

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

5 Held via videoconference

6 on

7 May 11th, 2022

8 at

9 11:14 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 BARCLAY, Chairman;  
3 DR. L. BERNARD JAKES, Vice Chair;  
4 MR. GREGORY LONGHINI, Secretary;  
5 REV. JOHNNY L. MILLER, Director;  
6 MS. ROSA Y. ORTIZ, Director;  
7 MR. ALEJANDRO SILVA, Director;  
8 MR. DORVAL R. CARTER, JR., President.

9 ABSENT:

10 MR. KEVIN IRVINE, Director.

11 PRESENTERS:

12 COMMANDER JOSEPH BIRD,  
13 Chicago Police Department;  
14 MR. WILLIAM MOONEY,  
15 Chief Infrastructure Officer;  
16 MR. CHRISTOPHER BUSHELL,  
17 Senior Vice President, Infrastructure;  
18 MR. JUANPABLO PRIETO,  
19 Director, Diversity Programs.

20 ALSO PRESENT:

21 MS. VERONICA ALANIS,  
22 Chief of Strategy, Data and Technology;  
23 MR. DONALD BONDS, Chief Transit Officer;  
24 MR. MARC BUHMANN, Videographer;



1 ALSO PRESENT:

2 MR. MICHAEL CONNELLY, Chief Planning Officer;

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

5 MS. VEDA DUFFIE, Electronic Communications;

6 MR. JEREMY FINE, Chief Financial Officer;

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

9 MS. MARLISE FRATINARDO,  
10 Senior Project Manager, Planning;

11 MR. ANDREW FULLER, Chief Internal Auditor;

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

14 MS. ELSA GUTIERREZ, Vice President, Planning;

15 MR. BRAD JANSEN, Acting General Counsel;

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

18 MR. THOMAS MCKONE,  
19 Chief Administrative Officer;

20 MS. DEBORAH MILOSLAVICH,  
21 Senior Coordinator, Fare Systems;

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

24 MR. BRIAN STEELE, Vice President of  
Communications and Marketing;

MR. MICHAEL THIRY,  
Manager, Fare Systems Program Management;

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



1 (whereupon, the following  
2 proceedings commenced at  
3 11:14 a.m via Zoom.)

4 SECRETARY LONGHINI: Good morning. We are  
5 ready to begin the Chicago Transit Board regular  
6 monthly meeting of May 11th. Chairman Barclay?

7 CHAIRMAN BARCLAY: Good morning. I would like  
8 to call to order the regularly scheduled meeting of  
9 the Chicago Transit Board for May 11th, 2022.

10 Secretary, call the roll, please.

11 SECRETARY LONGHINI: Yes. Director Miller?

12 DIRECTOR MILLER: Here.

13 SECRETARY LONGHINI: Director Ortiz?

14 DIRECTOR ORTIZ: Here.

15 SECRETARY LONGHINI: Director Silva?

16 DIRECTOR SILVA: Here.

17 SECRETARY LONGHINI: Chairman Barclay?

18 CHAIRMAN BARCLAY: Here.

19 SECRETARY LONGHINI: Directors Irvine and Jakes  
20 will not be with us today but we have a quorum of  
21 four members of the Board present.

22 CHAIRMAN BARCLAY: I'd like to first thank  
23 everyone for their patience this morning. I know  
24 the committee meetings went on for a period of



1 time. So I just thank you for being patient with  
2 us. Our first order of business is public comment.  
3 Greg, is there any public comment?

4 SECRETARY LONGHINI: No public comment today,  
5 sir. We did receive written submittal by John Paul  
6 Jones of the sustainable angled initiative and I  
7 will distribute that after the Board meeting.

8 CHAIRMAN BARCLAY: Our next order of business  
9 is an update from the Chicago Police Department.  
10 We have with us today Commander Joseph Bird from  
11 the public transportation section. As you know,  
12 last month the Board requested to have  
13 representation from the Chicago Police Department  
14 to have a dialogue with regarding safety concerns  
15 and security concerns on the system right now.

16 (An audio malfunction was had.)

