost train has been reduced to about 10 percent because that means everything that's going out there is out there. When you see a ghost bus or a ghost train, what -- what in effect is happening is that the technology is basically following what they believe to be a bus or a train based on the schedule. And then at some point in
time that technology tells you that there isn't a real bus or train out there and then it drops it out of the tracker. And that's what people refer to as the ghost bus or ghost train. Is that they see something coming along and then all of a sudden it disappears. That is a direct reflection of what we've been challenged with dealing with for the past several months. When I mentioned the bus optimization effort that we undertook, we were putting out somewhere between 70 and 80 percent of service on the bus side every day compared to the schedule. Normally pre-pandemic we were putting out somewhere between 97 and 98 percent of service. So the idea of a bus -- a ghost bus it wasn't like it didn't exist. It was just fairly rare because most of the service that was out there was actually running. With the service optimization levels we -- we -- and I will preface this with this is just the first week and so I don't want to get my expectations too high here because I need more data to -- to reflect that but I can tell you in the first week we have seen service levels in the 90s. I haven't seen that since before the pandemic. Now is it up to 97 percent? No. But that is a
substantial improvement over where we were, you
know, just a week before. If that trend holds,
you're going to see a significant reduction in
bus -- ghost buses. My bus tracker will be much
more reliable and we will ultimately be able
to -- to give our customers exactly what you're
describing here which is the ability to look at the
bus tracker, see when that bus is going to come and
know when they need to go out to that bus stop to
catch that bus. On the rail side we did something
similar about a month ago and we did see
improvement on the rail side as well. We went up
into the, you know, mid to upper 80 percentile on
our rail service. Recently this past month that
dropped. And part of the reason was this other
issue that I was dealing with which I should point
out is a much more visible problem on rail than it
is on bus. You know, the fact that I have so much
bus service out covering so many routes over such a
large part of the city you don't necessarily see it
the same way you see it on the Brown Line which has
a limited number of rail cars that operate on a
limited schedule for a limited period of time and
when one operator doesn't show up, that is
immediately noticed in the way in which that line
runs on a daily basis. So we have to do better.
And I hear that from our customers. I hear that
from my board. I know that we're not where we need
to be with regards to that. We're already working
on further enhancement to our -- to our
optimization efforts on the rail side in
anticipation of the next pick we're going to have
later this year. We continue to work with the
union on how we better improve the attendance of
our rail operating employees who need to come to
work to allow us to provide this service. And I
continue to move classes through rail training to
increase the number of rail operators so that I can
get to a point where I have an extra board which is
the thing that we were talking about earlier that
will allow me to deal with and absorb these types
of fluctuations on a daily basis which is really
hard for me to do right now. I think the thing to
remember and the most important thing to remember
here is that the easiest solution for me would have
been to just cut service. It would have been the
solution that would have basically given me all the
employees I needed, would have allowed me to
basically have the extra board that I want and I would have cut service by 40 percent. And all the same customers that we're hearing today complaining about, you know, the fact they have to wait forty-five minutes for a bus or for a train that will -- that would be the scheduled service every forty-five minutes. And the person who complained to us about how crowded the trains are today those trains would be even more crowded than they are. So finding the sweet spot between those two issues is not easy. And it's not a science. It's an art. And we continue to work at it. I -- I'm blessed to have what I think are some of the most talented people in this industry who work this issue for me every day. I'm not someone who knows how to figure this out but I trust the people who do. And I'm committed to working with them to get us to the place where we know that we're doing what we can do to the best of our ability. But more importantly and I want everyone to remember this that as we get our workforce back I'm putting that service back. This is not a service cut. This is not something where I'm going to sit here and say get used to forty-five minute headways because that's all we're
ever going to do. We have been blessed and I think you've heard it from our customers to have one of the best, robust, frequent transit services in the county. People and one of our commenters said they moved to the city because they knew we had the type of transit service that would meet their needs going forward. I'm not abandoning that goal. My staff are not abandoning that goal but we need time. In the meantime I need the patience of my riding public to understand that it's not going to be the way we want it to be but we're going to constantly keep improving it to get it back to where it should be and I'm committed to doing that as quickly as possible. So yes, you're absolutely right. That is what my customers want. I think that we're in a better position to deliver that today than we were say three months ago but we still have more work to do and we'll continue to do that until we feel that we've addressed this as best as we can while continuing to obviously rebuild our ranks so I can eliminate this problem completely.

