

1
2 CHICAGO TRANSIT AUTHORITY
3 JANUARY 2023 REGULAR BOARD MEETING
4

5 Held via videoconference

6 on

7 January 13th, 2023

8 at

9 10:18 a.m.

10 at

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

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

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22
23 REPORTED BY: Margaret E. Mecklenborg, CSR

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;

3 DR. L. BERNARD JAKES, Director;

4 MS. NEEMA JHA, Director;

5 MS. MICHELE A. LEE, Director;

6 REV. JOHNNY L. MILLER, Director;

7 MS. ROSA ORTIZ, Director;

8 MR. ALEJANDRO SILVA, Director;

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

10 MR. KENT RAY, General Counsel.

11 SPEAKERS:

12 MR. MELVIN BAILEY

13 MS. RACHEL COHEN

MS. OLIVIA GAHAN

14 PRESENTERS:

15 MR. WILLIAM MOONEY,
16 Chief Infrastructure Officer;

17 MS. BRITTNEY JOHNSON, Manager, Compliance
18 Diversity Programs.

19 ALSO PRESENT:

20 MR. DONALD BONDS, Chief Transit Officer;

21 MS. KAREN BROSNAN, Senior Purchasing Manager;

22 MS. DENISE BUNCH, Board Liaison;

23 MR. MARC BUHMANN, Videographer;

24 MR. JAY CHAROENRATH, General Manager, Bus
Engineering/Heavy Maintenance & Instruction;



1 ALSO PRESENT:

2 MS. TAMMY CHASE,
3 Director of Communications and Media;

4 MR. MICHAEL CONNELLY, Chief Planning Officer;

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

7 MR. JEREMY FINE, Chief Financial Officer;

8 MS. STINA FISH, Senior Manager,
9 Business Development;

10 MR. ANDREW FULLER, Chief Internal Auditor;

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

13 MS. ELSA GUTIERREZ, Vice President, Planning;

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

16 MS. NORA LEERHSEN, Chief of Staff;

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

19 MR. THOMAS MCKONE,
20 Chief Administrative Officer;

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

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

MS. MOLLY POPPE, Chief Innovations Officer;

MR. SAMUEL SMITH,
Vice President, Legislative Affairs;

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



1 (whereupon the meeting
2 convened at 10:18 a.m.
3 as follows:)

4 SECRETARY RAY: Chairman?

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

9 SECRETARY RAY: Director Jakes?

10 DIRECTOR JAKES: Here.

11 SECRETARY RAY: Director Miller?

12 DIRECTOR MILLER: Here.

13 SECRETARY RAY: Director Ortiz?

14 DIRECTOR ORTIZ: Here.

15 SECRETARY RAY: Director Lee?

16 DIRECTOR LEE: Here.

17 SECRETARY RAY: Director Jha?

18 DIRECTOR JHA: Here.

19 SECRETARY RAY: Director Silva?

20 DIRECTOR SILVA: Here.

21 SECRETARY RAY: Chairman Barclay?

22 DIRECTOR BARCLAY: Here.

23 SECRETARY RAY: Chairman Barclay, you have a
24 quorum with seven members in attendance.



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

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

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

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

8 MR. BAILEY: Good morning. Yes. Yeah. I'd
9 like to start with thank you guys for having me at
10 this present time. And, board members, I'd like to
11 say good morning and hi to you guys. I would like
12 to talk to two topics here. Briefly I picked up
13 the City's buying plan book and I see there is a
14 contract opportunity for small vendor. I represent
15 small vendors on the west side and south side of
16 Chicago for opportunity such as what's in the City
17 buying plan book. If you guys could be so kindly
18 to your procurement office someone that I can speak
19 to so we can start working through that process of
20 getting small vendors possibly qualified to take on
21 some of these contracts and -- with CTA. And I
22 really appreciate if you guys can assist me in
23 that -- that effort. And then my other comment is
24 that I'm shortlisted on Lake and Kedzie of that



1 southwest deal with the City of Chicago. And I've
2 been talking to Alderman Jason Ervin and Alderman
3 Walter Burnett and if I'm awarded the project, I
4 would love to work with you guys and also reached
5 out to several state reps and also state senators
6 to see if can we get more lighting on Lake and
7 Kedzie with high visibility. Because if we get
8 awarded the contract to start doing construction in
9 that area, we would love to see a little bit more
10 lighting on that 'L' platform and that 'L' stop so
11 we can -- because we want to make sure that public
12 safety is a big, big issue for me why I'm creating
13 jobs and reducing violence. And that's my passion.
14 So at this time I'd like to just say thank you guys
15 and, please, consider it. And when I talked to
16 Alderman Ervin and Alderman Walter Burnett, he
17 shared with me that I guess at some point he
18 got -- the aldermen reached out to you guys about
19 the same matter as far as more lighting at the
20 Lake Street 'L'. And -- and I just want to share
21 that with you guys. I am in talk with them. So
22 thank you guys very much for this opportunity.

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



1 Ms. Cohen.

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

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

6 MS. COHEN: Okay. Amazing. So my name is
7 Rachel Cohen and I'm a recent transplant to
8 Chicago. I grew up in Ohio and this was always
9 kind of the big city. I tell people -- I lived in
10 New England for the past seven years. I'm so happy
11 to be back in the midwest and I tell everyone out
12 in the midwest that this was functionally my
13 metropolis. This is my city that never sleeps,
14 et cetera, et cetera. And I absolutely love this
15 city. When I moved here, I sold my car in large
16 part because the transit maps are so much better
17 than Boston where I was living previously. And the
18 posted schedules are so much more consistent and
19 frequent. My boyfriend and I moved to an apartment
20 about two blocks from the Division stop on the
21 Blue Line. We're really fortunate to be able to
22 afford that. I understand that that level of
23 access is not accessible to many people including
24 those on the south side but we booked that, we sold



1 our cars because we were so close to an 'L'
2 station. And my boyfriend waited for forty-five
3 minutes after arriving at the Division Blue stop
4 Blue Line stop at 8:30 in the morning to be able to
5 get on a train two days ago. I consistently am
6 waiting for six, seven trains at any time during
7 rush hour. I have pictures. Unfortunately I can't
8 share them with you all because I'm on -- on the
9 phone as opposed to on Zoom but Clark and Lake
10 every stop in the Blue Line is absolutely packed
11 from the hours of 8:00 in the morning until 9:00 in
12 the morning. Sometimes 9:30. And then again from
13 4:00 to 6:00. It's gotten to the point where if I
14 can't get out of work before 4:00, I stay until
15 7:00 because I know I'm going to get home at the
16 same time. This is a huge problem in terms
17 of just -- I mean so many different things.
18 There's this idea that people don't use transit
19 because there's
20 like -- the reason transit isn't funded is because
21 people aren't using it. That is not my experience.
22 That's not my coworkers' experience. That's not my
23 friends' experience. We are all trying to use
24 transit. We're a generation of people that care a



1 lot about the environment impact of our travel.
2 And public transit is more accessible. It's more
3 environmentally friendly and it's something that we
4 want to be dedicated to and we are unable to be
5 dedicated to because of the lack of availability of
6 transit both during rush hour and on the weekends.
7 I have waited alone in stations to try and get home
8 at 10:00 p.m. for twenty to thirty minutes before
9 there has been a single train. And so I'm here to
10 really urge the transit board to increase the
11 frequency and reliability of trains running on
12 every single line in Chicago. And I think if
13 there's an idea of, well, we don't have enough
14 ridership to justify that, I would really encourage
15 you to listen to speakers saying that you are
16 losing ridership because of how infrequent,
17 inconsistent and crowded trains are. We all really
18 want to take the train. We will be there. We will
19 show up. And we just need the trains to also be
20 there and show up on time. Thank you.