17 MR. NITZ: Greg, please, unmute the room.

18 CHAIRMAN BARCLAY: (Inaudible) -- for Commander  
19 Bird at this point in the general session.

20 COMMANDER BIRD: Yeah. Are you asking if I  
21 have any questions?

22 CHAIRMAN BARCLAY: Yes. If you have a  
23 statement that you'd like to make or if you just  
24 want us to simply ask questions.



1           COMMANDER BIRD: One, I'd just like to say  
2 that, you know, as a commander in public  
3 transportation, I'm very happy to be here thus far.  
4 I was named commander January 18th and it's been a  
5 very good relationship with the CTA. The CTA  
6 security team and public transportation section  
7 works very closely. We communicate daily up until  
8 the hour, the minute. We're constantly talking to  
9 each other. I had an opportunity to meet with  
10 President Carter and it was very beneficial as  
11 well. So I'm just here to, you know, listen and to  
12 show you potentially what we can do on CTA's safety  
13 this summer and for the rest of -- for all the  
14 ridership.

15           CHAIRMAN BARCLAY: Commander, how -- how are  
16 deployment decisions made?

17           COMMANDER BIRD: You can take into  
18 three -- there's several factors how  
19 deployment -- deployment decisions are made. One  
20 is we do look at crime statistics. If there is a  
21 crime spree and we'd like to deploy our resources  
22 to all those locations. Another factor could be  
23 ridership. Where is the most -- you know, the  
24 stations with the most ridership. Where are the



1 riders at? We would like to be there. I think  
2 another factor -- and they're -- they're not in  
3 order. It's not a hierarchy of what's the most  
4 important. It's just considerations. The third  
5 thing would be special or sporting events. Around  
6 campuses. College campuses where people  
7 need -- need to get to certain events. We take  
8 that into consideration. We also listen to  
9 community concerns. I have conversations with  
10 aldermen and other concerns that go through the CTA  
11 Board or through their safety control center. And  
12 I listen to them. And then I also listen to  
13 districts within the Chicago Police Department.  
14 Their CAPS programs. They will identify certain  
15 events going on or maybe at a CAPS meeting someone  
16 brought up a concern about a CTA station or a bus  
17 route and we'll deploy resources. So with those  
18 five -- and there are many others but those are the  
19 five main ones that we consider our deployment  
20 resources.

21 CHAIRMAN BARCLAY: I want to open it up to  
22 everyone. So if you have questions, I still have a  
23 few myself but I want to basically make sure that  
24 we include everyone in this process.





1 sleeping on the train. Just check on them.  
2 well-being checks. And then they get back on the  
3 platform and then they could hit the other train  
4 coming from the other direction. So that's a very  
5 effective manner to get the visibility out there.  
6 Second of all, all the officers now are in uniform.  
7 Even when they're not in uniform, they do have  
8 their vests clearly visible. But right now they're  
9 visible, all in police uniform.

10 DIRECTOR MILLER: Good. Thank you.

11 DIRECTOR ORTIZ: I have a question regarding  
12 just overall best practices. Has there been  
13 documents or research that -- that has been done on  
14 best practices? I know as CTA and being one of the  
15 larger systems in the country we often lead the  
16 way. But I wanted to check in if -- if there's  
17 been any research done or any documents that have  
18 been reviewed around what other partners in other  
19 cities are doing in terms of partnerships with  
20 their police department for best practices so we  
21 can incorporate them and/or any other analysis that  
22 we can lead to really do our best and -- and  
23 develop best practices for ourselves but also as  
24 leaders across the country?



1           COMMANDER BIRD: Yes. I -- I'm not sure  
2 necessarily about research of the issue but  
3 constantly because public transportation is a topic  
4 in many major cities now. There are new  
5 initiatives in New York and Baltimore and  
6 Washington and they've been publicized in like the  
7 Washington Post and I -- I read those. And I've  
8 reached out to those jurisdictions and try to see  
9 what they're doing. So yes. We always monitor  
10 what the best practices are. I think a key too is  
11 a lot of the -- the systems are a little bit  
12 different. It is also listening to our ridership  
13 but we deal with our ridership and the people out  
14 there and where we should be. Where they'd like to  
15 see us. When they'd like to see us. But yes.  
16 Absolutely. It is something that I monitor. In  
17 terms of our putting something together, I haven't  
18 done that just yet.