CHAIRMAN BARCLAY: Thank you. I know we've got some time constraints. Any other comments before
we move on?

DIRECTOR MILLER: Let me just say one thing.

Yeah. Ditto to what you said, Chairman Barclay, and all the directors. I just wanted to say thank you for the report, President Carter, and you and your team great job. Just trying to checkup on the January 28th another job fair coming.

PRESIDENT CARTER: Yes.

DIRECTOR MILLER: December 1,000 applications and it may be too soon to -- to know but out of those 1,000 applications how -- how would that process or do you have some kind of timeline when we will know the effectiveness of --

PRESIDENT CARTER: Yeah.

DIRECTOR MILLER: -- these job fairs?

PRESIDENT CARTER: Yeah. We'll certainly have results from the job fair itself shortly after the -- after we hold the event. How many people applied. You know, what -- what positions they applied for, so on and so forth. With regard to the 1,000 applications, I don't have data right now on sort of where everyone is in that process. And when we know that we'll -- you know, how many of those 1,000 will result in actual jobs at CTA.
I will point out that one of the benefits of the job fair which is separate from the 1,000 applications I'm talking about is that it's a one-stop shop event. We're going to have everything there to process you through everything that you need to do at that moment so that the only thing that will be left will be things like the background check and other things that you don't control the timing on but in terms of getting your medical, getting your -- your finger prints, getting all the other things we need from you in order to do everything that we need to do we are setting it up here so all of that can be done right then and there at that location. So we did something similar to this a month or two ago. It was very successful for us. A very big turnout. We got a lot of people who came through the door. We are hopeful particularly this was -- you know, this will be the first one since we put in the new incentives. The hiring bonuses and everything like that. We are hopeful that we're going to get a really big turn out at this event. We're obviously marketing it and communicating it throughout the city. We're letting all of our elected officials
know that we're having it so they have people who want to attend it they can. And it's our expectation that this will be a very big event and a very successful event for us and I will gladly report out on all of that in an upcoming report to the board.

CHAIRMAN BARCLAY: Thank you, President Carter. Our next order of business is the approval of the minutes of the regular board meeting of December 14th, 2022. May I have a motion to approve?

DIRECTOR JAKES: So moved.

DIRECTOR ORTIZ: I had my hand up for earlier but that's okay.

CHAIRMAN BARCLAY: Oh, oh, I'm sorry.

DIRECTOR ORTIZ: It's okay.

CHAIRMAN BARCLAY: I apologize. Let's go back then.

DIRECTOR ORTIZ: I just wanted to emphasize the -- the portion of accuracy. I think if we're -- to the best that we can do in terms of accuracy I know it's been consistently throughout this conversation. I just wanted to put an extra exclamation mark on that one. I think as a user,
as a board member, as our team members I think just having a tighter eye on that which is exactly what is being done will be really helpful. So having said that, I second our motion right now.

CHAIRMAN BARCLAY: And then I do apologize to you, Director Ortiz.

DIRECTOR ORTIZ: That's okay.

CHAIRMAN BARCLAY: Okay. For the oversight. So it's been moved and seconded.

SECRETARY RAY: Call for the vote. Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY RAY: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY RAY: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY RAY: And Chairman Barclay?

DIRECTOR BARCLAY: Yes.
SECRETARY RAY: Motion passes.

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

SECRETARY RAY: Yes, Chairman. We will move into closed session pursuant to Section 2, Paragraph C, Subparagraph 11, of the Illinois Open Meetings Act.

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

DIRECTOR JAKES: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY RAY: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY RAY: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY RAY: Director Silva?
DIRECTOR SILVA: Yes.

SECRETARY RAY: Chairman Barclay?

DIRECTOR BARCLAY: Yes.

SECRETARY RAY: The motion passes.

SECRETARY RAY: We will now move into closed session.