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

24 MS. GAHAN: Hi. Good morning, Chairman.



1 SECRETARY RAY: Good morning, Ms. Gahan.

2 MS. GAHAN: Yeah. I am here to comment on the

3 CTA train service specifically on New Year's Eve.

4 On the New Year's Eve celebration the CTA

5 advertised increased service on Red, Blue and

6 Yellow Lines but the actual delivery of service was

7 far worse than advertised. We were able to see

8 specifically the Blue Line arrival data and there

9 were a number of trains scheduled between the hours

10 of 11:00 and midnight. There were four trains

11 scheduled in both directions and only one train

12 between those hours actually showed up. Between

13 the hours of midnight and 1:00 four were scheduled

14 going to Forest Park. Two showed up. The hours of

15 1:00 and 2:00 everything showed up, et cetera. I

16 don't have to read the data to you all because you

17 also have it. And at least forty-two trains should

18 have showed up in total for both directions for

19 both the Blue Line going to Forest Park and -- and

20 O'Hare but only nineteen did. Less than 50 percent

21 of scheduled trains that showed up. With some gaps

22 of over an hour in between the trains. While we're

23 sympathetic to the CTA's worker shortage, it's also

24 deeply disappointing for the continued inaccurate



1 communication issued by the CTA staff. The
2 announcements should have been accurate, should
3 have been stating that schedule would be
4 significantly reduced. And as such the CTA is
5 continuing to post misinformation and continues to
6 build mistrust between the riders and the
7 schedules. This is very incredibly frustrating.
8 This is negligent. This is inaccurate information
9 and this has direct impacts on people's safety
10 getting home which is the reason the New Year's Eve
11 trains are free and on people's reliability and
12 ability to trust the train is going to show up on
13 time. Thank you for your time.

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

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

21 DIRECTOR ORTIZ: Thank you for --

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

24 DIRECTOR ORTIZ: I was just saying thank you



1 for taking the time to share.

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

4 PRESIDENT CARTER: Thank you, Mr. Chairman,
5 members of the board, good morning. Last August we
6 launched our Meeting the Moment action plan and
7 began briefing you on the steps that we were taking
8 to address issues affecting riders such as the
9 delivery of our bus and rail service that have
10 arisen as part of the lingering effects of the
11 Covid-19 pandemic. Our action plan was created
12 with that goal of improving the overall CTA travel
13 experience in the face of several key challenges.
14 Most notably a workforce shortage that we continue
15 to vigorously address. Over the past six months,
16 we have largely been able to report incremental but
17 steadily -- steady improvement across key
18 performance areas and I believe the outlook for the
19 coming year is promising. As we closed out 2022 by
20 meeting aggressive hiring goals, launching rail
21 service optimization, implementing several security
22 initiatives and investing in multiple
23 infrastructure improvement projects and bus and
24 train tracker enhancements, we've already kicked



1 off 2023 with a new optimized bus schedule this
2 past Sunday that at least initially is showing
3 substantial improvements in bus service delivery.
4 And by substantial improvements I mean the
5 preliminary results that we're seeing are
6 suggesting that we're putting out a level of
7 service that is on par with what we were doing in a
8 pre-pandemic level. I remind all of my board
9 members that this is an optimized schedule which
10 means that the amount of service is not at the
11 level that it was at in a pre-pandemic world. But
12 the commitment that I made at -- at the time that I
13 announced my plan was that we would use this
14 temporary optimization strategy as a way to
15 increase both the availability and reliability of
16 the service that we're putting out and at least
17 after one week of doing this we've seen extremely
18 positive results in that regard and -- and I will
19 obviously be sharing that as part of next month's
20 update with a little bit more data. I want you to
21 know -- I want both you and our riders to know that
22 we are working diligently to deliver on our
23 commitments. We're also continuing to be as
24 transparent as possible in publishing data and



1 scorecards so everyone can see the progress as well
2 as the continued challenges that we face. In this
3 month's Meeting the Moment scorecard which covers
4 our efforts to December 2022, I want to
5 specifically mention that December service delivery
6 fell short in comparison to the steady progress
7 that we have seen in previous months. And to some
8 degree that was reflected in the comments that you
9 just heard. Our scorecard clearly reflects that we
10 did not perform to our standards or our customers'
11 standards on reliability on both our bus and train
12 service. And I want to provide you a little more
13 detail of some of the issues that we faced as well
14 as the steps that we're taking to address these
15 challenges. The two factors that contribute most
16 heavily to the service impacts were both cold
17 weather and a resulting snowstorm that happened on
18 December 22nd and 23rd and then extremely higher
19 than normal employee call-offs and absenteeism on
20 several days during the holidays and specifically
21 on New Year's Eve which is the comment that you
22 just heard regarding the service that was being
23 provided on New Year's Eve. I think it is
24 important that we take a much closer look at



1 particularly the later incident. The holiday New
2 Year's Eve absenteeism. As I want you to
3 understand both what happened and why it occurred.
4 Each year during the holiday season we typically
5 experience a higher than normal level of operators
6 who take -- who are absent. CTA is not alone in
7 this challenge. Our public transit peers across
8 the country face similar issues. And even beyond
9 transit. Even regular businesses are facing
10 similar challenges given the workforce issues that
11 are being felt throughout the country. We did and
12 we do continue to strategize, plan and manage our
13 available workforce to try to mitigate the effects
14 of these employees what we refer to as call-offs.
15 what you would just look at as absenteeism because
16 they're either sick, FMLA or other unplanned
17 absences what -- what we refer to. The impacts on
18 customer travel in past years we were able to rely
19 to some extent on the availability of employees and
20 reserve what we refer to as our extra board that
21 would supplement for these absent operators.
22 However, given the current workforce challenges
23 that we're facing, we don't have the size of an
24 extra board available to properly fill these gaps



1 in service impacting customers' wait times on both
2 buses and trains. That is one of the reasons why
3 we are so focused on increasing our hiring and
4 holding and improving our retainage of our existing
5 employees. That is what is going to ultimately
6 allow us to rebuild our workforces and create an
7 extra board or what I would refer to as spare or
8 additional employees that are available on days
9 when other employees take unplanned absences that
10 ultimately impact our ability to provide service.
11 Historically it is that extra board that has
12 allowed us to maintain reliable service even when
13 we've had a spike in absenteeism that might occur
14 during the holidays itself. I think what's
15 important to remember right now is that we are
16 operating very close to the margins. I am trying
17 to both put out a level of service that is within
18 the constraints of the workforce that I have while
19 recognizing in order for that to work my workforce
20 has to show up. And these are conversations that
21 we have had with the union leadership and we
22 continue to have the union leadership going forward
23 the importance of employees coming to work and the
24 importance of employees being here when they're



1 scheduled to be here.