19           DIRECTOR ORTIZ: I think sometimes a  
20 partnership team could be helpful whether  
21 that -- you know, I'm -- I'm sure we have great  
22 researchers around -- at CTA and on your team as  
23 well. So maybe some -- some thought about  
24 collaboration around best practices could be really



1 thoughtful and supportive. The other thing that I  
2 wanted to check in on and just welcome your  
3 thoughts is a lot of the issues that -- that we  
4 face in our city are regarding mental health. Any  
5 partnerships or thoughts or approach to how we're  
6 co-partnering or how we can partner on that issue?

7       COMMANDER BIRD: Yes. We -- we do have many  
8 officers that have work with outreach programs.  
9 And we are now developing many of our missions with  
10 CTA with our first provider resources. Often  
11 resources the people that are suffering from  
12 emotional disturbances. And -- but also partnering  
13 with other city agencies that are probably more  
14 equipped to handle the situation than with us.  
15 Yes. That was brought up at a recent -- a meeting  
16 with President Carter and other agencies have  
17 committed some resources. And I welcome the first  
18 part of yours. I do welcome all the research.  
19 Anything for the best practices I would team up  
20 with CTA and welcome that.

21       DIRECTOR ORTIZ: Thank you.

22       PRESIDENT CARTER: Director Ortiz, just to --  
23 to further amplify on what Commander Bird is  
24 saying. We are having direct conversations with



1 the Mayor's Office and Department of Family  
2 services about ways in which we can supplement and  
3 amplify resources on CTA that can deal with mental  
4 health and homeless issues. And -- and we have  
5 certainly encouraged and I know that -- that  
6 everybody reaching out to the police department to  
7 see how we collaborate on those efforts and  
8 something to approach. I'd say stay tuned. I  
9 expect there is going to be more action in that  
10 area in very near future.

11 DIRECTOR ORTIZ: Thank you.

12 DIRECTOR SILVA: Can you talk about the  
13 preparedness of a possible event, okay, similar to  
14 the New York? Okay. Is Chicago prepared, okay, to  
15 deal, okay, with an event, okay, like -- like we  
16 saw in New York in the last two months?

17 COMMANDER BIRD: I would -- yes. I would say  
18 we are prepared to handle an event like that.  
19 Currently just started at 11:00 we are doing a  
20 mobilization drill right now. It's an emergency  
21 preparedness drill that is unannounced. We do give  
22 the districts notice like the day before which is  
23 just, hey, we're going to call the resources right  
24 now. And resources were called to 69th and the Red



1 Line. And it's just an emergency preparation drill  
2 to see our response time. We will give them like a  
3 preparation drill and see how they respond and then  
4 afterwards we ask them to ride the trains from 69th  
5 either north a couple stations or south a couple  
6 stations for forty-five minutes. But to see how  
7 quick our resources get there to handle the  
8 situation we do these immobilization drills. We  
9 did two last week. We're doing one tonight and  
10 we're doing one Friday night. So we're constantly  
11 training to be prepared for that.

12 CHAIRMAN SILVA: Are you comfortable, okay,  
13 that you have all the necessary elements, okay,  
14 to -- to fulfill, okay, the events, okay, like that  
15 one or other ones, okay, that will come up?

16 COMMANDER BIRD: I mean I -- I am comfortable.  
17 I think our police response is very good, very  
18 effective in situations like that. I've spent  
19 seven years as a member of the SWAT team. I was  
20 assistant SWAT coordinator. We trained the SWAT  
21 team trainees quite often and they prepared for  
22 those type of drills as well. So yes. I feel  
23 comfortable with the ability to respond to those  
24 instances.



1 DIRECTOR SILVA: Thank you.

2 DIRECTOR JAKES: Greg? Greg, may I chime in  
3 for a moment?

4 SECRETARY LONGHINI: Yes.

5 DIRECTOR JAKES: Okay. Commander Bird,  
6 thank -- thank you. First of all, thank you. This  
7 is Director Jakes. Thank you so much for being  
8 with us today. My question may be -- it may  
9 require a longer answer. But listening to what you  
10 were saying that -- to follow up with Director  
11 Silva's question about our preparedness as it  
12 relates to there being an active shooter like there  
13 was in New York and the -- the training and  
14 preparation that's taking place, God forbid that  
15 happens, is there a different training for when it  
16 happens when it's not someone that's doing a mass  
17 shooting but on rail or bus who -- who's just  
18 a -- you know, may have an intended target or  
19 things of that nature? Is there different  
20 training? Is the response time different or set to  
21 be different than if there was an active shooter on  
22 the Red? And hopefully my question makes sense.