(Whereupon, the Board recessed into Executive Session at 11:04 p.m.)

(Whereupon the meeting reconvened at 11:23 a.m. as follows:)

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

DIRECTOR JAKES: So moved.

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

DIRECTOR JAKES: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY RAY: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Miller? Director Miller had to leave the meeting. Director Ortiz?

DIRECTOR ORTIZ: Yes.
SECRETARY RAY: Director Lee?
DIRECTOR LEE: Yes.
SECRETARY RAY: Director Jha?
DIRECTOR JHA: Yes.
SECRETARY RAY: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY RAY: Chairman Barclay?
DIRECTOR BARCLAY: Yes.
SECRETARY RAY: The motion passes.
CHAIRMAN BARCLAY: We will now address board item number 5-A. Kent?
SECRETARY RAY: Thank you, Chairman. In executive session we discussed the lawsuit of Diane and Thomas Schachner versus CTA and Lanise Jones. This lawsuit involved an accident that occurred on August the 2nd, 2019 at about 7:45 a.m. when the plaintiff was struck by a CTA bus at the intersection of Ontario and Fairbanks Streets and sustained severe injuries. Following mediation the plaintiffs sat down and indicated a willingness to accept a full settlement of this lawsuit in the amount of 20 million dollars of which amount insurance will reimburse CTA 5 million dollars plus our costs of suit. The law department recommends
settlement in that amount.

CHAIRMAN BARCLAY: Thank you, Kent. May I have
a motion to approve the settlement in the case of
Diane Schachner and Thomas Schachner versus Chicago
Transit Authority and Lanise Jones, Case
Number 19 L 9142, in the amount of 20 million
dollars, 5 million of which will be reimbursed by
insurance along with the cost of the suit?

DIRECTOR JAKES: So moved, Mr. Chairman.

DIRECTOR ORTIZ: Second.

SECRETARY RAY: The motion having been moved
and seconded. I'll call for votes. Director
Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY RAY: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY RAY: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.
SECRETARY RAY: The motion passes.

CHAIRMAN BARCLAY: Thank you, Kent. Our next order of business is a report from the Committee on Finance, Audit and Budget. Director Silva?

DIRECTOR SILVA: The committee met earlier this morning and approved the December 14th committee minutes and reviewed the finance report. The committee reviewed two ordinance. An ordinance authorizing a third amendment to a locker location pilot agreement with Amazon.com Services, LLC. An order -- and ordinance authorizing a licensing agreement with Christ Temple Missionary Baptist Church for property located at 57 West 95th Street, Chicago, Illinois. The -- the committee also reviewed seven contracts. The committee approved and recommend for board approval both ordinance and the seven contracts. The committee approved and recommend by roll call vote the ordinance authorizing a third amendment to a locker location pilot agreement with Amazon.com Services, LLC with six yes votes and one abstention. The committee placed the ordinance authorizing the license agreement with Christ Temple Missionary Baptist Church and all seven contracts on the omnibus and
that concludes my report, Chairman Barclay.

SECRETARY RAY: I'd just like to note for the record that with respect to the Amazon locker location pilot it was passed with five yes votes and two abstentions, Chairman. Thank you, Chairman.

CHAIRMAN BARCLAY: Thank you, Director Silva. I will now entertain a motion to approve the ordinance authorizing a third amendment to the locker location pilot program with Amazon.

DIRECTOR JAKES: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY RAY: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Miller? I'm sorry. Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Abstain.

SECRETARY RAY: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY RAY: Chairman Barclay?
DIRECTOR BARCLAY: Abstain.

SECRETARY RAY: The motion passes with four yeas and one -- two abstentions. I will now enter -- I'm sorry.

CHAIRMAN BARCLAY: I will now entertain a motion to approve the omnibus as stated by Director Silva.

DIRECTOR JAKES: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY RAY: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY RAY: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY RAY: Chairman Barclay?

DIRECTOR BARCLAY: Yes.

SECRETARY RAY: The motion passes. Our next order of business is -- is the construction report.