2 We also are looking to -- to increase
3 and -- and amplify an employee attendance campaign
4 that we believe will remind our employees of the
5 impact of their failure to come to work
6 particularly on their peer employees who many times
7 are forced to try to makeup for that loss
8 availability with either overtime or other work
9 that they (inaudible) in order to keep our service
10 running. I think it's also important to -- to
11 really appreciate and understand the complexity of
12 what it takes to put out the level of service that
13 we put out every day. The work that my frontline
14 employees do, my frontline supervisory employees do
15 to both put that service out and to manage it over
16 the course of the day is always a daunting task.
17 And unfortunately sometimes we fall short. There
18 is no question in my mind that New Year's Eve was
19 one of those times. I think it's also recognized
20 that it wasn't planned for us. So the ability to
21 communicate and to address those -- those types of
22 shortages is really extremely difficult under those
23 circumstances. We're going to continue to work on
24 it however. We're going to continue to pursue



1 strategies to address this. And one of the things
2 that we're going to be doing is looking at making
3 sure that we're taking appropriate corrective
4 action against those employees which are consistent
5 with our rules and procedures. The other thing
6 that we're doing as I mentioned earlier is that
7 we're engaging with our union partners and our
8 employees regarding our leave policy and ensuring
9 that employees are properly availing
10 themselves -- properly availing themselves of this
11 benefit as opposed to improperly availing
12 themselves of it. And I think it's important to
13 understand that -- that as a -- a management
14 objective we understand the need for our employees
15 to take time off. We understand the need for our
16 employees to take vacation. We understand the need
17 for our employees to stay home when they are sick.
18 But we also need to balance that against our need
19 to put out service. And unfortunately we run
20 service twenty-four hours a day, seven days a week.
21 It would have been very easy for us to cut service
22 like many of my peer agencies did and eliminate
23 this problem. Instead as you've heard from even
24 our comments today there is a demand for even more



1 service than I'm putting out now and we're trying
2 to meet that demand as best as possible. On many
3 days we're successful. On some days we fail. When
4 they fail, I will let you know that. We are trying
5 to be transparent in the reality of what we're
6 dealing with right now. But what I will tell you
7 is that until we get the workforce back up to the
8 level that we need for it to get to this will be an
9 ongoing challenge for us because I just don't have
10 the -- the safety net that I used to have that
11 allowed me to basically provide the level of
12 service that could accommodate these types of -- of
13 personnel issues on a day-to-day basis. So the
14 long term solution is of course are in both hiring
15 and retention.

16 And I want to once again thank the board
17 for supporting us with the initiatives that you
18 approved last month that allowed for both hiring
19 bonuses as well as retention bonuses which I think
20 are going to be very impactful as we go into this
21 year. I think it's important to point out that we
22 did meet our goal of last year and hired 452 new
23 bus operators. The majority of which were hired as
24 full-time employees which makes it much more



1 attractive and allows us to utilize those employees
2 in a lot of very productive and direct ways. In
3 addition to that, I think it's worth noting that we
4 received more than 1,000 bus operator job
5 applications in December which is a -- if not a
6 record a near record for us in terms of -- of
7 interest in jobs at CTA. As a result, I have no
8 doubt that this number increased the response to
9 our new hiring retention incentives and I am
10 hopeful that trend will continue as we seek to fill
11 the remaining 600 bus operator vacancies that we're
12 facing going into this fiscal year. As I've
13 advised the board for months, CTA is working very
14 hard to identify and bring aboard new bus and rail
15 operators and will continue to do so. In that
16 regard we are holding one or more job fairs nearly
17 every month on top of pursuing other aggressive
18 marketing and recruitment efforts. In fact, our
19 next job fair will be held here at CTA headquarters
20 on January 28th and I encourage any interested
21 party that is listening today to join us and apply
22 for a job at CTA. While increasing our operator
23 workforce remains a long term goal, I also want to
24 highlight that the new bus schedule optimization



1 measures that we implemented to provide more
2 consistent and reliable bus service right now. On
3 January 8th we made temporary schedule changes to
4 our fifty-two bus routes throughout our bus network
5 including many of our highest ridership routes to
6 help address the unpredictability of wait times.
7 We believe that the scheduled optimization will
8 accomplish three major and important goals. One,
9 it allows us to better align scheduled service with
10 the workforce that we currently have available.
11 Two, we're able to provide more consistent
12 intervals between our buses. And, three, we will
13 reduce instances of inconsistent gaps in service.
14 We work very closely with our bus union as we plan
15 these adjustments and it is important to me that
16 our customers know that these changes were made
17 with both equity in mind first and that the number
18 of service hours we're providing which we refer to
19 as span of service have not changed nor has routing
20 or days of service. We have, however, changed the
21 scheduled frequency which has adjusted -- been
22 adjusted to reflect our available workforce. These
23 changes have allowed us to reestablish our bus
24 operator extra board and will provide more



1 consistent intervals with significantly fewer
2 missing trips until more personnel are available.
3 It is still very early in the implementation of
4 these schedules but as I indicated earlier, the
5 results are very promising and they appear to be
6 meeting the goals that I just laid out. And that
7 we will be delivering both more reliable as well as
8 more consistent service to our customers as we move
9 forward. Furthermore, this change will also result
10 in an improvement to our bus tracker accuracy and
11 we anticipate fewer instances of what are referred
12 to as ghost buses throughout the system.

13 We're continuing to investigate other ways
14 that we can also improve the reliability of our bus
15 and rail tracker system and I will be updating you
16 as we implement further updates in this area in the
17 future. The success of this effort was due in
18 large part to our operations team who are managing
19 the service every day twenty-four seven and I want
20 to extend my heart felt thanks to all the
21 hardworking operations managers for both bus and
22 rail service as well as the training and workforce
23 developing team and the planning department for
24 working together to successfully implement this



1 major change to our scheduling processes. And I
2 think it's important to point out that while these
3 are significant changes to our processes, we are
4 continuing to look at ways to tweak it even more.
5 We are committed to doing this and getting it as
6 effectively and efficient as possible as we
7 continue to manage our way through this issue, the
8 workforce issue over the course of the upcoming
9 year.