23 COMMANDER BIRD: Yes. I don't -- I think the  
24 underlying training is very similar. Especially if



1 you're indicating like an active shooter or an  
2 individual on a bus, the officer's response is to  
3 immediately respond to the threat and then to  
4 neutralize the threat. So it could be on a bus or  
5 on a CTA platform. So the response would be the  
6 same. What I was thinking of earlier too was if  
7 it's a larger event we might need to bring in more  
8 resources but in terms of emergency on a bus, the  
9 district personnel should be able to respond and  
10 they're very capable of handling that situation.  
11 It should be within seconds.

12 DIRECTOR JAKES: Okay. So the timing should be  
13 within -- within seconds or no longer than maybe a  
14 couple of minutes?

15 COMMANDER BIRD: Yes. Because -- yes. That  
16 type of call an emergency on a bus or -- or maybe  
17 even at a local station would go out on the zone  
18 radio frequency so it would broadcast over the zone  
19 and it would be also broadcast over the city wide  
20 for all available resources to respond. So that  
21 would be an all-call message right away. And it  
22 would be like the beat officer or the -- the rapid  
23 response in the district. They would -- they  
24 should be because they're generally -- we have beat



1 integrity in that close vicinity of that incident  
2 and they would respond initially.

3 CHAIRMAN BARCLAY: Just to follow up on that  
4 question, Commander Bird. Some of our bus  
5 operators are complaining that when they do press  
6 the panic button that they don't get the kind of  
7 response time from CPD. I know we talked a lot  
8 about the train. But what are we really doing to  
9 support our bus operators?

10 COMMANDER BIRD: One of the missions that we're  
11 running as well in addition to going on the  
12 platforms and checking the trains are also stopping  
13 the buses and checking with the buses. Doing the  
14 bus check on the routes. We also have a team with  
15 the traffic section and the bureau of  
16 counterterrorism and sometimes when we run our  
17 missions -- our track missions we want to put them  
18 on bus routes where bus drivers have indicated  
19 they've had some issues -- disturbance issues. So  
20 we're trying to increase the presence. That's why  
21 it's very important to have a very good  
22 relationship with CTA and the security team because  
23 we get that information and we know what bus  
24 routes, hey, that we should be on. Also with -- we



1 get an increase in the voluntarily special  
2 deployment program. That's officer working their  
3 days off. We would like to increase officers  
4 riding on the busiest bus routes as well.

5 CHAIRMAN BARCLAY: And -- and the response time  
6 when that panic button is pushed where an  
7 off- -- I'm sorry. Where an operator says, hey, I  
8 might need some assistance here from  
9 CPD is CPD responsive to that?

10 COMMANDER BIRD: Yes. I would have no  
11 indication that we're not -- you know, it would go  
12 probably to our 911 center. I'm not sure how the  
13 number is transferred to the CPD but it belonged to  
14 our 911 center which is broadcast, yeah, like a  
15 priority -- a priority job. I can check with, you  
16 know, Kevin Ryan and see how it's being transferred  
17 to the police department and then our response  
18 time. I can look into that.

19 CHAIRMAN BARCLAY: Okay. Any other questions?

20 MR. MILLER: Yeah. What -- what is the biggest  
21 concern or problem as far as security with bus  
22 or -- or trains. What are the biggest concerns  
23 with the officers?

24 COMMANDER BIRD: I mean right now it's



1 visibility. visibility and -- and being out there  
2 for the public. And if anybody has any concerns,  
3 any questions that an officer is there and  
4 available to assist them. And the officers treat  
5 it like any other day and they're there to serve  
6 and protect the people. So we don't necessarily  
7 have concerns. We just want to be in the right  
8 spot to prevent the crimes and that's what we're  
9 trying. We're trying to ensure that, you know, the  
10 ridership feels safe when they're using CTA.  
11 That's why we're trying to get out there more and  
12 be more visible and be more engaged with the  
13 public.