Bill Mooney and Brittney Johnson?
MR. MOONEY: Good morning again. I am Bill Mooney, your Chief Infrastructure Officer. And I'm joined by Brittney. Do you want to introduce yourself, Brittney?

MS. JOHNSON: Hello everyone. My name is Brittney Johnson and I'm the Acting Director For the Diversity Programs Department. Good morning.

MR. MOONEY: Okay. We will begin our monthly construction update with our partnership project with the Chicago Department of Transportation for the new station being built at Damen. They have advanced completion of the subfoundation work for the station house where there is the mat foundation. We've shown you some work around the caissons and the framework around that. This will be the base of the new station house and they'll be a bunch of other substructures added off of that. They also have been in the process of prepping for some structural modifications and we can show you a couple pictures from some of the activities on the site. So here is that completed mat foundation for the main station house. This is again kind of the anchor point for the station house that the grade beams will be built off of. Next slide. And here
they are doing some subgrade utility work to be able to route it around the site as they need to start coming in and -- and laying those grade beams off that mat foundation and need to relocate some of the utilities to accommodate for that. And our -- so in kind of future months you'll see a lot more work kind of around the existing structure in preparation for the sub -- the earth retention systems to be able to make modifications to that to accommodate that new station platform.

So we can move on to our next project. Our next project is a non-revenue vehicle facility. It's been really exciting. We've got walls. So we finished most of the -- most of the major foundational work and they started putting up the precast walls. And we've got some photos of that. And this has really been the focus over the last couple of weeks. So this is -- you could certainly see the framework of the building. So this is off of 63rd Street looking south in the front. What would be the frontage of that building. And I think you've got the -- kind of a close up of that of the east. This is -- let's see. The west side of the building where the main loading dock will
be. And I think we've got a bigger site photo from
distance. Yeah. And so here is what it's looking
like at night. So we actually -- we -- these walls
are actually framed in place. They're
prefabricated at that height and then they're
actually rolled up into place and then secured with
shoring on the inside and then we build out all the
steel structural frame for the building inside
that. And then the last of the walls which is the
farthest south actually to get in and then they can
close the building and then we deck the top of it.
So next month you'll start to see some of that
steel framework coming in and -- and the deck
coming in. So this is really exciting. You're
really starting to see the -- to see the bones of
this building and get a sense of its size
and -- and kind of even though it is a major kind
of maintenance facility, it has a lot of
architectural thought put into it.

Next slide. This is our Canal, Barry,
Damen Substation project. Most of the activity has
focused really around Haymarket, Canal and Damen.
And we can look at some photos. I can go through
some of those activities. So at -- at -- at Damen
we've actually been preparing for AC duct installation. So ComEd has been on site. They have brought power to the new -- where what ultimately is the new substation site and created a vault where that power terminates. And then this duct bank actually takes that power from the vault and brings it up to the chase runs that are going to be buried below the slab that allows all the equipment once it gets into the facility. So this is kind of subfoundation utility work that will be going on and then in the upcoming months you'll start to see some of that foundation work similar to you've seen in some of these other buildings. We've -- we showed you some of the work of micropiles and a lot of grade beams which is really what the building gets built off of. So you can flip to the next slide. This is at Canal in the subway. So last month I showed you them pouring the foundation for the new breaker house that's going in there. This is now the completed foundation in that area. Getting ready to prep for that breaker house coming in. They've been piping in utilities and new lighting and other items kind of around that and then ultimately we start
building that facility in that space. Next slide.

This is Haymarket which is just again down the street from 567 West Lake where we're upgrading all the equipment because we're sharing power out of this substitution with that Canal breaker house and to be able to upgrade that equipment we had to expand that courtyard wall and make it a little bigger for it. So here's the foundation of that courtyard wall. Last week we showed you some of the under structural work for that and they're starting to form up and prepare to add the brickwork there to form it in completely.