10 Before I close, I want to share some of
11 the things that you also will be seeing in 2023 as
12 part of our Meeting the Moment action plan. While
13 the plan was unveiled last year, we'll -- we'll
14 be all -- will always be to serve as the blueprint
15 at the core of our improvement efforts. It is also
16 always expanding and being reevaluated and adjusted
17 to best serve our customers. In the near term
18 we're planning to introduce additional service
19 optimization in our upcoming spring of 2023
20 schedules as well as expanding outreach to unhoused
21 riders with DFSS. We will also continue to make
22 enhancements and improvements to our train and bus
23 trackers as well as investing in new digital
24 customer communication tools which will make it



1 easier for our customers to communicate to CTA in
2 real time. Lastly, we'll also be working to
3 transition our action plan into part of a longer
4 termed strategy and planning tool that will form
5 the foundation for the work that we do moving
6 forward really focusing on the five pillars that
7 we've identified in the action plan as foundational
8 to the overall planning that this agency makes as
9 we continue to work on the long term to getting our
10 ridership back, stabilizing our revenues and
11 finances and ultimately continue to develop and
12 grow our transit system as we continue to meet the
13 needs of the city of Chicago and the surrounding
14 suburbs. I look forward to sharing additional
15 details with you in the coming months on these very
16 important initiatives. I want to thank you for
17 your time and attention to this very important
18 matter. And I am happy, Mr. Chairman, to answer
19 any questions that the board may have at this time.

20 CHAIRMAN BARCLAY: Thank you, President Carter,
21 for the update. As always, I commend you and your
22 team for your efforts. But I'd like to emphasize
23 how much you and your team have rolled out in a
24 short period of time to address a number of the



1 challenges. You announced the Meeting the Moment
2 in last August and every month following that you
3 have come back and reported to us on the progress
4 made on some very complex issues. And I want to
5 emphasize that you've been very transparent
6 and -- and -- and reflective because, you know,
7 even today you shared that, you know, December 31st
8 didn't go as planned. So we appreciate that. I
9 think as a board we want to hear the good but we
10 want to also, you know, be aware of the challenges.
11 And when -- when we fall short, we want to know
12 that too to find out how we can improve. So I
13 appreciate the transparency that you -- you shared
14 this -- this morning. None of these things are
15 easy to address on their own so taking them all at
16 once and in real time is a true feat. So we
17 understand that. And I want to thank you and your
18 team for the hard work and dedication to this
19 effort to improve our system for our customers.
20 And I don't say this to minimize the challenges
21 that fall ahead. I know we're short staff. I know
22 that there are concerns that many of the citizens
23 of Chicago have with the service right now. But
24 the ability to look inward and be reflective and



1 say, hey, this is where we can improve. That is
2 what as a board member I want to see more of so
3 that the public understands that these are
4 challenges that we're facing but we are -- we're --
5 we're ready to take those on. So I want to thank
6 you for your comments this morning. I want to open
7 it up to any of the other board members that may
8 want to have comments with respect to President
9 Carter's report this morning.

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



1 know, we messed up and there are things in our
2 control and there some things that is just not in
3 our control. So I appreciate that.

4 PRESIDENT CARTER: Yeah. I think -- well,
5 I -- I hear in the comments the frustration that
6 our customers have over the service that we're
7 providing and, you know, I know that my team beats
8 themselves up just as much every day when they
9 can't meet that level of expectation and -- and you
10 should know that -- that I have conversations with
11 my team everyday about what we did right, what we
12 did wrong, what we can improve on to your point
13 of -- of inner reflection and -- and sort of
14 looking at how to improve. That is a constant
15 process at CTA. Sometimes we're successful at it.
16 Sometimes we fail but we're not afraid to
17 acknowledge our failures and as we've indicated,
18 work on what we can do to basically address it and
19 mitigate it in the future. And that's certainly
20 what we're doing. There is no handbook or roadmap
21 that I can follow to do what we're doing right now.
22 We've never done anything like this ever in the
23 history of our organization and it's not unlike
24 everything else that we've dealt with over the last



1 three years as we've dealt with this pandemic. We
2 kind of work our way through it as we go along.
3 I'm confident in the plan that I've put in place.
4 I'm confident in the goals that we've established
5 for ourselves. But I recognize as we move towards
6 that I have to be flexible in how we deal with this
7 as we're going to face new challenges and
8 unexpected issues that are going to ultimately
9 impact our ultimate success in implementing the
10 plan itself. And so I think I've instilled in my
11 team and I've certainly tried to show through my
12 leadership a commitment to doing that. And it is
13 my hope that as I continue to report to the board
14 that you will see that in both our -- our
15 transparency around what we're doing but also in
16 the approaches that we're taking to try to address
17 the problems that were identified.

18 As I indicated in my report, we have this
19 serious absenteeism problem that we're -- that we
20 have to deal with now. It's impacting us in ways
21 that we didn't contemplate but in ways that we can
22 still address. And -- and, you know, Kent and his
23 team have been working very closely with my
24 operations team as we both look at the legal



1 options that we have for what we're going to do but
2 more importantly looking at what it takes to
3 motivate our employees to get to work every day and
4 how are we going to better do that and what else is
5 happening. So we don't view this as a pure we need
6 to discipline our way out of this problem. I'll be
7 quite honest with you. I can't afford to fire more
8 employees. I don't have enough employees as it is.
9 what I really want to talk about is what is
10 motivating you to make those decisions. How do I
11 change that culture in a way that will make you
12 want to be here or make you want to support your
13 fellow employees and your teammates to ensure that
14 we're providing the service that we need to every
15 day. CTA as an organization is very mission
16 driven. I think when I've had consultants come in
17 here and take a look at our organization, one of
18 the things that has always been sort of the top
19 identifiable positive that they've had in spite of
20 all the issues we deal with is that at our core our
21 employees know, understand and appreciate the
22 mission of what it is that we do in terms of
23 providing transportation services to this region on
24 a daily basis. That's a huge plus for us



1 organizationally. It is one of the things that is
2 most challenging for both organizations to get all
3 of your employees to buy into the mission of the
4 organization. We don't have that problem. I think
5 our employees have bought into our mission. There
6 are other things that are preventing them from
7 supporting that mission and its my job as the
8 leader of this organization and my management team
9 to take a look at that and see where and how we can
10 better improve it. We're doing employee surveys.
11 We're engaging our employees more.

12 As you've heard I'm working very closely
13 with the union and union leadership to -- to
14 support -- to get their support for the things that
15 we need to do. We all recognize that we got a
16 problem here. And that if we are going to
17 be -- you know, if we're going to be able to be
18 successful in the future, if we're going to be able
19 to stabilize our -- our agency, continue to provide
20 the services that we provide, continue to provide
21 the jobs that we're providing to our employees, we
22 have to get this back on track and I'm committed to
23 do doing that. My staff is committed to doing
24 that. I think the vast majority of our employees



1 are committed to doing that. And for those
2 employees who aren't part of that commitment we've
3 got to figure out how we get them there or what we
4 need to do to address that.