14 CHAIRMAN BARCLAY: Thank you. Any other  
15 questions at this point?

16 PRESIDENT CARTER: Chairman Barclay, not -- not  
17 necessarily a question but just an observation. As  
18 Commander Bird indicated, I -- I have been in a  
19 couple of meetings with the police department  
20 particularly very recently. One meeting in just  
21 last week with Superintendent Brown where we talked  
22 about, you know, the growing concerns that -- that  
23 I have that, you know, you have expressed to me  
24 about the situation with crime on CTA. And --



1 and -- and during -- during those conversations the  
2 superintendent reassured me directly that it is a  
3 priority for the police department to find ways to  
4 support CTA. They view it as a priority issue.  
5 And I can tell you as early as just yesterday the  
6 superintendent was talking to the media and making  
7 the point about the need to particularly going into  
8 the summer to have adequate resources on both  
9 throughout the city but also on CTA. He  
10 specifically mentioned CTA in addition to that.  
11 So, you know, I -- I believe that, you know,  
12 there's -- we're in -- it's a work in progress.  
13 Commander Bird has been very responsive to our team  
14 directly in terms of the work and collaboration  
15 going on between us. Obviously, you know,  
16 I kind of refer to crime on CTA as almost like  
17 whack-a-mole. As you -- as you deal with it in one  
18 place, it moves someplace else and so you're  
19 constantly in some ways chasing after it. But I  
20 think the real issue is -- is as Commander Bird  
21 pointed out is having the resources available to  
22 support CTA and -- and -- and this is something  
23 that I really press for and -- and I'm pleased to  
24 hear the police department has started to do a



1 whole lot more with that is an increase in the  
2 visibility of the police officer. They're holding  
3 roll calls now at -- at our -- at our stations.  
4 They're really amplifying their visibility on -- on  
5 the system. And I think it's going to go a long  
6 way towards making our customers feel more  
7 comfortable because they -- they've made it very  
8 clear to us that what they want to see is uniformed  
9 police officers. It's great that I'm adding  
10 security guards and, you know, expanding the eyes  
11 and ears of -- of -- of what is happening on CTA  
12 but at the end of the day police officers are what  
13 make -- are what make our customers feel safe and  
14 what they keep asking to see more of.

15 CHAIRMAN BARCLAY: You know, we have -- we've  
16 invested a lot of money in cameras on our system  
17 and so, you know, in terms of CPD and the use of  
18 those -- the footage and -- and sharing what they  
19 feel is appropriate with the public when there is  
20 criminal activity on the system, is that something  
21 you guys can do more of?

22 COMMANDER BIRD: Yes. We do -- I'm just  
23 thinking of in terms of when there's an open  
24 investigation if someone that's been -- there might



1 be some reason why we wouldn't release the video  
2 but when they're seeking to identify or we have  
3 identified an offender, absolutely. We have put  
4 out that to the public. We have new social media  
5 now. We're trying to get that out as fast as  
6 possible to identify really seeking assistance of  
7 the public to help us identify any of the offenders  
8 that are committing the crimes on the CTA. So we  
9 do put out stuff right now. My first thought was  
10 in case if it was an ongoing investigation or  
11 someone is under arrest we may not release that but  
12 definitely if we're looking for somebody or if it  
13 provides us with information that we can share with  
14 the public to what they should be concerned about  
15 or maybe what they should look for to let us know  
16 then yes, we should put that out. The camera  
17 system is excellent. It is excellent. It assists  
18 us greatly in the investigation of prosecution of  
19 offenders.

20 CHAIRMAN BARCLAY: Thank you. Any other  
21 questions before we move on? Not hearing any.  
22 Thank you, Commander Bird. Our next order of  
23 business is approval of April minutes. I will now  
24 entertain a motion to approve the minutes of the



1 regular board meeting of April 20th, 2022.