With that, I'll move on to RPM which continues tight to schedule and on budget. Move to the next slide, please. Lots of activity as we finish the year. So we came in and we -- on the Red-Purple Bypass and had a lot of activity over Clark Street where -- where we started setting the steel that connects the rest of our north mainline stage two where I've shown you kind of the precast beams on the north side of Clark Street and the precast beams on the south side of Clark Street and now we've actually got steel going across Clark Street. We took a five-day closure and hung
all the major steel there. We continue to build
the deck on top of that and -- and getting ready to
pour concrete or pouring concrete in certain
circumstances. Up in the LBMM corridor, the
Lawrence and Bryn Mawr modernization area, we
finished into the last of the segmental box
errection. So the last pieces were set right at the
end of the year. And they were -- and we're
actually securing them all in place and completing
kind of that whole deck. So next month you'll see
the finished kind of project on that. It's really
exciting. It's a major milestone on the project
and really in the city in some cases. We continue
building out the Winona relay house as well as
getting ready for the stage B temp station. So
we've got some photos around those things.

So here's again kind of north mainline
deck pours. So this is where we had already
installed precast beams. They poured in the
concrete deck on top of that. Next slide. And
here is kind of a site shot that shows you the
errection of the precast beams into that steel area
that I've mentioned kind of going over
Clark Street. You can see on the north side of the
bypass there the precast beams and that deck pour I just mentioned. And on the south side of the photo you can see the precast beams you've seen in previous months and them prepping for deck pour there and then you can start to see that fill-in area. Next slide. Here's that steel I mentioned over at Clark Street. So this is a five-day closure where we trucked in these long spanned steel structures. Due to the height clearance on Clark Street we actually had to do steel versus the precast beams here. So it's a little different than what you’ve seen in some of these other areas. And then ultimately form it up though and pour it the same way they are with the precast beams.

Next slide. And then here's kind of another view of that overall. And we can move on to the next slide. And here up in L -- in the LBMM corridor you've got some of that prep work for the -- the next stage. So we're actually starting to build those new temporary station houses. Our prior temporary station house at Bryn Mawr has actually won a couple significant architectural awards in the area which is really, really exciting for a temporary facility to be recognized as -- as
a really important significant piece of architecture. And we expect to have a very quality product here in the end as well for this phase change station. So this is Bryn Mawr where they're building the foundation for that next temp station.

Next slide. This is Winona relay house. I've been showing you -- this is unlike a lot of the ones you saw on Your New Blue Signal where we actually had a prefabricated house. This is a relay room that we're building in place underneath the structure. We've shown you kind of the walls all the way up to the ceiling and now we're inside the building and this is the finished kind of wall here. And they'll add all the equipment into this room. So with the upcoming couple months you'll see the installation of that equipment coming in.

Next slide. And then we're still building track. We had as we complete kind of that segmental box erection we -- we come behind and we -- we build ties and we build rail and we start adding third rail and we get ready to do our phase change later this year.

Next slide. And then here are those last segments being set in place towards really this is
right at the holidays at the end of the year. So this is a really exciting moment in time to be able to see those last pieces hanging there. Next slide. And what would be the holidays without Santa stopping by to take a ride on the gantry as we went into it. So I actually at one point brought my kids over to the area to show them -- show them Santa and the highlights of the gantry. I still think the gantry is still one of the coolest things to go out and see and I certainly encourage to go take a look at.

Next slide. And as we wind it down in December and the end of the year we kept up with our regular outreach events with the 44th Ward Office, the 48th Ward Office. We did hold some meetings at Houndstooth Saloon right there at Clark and Roscoe to coordinate their open for business campaign during that closure of Clark Street with that big beam erection that I talked about. And we had our monthly virtual office meetings but as we got into the holiday, we got a little -- a little more narrow on some of the outreach going on but we're picking it up fresh in the new year. And with that I'll turn it over to Brittney.
MS. JOHNSON: Thanks, Bill. Good morning, Directors. Brittney Johnson, Acting Director of Diversity Programs. Diversity programs continues to meet with contractors monthly to discuss DBE and workforce outreach and compliance. We also continue to send out opportunities from Walsh-Fluor to the DBE community so they are aware of the trade packages and how to submit their bids. On January 18th we will be hosting an RPM workforce outreach event in the project footprint. The event will be hosted at Truman College and targeted to union cardholders with an interest in learning about trade employment opportunities on the CTA's RPM project. The event will feature a presentation with speakers from CTA, Walsh-Fluor, and the RPM workforce partners Hire 360 and the Chicago Cook Workforce Partnership. And following the presentation the attendees will be invited to network with our representatives from various unions, subcontractors and our workforce assist agencies involved on the project. As of December 31st, DBEs have been awarded over 236 million dollars between the design and construction packages. Additionally, the 236 million has been
awarded to 88 unique DBE firms. This is the result of the outreach that has been conducted by CTA and the prime to ensure the entire DBE community is aware of the opportunities on the project. One of the goals of RPM was to engage with DBE firms that had never participated on a CTA project and some of these firms are well established and some are now -- are new to the industry. Of the eighty-eight unique firms, thirty-four are new to CTA. And on the workforce side as of December 31st over 1700 unique individuals have worked over 1 million labor hours and earned over 62 million dollars. These represent family sustaining middle-class jobs which is why we continue to outreach to the community to ensure the residents of economically disadvantaged areas have the resources to access these careers. Thank you.