5 CHAIRMAN BARCLAY: Any other comments from
6 board members?

7 DIRECTOR JAKES: Mr. Chairman, I have -- I have
8 a comment. I want to begin by saying thank you,
9 President Carter, for the report and your monthly
10 reports. And, you know, I've heard everything
11 that's been said. Obviously we've been talking
12 about it for -- for months now. But I -- I also
13 have to listen with an ear of a consumer and
14 listening with the ear of a consumer what I hear
15 is, okay, you know, we do have work -- worker
16 shortage. We got that. We have other things
17 that -- that -- that are happening with CTA as far
18 as employees and, you know, I think that personally
19 I feel that, you know, you and -- and the staff at
20 CTA are doing a wonderful job. But again listening
21 as a consumer I -- I don't necessarily want to hear
22 all of the problems. I want to know what the fix
23 is. And when I say that, it sounds like when we
24 have public comments most of the public comments



1 are one or two things. It's about security. It's
2 about the unreliability of knowing within at least
3 five to seven minutes when a train or bus will be
4 there. My question is -- and maybe we've talked
5 about this before and it's just my old age has --
6 has had me forget. Is there a way with the
7 scheduling of the bus and rail that persons can --
8 because again this is what I'm hearing. That
9 persons can get that as close to real time as
10 possible as opposed to, you know, having the
11 schedule with ghost buses and things of that
12 nature? It sounds as if and if I'm wrong, please,
13 correct me that what people are asking for is
14 they'd rather know what time something will be
15 there as opposed to I got to wait now forty-five
16 minutes as opposed to knowing, okay, well, if I got
17 to wait forty-five minutes, it gives me another
18 option to do something different as opposed to just
19 waiting for something that -- that's supposed to
20 arrive in ten and doesn't arrive until forty-five.
21 Is there a way to get that done so that at least
22 people don't -- it seems like the problem is
23 they're -- they're frustrated with having to wait.
24 And the -- and I hope I'm making myself clear.



1 PRESIDENT CARTER: You are.

2 DIRECTOR JAKES: Okay.

3 PRESIDENT CARTER: You're making yourself very
4 clear. That -- what you're hitting on is one of
5 the objectives of the service optimization effort.
6 The reason I have ghost buses and ghost trains is
7 that my schedule which is what the foundational
8 basis is for the bus tracker and rail tracker
9 technology was not aligning with the actual service
10 I was putting out. And so when we started service
11 optimization, one of the goals of that effort was
12 to basically align our service with the schedule
13 which would then ensure that you weren't getting
14 more ghost buses and ghost trains. And so when I
15 tell you -- when I tell you that I'm putting out
16 90 percent of the scheduled service every day, that
17 means that the chances of your -- of seeing a ghost
18 bus or a ghost train has been reduced to about
19 10 percent because that means everything that's
20 going out there is out there. When you see a ghost
21 bus or a ghost train, what -- what in effect is
22 happening is that the technology is basically
23 following what they believe to be a bus or a train
24 based on the schedule. And then at some point in



1 time that technology tells you that there isn't a
2 real bus or train out there and then it drops it
3 out of the tracker. And that's what people refer
4 to as the ghost bus or ghost train. Is that they
5 see something coming along and then all of a sudden
6 it disappears. That is a direct reflection of what
7 we've been challenged with dealing with for the
8 past several months. When I mentioned the bus
9 optimization effort that we undertook, we were
10 putting out somewhere between 70 and 80 percent of
11 service on the bus side every day compared to the
12 schedule. Normally pre-pandemic we were putting
13 out somewhere between 97 and 98 percent of service.
14 So the idea of a bus -- a ghost bus it wasn't like
15 it didn't exist. It was just fairly rare because
16 most of the service that was out there was actually
17 running. With the service optimization levels
18 we -- we -- and I will preface this with this is
19 just the first week and so I don't want to get my
20 expectations too high here because I need more data
21 to -- to reflect that but I can tell you in the
22 first week we have seen service levels in the 90s.
23 I haven't seen that since before the pandemic. Now
24 is it up to 97 percent? No. But that is a



1 substantial improvement over where we were, you
2 know, just a week before. If that trend holds,
3 you're going to see a significant reduction in
4 bus -- ghost buses. My bus tracker will be much
5 more reliable and we will ultimately be able
6 to -- to give our customers exactly what you're
7 describing here which is the ability to look at the
8 bus tracker, see when that bus is going to come and
9 know when they need to go out to that bus stop to
10 catch that bus. On the rail side we did something
11 similar about a month ago and we did see
12 improvement on the rail side as well. We went up
13 into the, you know, mid to upper 80 percentile on
14 our rail service. Recently this past month that
15 dropped. And part of the reason was this other
16 issue that I was dealing with which I should point
17 out is a much more visible problem on rail than it
18 is on bus. You know, the fact that I have so much
19 bus service out covering so many routes over such a
20 large part of the city you don't necessarily see it
21 the same way you see it on the Brown Line which has
22 a limited number of rail cars that operate on a
23 limited schedule for a limited period of time and
24 when one operator doesn't show up, that is



1 immediately noticed in the way in which that line
2 runs on a daily basis. So we have to do better.
3 And I hear that from our customers. I hear that
4 from my board. I know that we're not where we need
5 to be with regards to that. We're already working
6 on further enhancement to our -- to our
7 optimization efforts on the rail side in
8 anticipation of the next pick we're going to have
9 later this year. We continue to work with the
10 union on how we better improve the attendance of
11 our rail operating employees who need to come to
12 work to allow us to provide this service. And I
13 continue to move classes through rail training to
14 increase the number of rail operators so that I can
15 get to a point where I have an extra board which is
16 the thing that we were talking about earlier that
17 will allow me to deal with and absorb these types
18 of fluctuations on a daily basis which is really
19 hard for me to do right now. I think the thing to
20 remember and the most important thing to remember
21 here is that the easiest solution for me would have
22 been to just cut service. It would have been the
23 solution that would have basically given me all the
24 employees I needed, would have allowed me to



1 basically have the extra board that I want and I
2 would have cut service by 40 percent. And all the
3 same customers that we're hearing today complaining
4 about, you know, the fact they have to wait
5 forty-five minutes for a bus or for a train that
6 will -- that would be the scheduled service every
7 forty-five minutes. And the person who complained
8 to us about how crowded the trains are today those
9 trains would be even more crowded than they are.
10 So finding the sweet spot between those two issues
11 is not easy. And it's not a science. It's an art.
12 And we continue to work at it. I -- I'm blessed to
13 have what I think are some of the most talented
14 people in this industry who work this issue for me
15 every day. I'm not someone who knows how to figure
16 this out but I trust the people who do. And I'm
17 committed to working with them to get us to the
18 place where we know that we're doing what we can do
19 to the best of our ability. But more importantly
20 and I want everyone to remember this that as we get
21 our workforce back I'm putting that service back.
22 This is not a service cut. This is not something
23 where I'm going to sit here and say get used to
24 forty-five minute headways because that's all we're



1 ever going to do. We have been blessed and I think
2 you've heard it from our customers to have one of
3 the best, robust, frequent transit services in the
4 county. People and one of our commenters said they
5 moved to the city because they knew we had the type
6 of transit service that would meet their needs
7 going forward. I'm not abandoning that goal. My
8 staff are not abandoning that goal but we need
9 time. In the meantime I need the patience of my
10 riding public to understand that it's not going to
11 be the way we want it to be but we're going to
12 constantly keep improving it to get it back to
13 where it should be and I'm committed to doing that
14 as quickly as possible. So yes, you're absolutely
15 right. That is what my customers want. I think
16 that we're in a better position to deliver that
17 today than we were say three months ago but we
18 still have more work to do and we'll continue to do
19 that until we feel that we've addressed this as
20 best as we can while continuing to obviously
21 rebuild our ranks so I can eliminate this problem
22 completely.