2 DIRECTOR MILLER: So moved.

3 DIRECTOR ORTIZ: Second.

4 SECRETARY LONGHINI: Moved by Director Miller.

5 Seconded by Director Ortiz. I'll take the vote.

6 Director Miller?

7 DIRECTOR MILLER: Yes.

8 SECRETARY LONGHINI: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY LONGHINI: Director Silva?

11 DIRECTOR SILVA: Yes.

12 SECRETARY LONGHINI: Chairman Barclay?

13 CHAIRMAN BARCLAY: Yes.

14 SECRETARY LONGHINI: That motion is approved  
15 with four yes votes.

16 CHAIRMAN BARCLAY: Our next order of business  
17 is executive session. It's my understanding, Brad,  
18 that there is an executive session today.

19 MR. JANSEN: Yes, Chairman. There will be a  
20 closed meeting in accordance with Section 2,  
21 paragraph C, subparagraphs 1 and 8 of the state's  
22 Open Meetings Act.

23 CHAIRMAN BARCLAY: I will not entertain a  
24 motion to recess into executive session for the



1 reasons stated by counsel.

2 DIRECTOR MILLER: So moved.

3 DIRECTOR ORTIZ: Second.

4 SECRETARY LONGHINI: So moved by Director  
5 Miller. Seconded by Director Ortiz. I'll take the  
6 vote. Director Miller?

7 DIRECTOR MILLER: Yes.

8 SECRETARY LONGHINI: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY LONGHINI: Director Silva?

11 DIRECTOR SILVA: Yes.

12 SECRETARY LONGHINI: Chairman Barclay?

13 CHAIRMAN BARCLAY: Yes.

14 THE COURT: The motion is approved with four  
15 yes votes and we are now recessed into executive  
16 session.

17 (Whereupon, the Board recessed  
18 into executive session  
19 at 11:37 a.m.)

20 (Whereupon the meeting  
21 reconvened at 12:35 p.m.  
22 as follows:)

23 SECRETARY LONGHINI: Okay. We are -- we are  
24 now ready to -- to return to open session.



1 Chairman Barclay?

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

4 DIRECTOR MILLER: So moved.

5 DIRECTOR ORTIZ: Second.

6 SECRETARY LONGHINI: Moved by Director Miller.  
7 Seconded by Director Ortiz. Director Miller?

8 DIRECTOR MILLER: Yes.

9 SECRETARY LONGHINI: Director Ortiz?

10 DIRECTOR ORTIZ: Yes.

11 SECRETARY LONGHINI: Director Silva?

12 DIRECTOR SILVA: Yes.

13 SECRETARY LONGHINI: Chairman Barclay?

14 CHAIRMAN BARCLAY: Yes.

15 SECRETARY LONGHINI: That motion passes with  
16 four yes votes. We're now back in open session.

17 CHAIRMAN BARCLAY: Our next order of business  
18 is board matters. I will now entertain a motion to  
19 approve and ordinance appointing Kent Ray General  
20 Counsel of the Chicago Transit Authority.

21 DIRECTOR MILLER: So moved.

22 DIRECTOR ORTIZ: Second.

23 SECRETARY LONGHINI: Moved by Director Miller.  
24 Seconded by Director Ortiz. Director Miller?



1 DIRECTOR MILLER: Yes.

2 SECRETARY LONGHINI: Director Ortiz?

3 DIRECTOR ORTIZ: Yes.

4 SECRETARY LONGHINI: Director Silva?

5 DIRECTOR SILVA: Yes.

6 SECRETARY LONGHINI: Chairman Barclay?

7 CHAIRMAN BARCLAY: Yes.

8 SECRETARY LONGHINI: That motion is approved  
9 with four yes votes.

10 CHAIRMAN BARCLAY: Congratulations, Mr. Kent.  
11 And welcome back to CTA. We all look forward to  
12 working with you. Thank you very much. And, you  
13 know, I think that I would also like to formally in  
14 the open session just thank Brad Jansen who served  
15 as interim general counsel for the past few months.  
16 Brad, thank you for your steady leadership to the  
17 law department and your guidance and support to the  
18 Board during this transition period.

19 MR. JANSEN: Thank you.

20 CHAIRMAN BARCLAY: Our next order of business  
21 is a report on the Committee of Human Resources.  
22 Director Miller?