MR. MOONEY: And we'll be glad to take any questions at this time.

CHAIRMAN BARCLAY: Any questions for Mr. Mooney and Ms. Johnson?

PRESIDENT CARTER: Mr. Chairman?

CHAIRMAN BARCLAY: Yes.

PRESIDENT CARTER: I don't have a question but
I just wanted to take advantage of this moment as part of the construction report to just let the board know that earlier this week I signed the MOU with SEPTA to allow us to now start engaging in reciprocity between their DBEs and CTA's DBEs and vice versa. You just heard Brittney talk about the number of new DBEs that we have on RPM. I'm hopeful that with this -- with this MOU that we have in place it's going to open up a whole other level of new DBEs who will do business with us if not on this project on RLE or other future type of projects in the future. The event itself is very well attended. It got some -- some national media attention in some of the industry magazines and was certainly touted as -- as a terrific example of the work and the opportunity for partnership between transit agency to basically promote an encourage the level of inclusivity and diversity among our DBE community as we continue to move projects forward.

CHAIRMAN BARCLAY: Wonderful. I think you talked about that a few months ago. I'm glad that got signed and we look forward to others MOUs with the other transit authorities throughout the
country to expand the base of minority participation.

DIRECTOR JAKES: Mr. Chairman, I have a question. And my question is fueled from a conversation I had last night. Have we reached out to or has someone reached out to the Urban League to have -- to -- to think about having a job fair with the Urban League? Reached out to Karen Wilson?

PRESIDENT CARTER: When -- when you're talking about job fair, are you referring to CTA jobs or --

DIRECTOR JAKES: Yes. Right. I'm sorry. No. I'm sorry. CTA jobs.

PRESIDENT CARTER: Okay. I can find out the answer for you after, Director. I don't know the answer off the top of my head. But I can get an answer and -- and get that information back to the board.

DIRECTOR JAKES: Okay. Thank you.

CHAIRMAN BARCLAY: Any other questions or comments? Thank you. Our final order of business is new business. Kent, is there any new business?

SECRETARY RAY: No, Chairman. No new business.

CHAIRMAN BARCLAY: Since there is no further
business to come before the board, may I have a
motion to adjourn the Chicago Transit Board meeting
for January 13th, 2023?

DIRECTOR JAKES: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY RAY: On that motion, Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY RAY: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY RAY: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY RAY: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY RAY: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY RAY: And Chairman Barclay?

DIRECTOR BARCLAY: Yes.

SECRETARY RAY: The motion passes. We are
adjourned.

CHAIRMAN BARCLAY: Thank you everyone and happy
new year.

(Whereupon, the meeting
adjourned at 11:41 a.m.)
STATE OF ILLINOIS

COUNTY OF COOK

MARGARET E. MECKLENBORG, as an Officer of SECRETARY RAY, says that she is a Certified Shorthand Reporter doing business in the State of Illinois; that she reported in shorthand the proceedings of said meeting, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said meeting via videoconference.

IN TESTIMONY WHEREOF: I have hereunto set my verified digital signature this 16th day of January, 2023.

Margaret E. Mecklenborg

Illinois Certified Shorthand Reporter