23 CHAIRMAN BARCLAY: Thank you. I know we've got
24 some time constraints. Any other comments before



1 we move on?

2 DIRECTOR MILLER: Let me just say one thing.
3 Yeah. Ditto to what you said, Chairman Barclay,
4 and all the directors. I just wanted to say thank
5 you for the report, President Carter, and you and
6 your team great job. Just trying to checkup on the
7 January 28th another job fair coming.

8 PRESIDENT CARTER: Yes.

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

14 PRESIDENT CARTER: Yeah.

15 DIRECTOR MILLER: -- these job fairs?

16 PRESIDENT CARTER: Yeah. We'll certainly have
17 results from the job fair itself shortly
18 after the -- after we hold the event. How many
19 people applied. You know, what -- what positions
20 they applied for, so on and so forth. With regard
21 to the 1,000 applications, I don't have data right
22 now on sort of where everyone is in that process.
23 And when we know that we'll -- you know, how many
24 of those 1,000 will result in actual jobs at CTA.



1 I will point out that one of the benefits of the
2 job fair which is separate from the 1,000
3 applications I'm talking about is that it's a
4 one-stop shop event. We're going to have
5 everything there to process you through everything
6 that you need to do at that moment so that the only
7 thing that will be left will be things like the
8 background check and other things that you don't
9 control the timing on but in terms of getting your
10 medical, getting your -- your finger prints,
11 getting all the other things we need from you in
12 order to do everything that we need to do we are
13 setting it up here so all of that can be done right
14 then and there at that location. So we did
15 something similar to this a month or two ago. It
16 was very successful for us. A very big turnout.
17 We got a lot of people who came through the door.
18 We are hopeful particularly this was -- you know,
19 this will be the first one since we put in the new
20 incentives. The hiring bonuses and everything like
21 that. We are hopeful that we're going to get a
22 really big turn out at this event. We're obviously
23 marketing it and communicating it throughout the
24 city. We're letting all of our elected officials



1 know that we're having it so they have people who
2 want to attend it they can. And it's our
3 expectation that this will be a very big event and
4 a very successful event for us and I will gladly
5 report out on all of that in an upcoming report to
6 the board.

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

12 DIRECTOR JAKES: So moved.

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

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

16 DIRECTOR ORTIZ: It's okay.

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

19 DIRECTOR ORTIZ: I just wanted to emphasize
20 the -- the portion of accuracy. I think if
21 we're -- to the best that we can do in terms of
22 accuracy I know it's been consistently throughout
23 this conversation. I just wanted to put an extra
24 exclamation mark on that one. I think as a user,



1 as a board member, as our team members I think just
2 having a tighter eye on that which is exactly what
3 is being done will be really helpful. So having
4 said that, I second our motion right now.

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

7 DIRECTOR ORTIZ: That's okay.

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

10 SECRETARY RAY: Call for the vote. Director
11 Jakes?

12 DIRECTOR JAKES: Yes.

13 SECRETARY RAY: Director Miller?

14 DIRECTOR MILLER: Yes.

15 SECRETARY RAY: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY RAY: Director Lee?

18 DIRECTOR LEE: Yes.

19 SECRETARY RAY: Director Jha?

20 DIRECTOR JHA: Yes.

21 SECRETARY RAY: Director Silva?

22 DIRECTOR SILVA: Yes.

23 SECRETARY RAY: And Chairman Barclay?

24 DIRECTOR BARCLAY: Yes.



1 SECRETARY RAY: Motion passes.

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

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

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

12 DIRECTOR JAKES: So moved.

13 DIRECTOR ORTIZ: Second.

14 SECRETARY RAY: Director Jakes?

15 DIRECTOR JAKES: Yes.

16 SECRETARY RAY: Director Miller?

17 DIRECTOR MILLER: Yes.

18 SECRETARY RAY: Director Ortiz?

19 DIRECTOR ORTIZ: Yes.

20 SECRETARY RAY: Director Lee?

21 DIRECTOR LEE: Yes.

22 SECRETARY RAY: Director Jha?

23 DIRECTOR JHA: Yes.

24 SECRETARY RAY: Director Silva?



1 DIRECTOR SILVA: Yes.

2 SECRETARY RAY: Chairman Barclay?

3 DIRECTOR BARCLAY: Yes.

4 SECRETARY RAY: The motion passes.

5 SECRETARY RAY: We will now move into closed
6 session.

7 (whereupon, the Board recessed
8 into Executive Session
9 at 11:04 p.m.)

10 (whereupon the meeting
11 reconvened at 11:23 a.m.
12 as follows:)

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

15 DIRECTOR JAKES: So moved.

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

18 DIRECTOR JAKES: So moved.

19 DIRECTOR ORTIZ: Second.

20 SECRETARY RAY: Director Jakes?

21 DIRECTOR JAKES: Yes.

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

24 DIRECTOR ORTIZ: Yes.



1 SECRETARY RAY: Director Lee?

2 DIRECTOR LEE: Yes.

3 SECRETARY RAY: Director Jha?

4 DIRECTOR JHA: Yes.

5 SECRETARY RAY: Director Silva?

6 DIRECTOR SILVA: Yes.

7 SECRETARY RAY: Chairman Barclay?

8 DIRECTOR BARCLAY: Yes.

9 SECRETARY RAY: The motion passes.

10 CHAIRMAN BARCLAY: We will now address board

11 item number 5-A. Kent?

12 SECRETARY RAY: Thank you, Chairman. In
13 executive session we discussed the lawsuit of Diane
14 and Thomas Schachner versus CTA and Lanise Jones.

15 This lawsuit involved an accident that occurred on
16 August the 2nd, 2019 at about 7:45 a.m. when the
17 plaintiff was struck by a CTA bus at the

18 intersection of Ontario and Fairbanks Streets and
19 sustained severe injuries. Following mediation the

20 plaintiffs sat down and indicated a willingness to
21 accept a full settlement of this lawsuit in the

22 amount of 20 million dollars of which amount

23 insurance will reimburse CTA 5 million dollars plus

24 our costs of suit. The law department recommends



1 settlement in that amount.

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

9 DIRECTOR JAKES: So moved, Mr. Chairman.

10 DIRECTOR ORTIZ: Second.

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

14 DIRECTOR JAKES: Yes.

15 SECRETARY RAY: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY RAY: Director Lee?

18 DIRECTOR LEE: Yes.

19 SECRETARY RAY: Director Jha?

20 DIRECTOR JHA: Yes.

21 SECRETARY RAY: Director Silva?

22 DIRECTOR SILVA: Yes.

23 SECRETARY RAY: Chairman Barclay?

24 CHAIRMAN BARCLAY: Yes.



1 SECRETARY RAY: The motion passes.

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

5 DIRECTOR SILVA: The committee met earlier this
6 morning and approved the December 14th committee
7 minutes and reviewed the finance report. The
8 committee reviewed two ordinance. An ordinance
9 authorizing a third amendment to a locker location
10 pilot agreement with Amazon.com Services, LLC. An
11 order -- and ordinance authorizing a licensing
12 agreement with Christ Temple Missionary Baptist
13 Church for property located at 57 West 95th Street,
14 Chicago, Illinois. The -- the committee also
15 reviewed seven contracts. The committee approved
16 and recommend for board approval both ordinance and
17 the seven contracts. The committee approved and
18 recommend by roll call vote the ordinance
19 authorizing a third amendment to a locker location
20 pilot agreement with Amazon.com Services, LLC with
21 six yes votes and one abstention. The committee
22 placed the ordinance authorizing the license
23 agreement with Christ Temple Missionary Baptist
24 Church and all seven contracts on the omnibus and



1 that concludes my report, Chairman Barclay.

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

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

11 DIRECTOR JAKES: So moved.

12 DIRECTOR ORTIZ: Second.

13 SECRETARY RAY: Director Jakes?

14 DIRECTOR JAKES: Yes.

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

17 DIRECTOR ORTIZ: Yes.

18 SECRETARY RAY: Director Lee?

19 DIRECTOR LEE: Yes.

20 SECRETARY RAY: Director Jha?

21 DIRECTOR JHA: Abstain.

22 SECRETARY RAY: Director Silva?

23 DIRECTOR SILVA: Yes.

24 SECRETARY RAY: Chairman Barclay?



1 DIRECTOR BARCLAY: Abstain.

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

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

8 DIRECTOR JAKES: So moved.

9 DIRECTOR ORTIZ: Second.

10 SECRETARY RAY: Director Jakes?

11 DIRECTOR JAKES: Yes.

12 SECRETARY RAY: Director Ortiz?

13 DIRECTOR ORTIZ: Yes.

14 SECRETARY RAY: Director Lee?

15 DIRECTOR LEE: Yes.

16 SECRETARY RAY: Director Jha?

17 DIRECTOR JHA: Yes.

18 SECRETARY RAY: Director Silva?

19 DIRECTOR SILVA: Yes.

20 SECRETARY RAY: Chairman Barclay?

21 DIRECTOR BARCLAY: Yes.

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

24 Bill Mooney and Brittney Johnson?



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

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

8 MR. MOONEY: Okay. We will begin our monthly
9 construction update with our partnership project
10 with the Chicago Department of Transportation for
11 the new station being built at Damen. They have
12 advanced completion of the subfoundation work for
13 the station house where there is the mat
14 foundation. We've shown you some work around the
15 caissons and the framework around that. This will
16 be the base of the new station house and they'll be
17 a bunch of other substructures added off of that.
18 They also have been in the process of prepping for
19 some structural modifications and we can show you a
20 couple pictures from some of the activities on the
21 site. So here is that completed mat foundation for
22 the main station house. This is again kind of the
23 anchor point for the station house that the grade
24 beams will be built off of. Next slide. And here



1 they are doing some subgrade utility work to be
2 able to route it around the site as they need to
3 start coming in and -- and laying those grade beams
4 off that mat foundation and need to relocate some
5 of the utilities to accommodate for that. And
6 our -- so in kind of future months you'll see a lot
7 more work kind of around the existing structure in
8 preparation for the sub -- the earth retention
9 systems to be able to make modifications to that to
10 accommodate that new station platform.

11 So we can move on to our next project.
12 Our next project is a non-revenue vehicle facility.
13 It's been really exciting. We've got walls. So we
14 finished most of the -- most of the major
15 foundational work and they started putting up the
16 precast walls. And we've got some photos of that.
17 And this has really been the focus over the last
18 couple of weeks. So this is -- you could certainly
19 see the framework of the building. So this is off
20 of 63rd Street looking south in the front. What
21 would be the frontage of that building. And I
22 think you've got the -- kind of a close up of that
23 of the east. This is -- let's see. The west side
24 of the building where the main loading dock will



1 be. And I think we've got a bigger site photo from
2 distance. Yeah. And so here is what it's looking
3 like at night. So we actually -- we -- these walls
4 are actually framed in place. They're
5 prefabricated at that height and then they're
6 actually rolled up into place and then secured with
7 shoring on the inside and then we build out all the
8 steel structural frame for the building inside
9 that. And then the last of the walls which is the
10 farthest south actually to get in and then they can
11 close the building and then we deck the top of it.
12 So next month you'll start to see some of that
13 steel framework coming in and -- and the deck
14 coming in. So this is really exciting. You're
15 really starting to see the -- to see the bones of
16 this building and get a sense of its size
17 and -- and kind of even though it is a major kind
18 of maintenance facility, it has a lot of
19 architectural thought put into it.

20 Next slide. This is our Canal, Barry,
21 Damen Substation project. Most of the activity has
22 focused really around Haymarket, Canal and Damen.
23 And we can look at some photos. I can go through
24 some of those activities. So at -- at -- at Damen



1 we've actually been preparing for AC duct
2 installation. So ComEd has been on site. They
3 have brought power to the new -- where what
4 ultimately is the new substation site and created a
5 vault where that power terminates. And then this
6 duct bank actually takes that power from the vault
7 and brings it up to the chase runs that are going
8 to be buried below the slab that allows all the
9 equipment once it gets into the facility. So this
10 is kind of subfoundation utility work that will be
11 going on and then in the upcoming months you'll
12 start to see some of that foundation work similar
13 to you've seen in some of these other buildings.
14 we've -- we showed you some of the work of
15 micropiles and a lot of grade beams which is really
16 what the building gets built off of. So you can
17 flip to the next slide. This is at Canal in the
18 subway. So last month I showed you them pouring
19 the foundation for the new breaker house that's
20 going in there. This is now the completed
21 foundation in that area. Getting ready to prep for
22 that breaker house coming in. They've been piping
23 in utilities and new lighting and other items kind
24 of around that and then ultimately we start



1 building that facility in that space. Next slide.
2 This is Haymarket which is just again down the
3 street from 567 West Lake where we're upgrading all
4 the equipment because we're sharing power out of
5 this substitution with that canal breaker house and
6 to be able to upgrade that equipment we had to
7 expand that courtyard wall and make it a little
8 bigger for it. So here's the foundation of that
9 courtyard wall. Last week we showed you some of
10 the under structural work for that and they're
11 starting to form up and prepare to add the
12 brickwork there to form it in completely.

13 With that, I'll move on to RPM which
14 continues tight to schedule and on budget. Move to
15 the next slide, please. Lots of activity as we
16 finish the year. So we came in and we -- on the
17 Red-Purple Bypass and had a lot of activity over
18 Clark Street where -- where we started setting the
19 steel that connects the rest of our north mainline
20 stage two where I've shown you kind of the precast
21 beams on the north side of Clark Street and the
22 precast beams on the south side of Clark Street and
23 now we've actually got steel going across
24 Clark Street. We took a five-day closure and hung



1 all the major steel there. We continue to build
2 the deck on top of that and -- and getting ready to
3 pour concrete or pouring concrete in certain
4 circumstances. Up in the LBMM corridor, the
5 Lawrence and Bryn Mawr modernization area, we
6 finished into the last of the segmental box
7 erection. So the last pieces were set right at the
8 end of the year. And they were -- and we're
9 actually securing them all in place and completing
10 kind of that whole deck. So next month you'll see
11 the finished kind of project on that. It's really
12 exciting. It's a major milestone on the project
13 and really in the city in some cases. We continue
14 building out the winona relay house as well as
15 getting ready for the stage B temp station. So
16 we've got some photos around those things.

17 So here's again kind of north mainline
18 deck pours. So this is where we had already
19 installed precast beams. They poured in the
20 concrete deck on top of that. Next slide. And
21 here is kind of a site shot that shows you the
22 erection of the precast beams into that steel area
23 that I've mentioned kind of going over
24 Clark Street. You can see on the north side of the



1 bypass there the precast beams and that deck pour I
2 just mentioned. And on the south side of the photo
3 you can see the precast beams you've seen in
4 previous months and them prepping for deck pour
5 there and then you can start to see that fill-in
6 area. Next slide. Here's that steel I mentioned
7 over at Clark Street. So this is a five-day
8 closure where we trucked in these long spanned
9 steel structures. Due to the height clearance on
10 Clark Street we actually had to do steel versus the
11 precast beams here. So it's a little different
12 than what you've seen in some of these other areas.
13 And then ultimately form it up though and pour it
14 the same way they are with the precast beams.

15 Next slide. And then here's kind of
16 another view of that overall. And we can move on
17 to the next slide. And here up in L -- in the LBMM
18 corridor you've got some of that prep work for
19 the -- the next stage. So we're actually starting
20 to build those new temporary station houses. Our
21 prior temporary station house at Bryn Mawr has
22 actually won a couple significant architectural
23 awards in the area which is really, really exciting
24 for a temporary facility to be recognized as -- as



1 a really important significant piece of
2 architecture. And we expect to have a very quality
3 product here in the end as well for this phase
4 change station. So this is Bryn Mawr where they're
5 building the foundation for that next temp station.

6 Next slide. This is winona relay house.
7 I've been showing you -- this is unlike a lot of
8 the ones you saw on Your New Blue Signal where we
9 actually had a prefabricated house. This is a
10 relay room that we're building in place underneath
11 the structure. We've shown you kind of the walls
12 all the way up to the ceiling and now we're inside
13 the building and this is the finished kind of wall
14 here. And they'll add all the equipment into this
15 room. So with the upcoming couple months you'll
16 see the installation of that equipment coming in.
17 Next slide. And then we're still building track.
18 we had as we complete kind of that segmental box
19 erection we -- we come behind and we -- we build
20 ties and we build rail and we start adding third
21 rail and we get ready to do our phase change later
22 this year.

23 Next slide. And then here are those last
24 segments being set in place towards really this is



1 right at the holidays at the end of the year. So
2 this is a really exciting moment in time to be able
3 to see those last pieces hanging there. Next
4 slide. And what would be the holidays without
5 Santa stopping by to take a ride on the gantry as
6 we went into it. So I actually at one point
7 brought my kids over to the area to show
8 them -- show them Santa and the highlights of the
9 gantry. I still think the gantry is still one of
10 the coolest things to go out and see and I
11 certainly encourage to go take a look at.

12 Next slide. And as we wind it down in
13 December and the end of the year we kept up with
14 our regular outreach events with the 44th ward
15 office, the 48th ward office. We did hold some
16 meetings at Houndstooth saloon right there at Clark
17 and Roscoe to coordinate their open for business
18 campaign during that closure of Clark Street with
19 that big beam erection that I talked about. And we
20 had our monthly virtual office meetings but as we
21 got into the holiday, we got a little -- a little
22 more narrow on some of the outreach going on but
23 we're picking it up fresh in the new year. And
24 with that I'll turn it over to Brittney.



1 MS. JOHNSON: Thanks, Bill. Good morning,
2 Directors. Brittney Johnson, Acting Director of
3 Diversity Programs. Diversity programs continues
4 to meet with contractors monthly to discuss DBE and
5 workforce outreach and compliance. We also
6 continue to send out opportunities from Walsh-Fluor
7 to the DBE community so they are aware of the trade
8 packages and how to submit their bids. On
9 January 18th we will be hosting an RPM workforce
10 outreach event in the project footprint. The event
11 will be hosted at Truman College and targeted to
12 union cardholders with an interest in learning
13 about trade employment opportunities on the CTA's
14 RPM project. The event will feature a presentation
15 with speakers from CTA, Walsh-Fluor, and the RPM
16 workforce partners Hire 360 and the Chicago Cook
17 workforce Partnership. And following the
18 presentation the attendees will be invited to
19 network with our representatives from various
20 unions, subcontractors and our workforce assist
21 agencies involved on the project. As of
22 December 31st, DBEs have been awarded over 236
23 million dollars between the design and construction
24 packages. Additionally, the 236 million has been



1 awarded to 88 unique DBE firms. This is the result
2 of the outreach that has been conducted by CTA and
3 the prime to ensure the entire DBE community is
4 aware of the opportunities on the project. One of
5 the goals of RPM was to engage with DBE firms that
6 had never participated on a CTA project and some of
7 these firms are well established and some are
8 now -- are new to the industry. Of the
9 eighty-eight unique firms, thirty-four are new to
10 CTA. And on the workforce side as of December 31st
11 over 1700 unique individuals have worked over
12 1 million labor hours and earned over 62 million
13 dollars. These represent family sustaining
14 middle-class jobs which is why we continue to
15 outreach to the community to ensure the residents
16 of economically disadvantaged areas have the
17 resources to access these careers. Thank you.

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

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

22 PRESIDENT CARTER: Mr. Chairman?

23 CHAIRMAN BARCLAY: Yes.

24 PRESIDENT CARTER: I don't have a question but



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

21 CHAIRMAN BARCLAY: wonderful. I think you
22 talked about that a few months ago. I'm glad that
23 got signed and we look forward to others MOUs with
24 the other transit authorities throughout the



1 country to expand the base of minority
2 participation.

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

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

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

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

19 DIRECTOR JAKES: Okay. Thank you.

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

23 SECRETARY RAY: No, Chairman. No new business.

24 CHAIRMAN BARCLAY: Since there is no further



1 business to come before the board, may I have a
2 motion to adjourn the Chicago Transit Board meeting
3 for January 13th, 2023?

4 DIRECTOR JAKES: So moved.

5 DIRECTOR ORTIZ: Second.

6 SECRETARY RAY: On that motion, Director Jakes?

7 DIRECTOR JAKES: Yes.

8 SECRETARY RAY: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY RAY: Director Lee?

11 DIRECTOR LEE: Yes.

12 SECRETARY RAY: Director Jha?

13 DIRECTOR JHA: Yes.

14 SECRETARY RAY: Director Silva?

15 DIRECTOR SILVA: Yes.

16 SECRETARY RAY: And Chairman Barclay?

17 DIRECTOR BARCLAY: Yes.

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

20 CHAIRMAN BARCLAY: Thank you everyone and happy
21 new year.

22 (Whereupon, the meeting
23 adjourned at 11:41 a.m.)
24



1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)
4

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

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

17
18 *Margaret E. Mecklenborg*
19 _____

20 Illinois Certified Shorthand Reporter
21
22
23
24



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