23 DIRECTOR MILLER: Thank you, Mr. Chairman. The  
24 Human Resource Committee met earlier this morning.



1 The committee heard a presentation on the  
2 Authority's hiring practice. That concludes my  
3 report.

4 CHAIRMAN BARCLAY: Thank you, Director Miller.  
5 Our next order of business is a report on the  
6 Committee of Finance, Audit and Budget. Director  
7 Silva?

8 CHAIRMAN SILVA: The finance, audit and budget  
9 report. The Finance, Audit and Budget Committee  
10 met earlier this morning. The committee approved  
11 the April 20, 2022 committee minutes and reviewed  
12 the finance report. The committee reviewed  
13 fourteen ordinances. An ordinance adopting an  
14 amended budget for calendar year 2022 and amended  
15 financial plan for calendar years 2023 and 2024.  
16 An ordinance authorizing an amendment to a lease of  
17 retail space and license agreement for basement  
18 space and adjacent property located at  
19 4620 North Broadway, Chicago, Illinois, Red Line.  
20 An ordinance authorizing an additional experiment  
21 University Pass, U-Pass, program agreement with the  
22 University of Illinois at Chicago, UIC, for certain  
23 part-time students for the fall 2022 and spring  
24 2023 terms. An ordinance authorizing an additional



1 experimental University Pass, U-Pass, program  
2 agreement with City Colleges of Chicago for certain  
3 part-time students for the fall 2022 and spring  
4 2023 terms. An ordinance authorizing an amendment  
5 of University Pass, U-Pass, to allow incentive  
6 pricing and enrollment flexibility for the  
7 2022-2023 academic year. An ordinance authorizing  
8 the co-promotional advertising trade agreement with  
9 Bank of America for the 2022 Bank of America  
10 Chicago 13.1 and 2022 Chicago Marathon. An  
11 ordinance authorizing a sublease of Farpoint  
12 Development, LLC of a portion of property located  
13 at 120 North Racine Avenue, Chicago, Illinois. An  
14 ordinance authorizing an agreement and  
15 acknowledgment of easement with JRTC Holdings, LLC  
16 for renovation, operation and maintenance of the  
17 Chicago Transit Authority Clark/Lake Station at the  
18 former State of Illinois Center Building, Chicago,  
19 Illinois. An ordinance consenting to the  
20 assignment of a ground lease from SCG Church Street  
21 Plaza, LLC to 900-950 Church Street Property, LLC  
22 and issuance of an estoppel certificate for  
23 property located between Church and Clark Street  
24 near the Davis Station in Evanston, Illinois,



1 Purple Line. An ordinance authorizing an  
2 intergovernmental agreement with the City of  
3 Chicago through its Department of Planning and  
4 Development for Tax Increment Financing funds for  
5 Western Brown Line Station and bus turnaround  
6 improvements. An ordinance authorizing an  
7 intergovernmental agreement with the City of  
8 Chicago through its Department of Planning and  
9 Development for Tax Increment Financing funds for  
10 design work for California Blue Line All Stations  
11 Accessibility Program, ASAP, improvements. An  
12 ordinance authorizing an intergovernmental  
13 development with the City of Chicago through its  
14 Department of Planning and Development for Tax  
15 Increment Financing funds for 43rd Street  
16 Green -- Green Line Station improvements. An  
17 ordinance authorizing an intergovernmental  
18 agreement with the City of Chicago through it's  
19 Department of Planning and Development for Tax  
20 Increment Financing funds for track -- track  
21 improvements for the Forest Park branch of the Blue  
22 Line. An ordinance authorizing an agreement with  
23 the Northern Indiana Commuter Transportation  
24 District, NICTD, for preliminary engineering



1 services for the Red Line Extension RLE project.  
2 The committee also reviewed four contracts. The  
3 committee placed the fourteen ordinances and four  
4 contracts on the omnibus and recommended Board  
5 approval of the omnibus. And that concludes my  
6 report, Chairman Barclay.

7 CHAIRMAN BARCLAY: Thank you, Director Silva.  
8 May I now have a motion to approve the omnibus as  
9 stated by Director Silva?

10 DIRECTOR MILLER: So moved.

11 DIRECTOR ORTIZ: Second.

12 SECRETARY LONGHINI: Moved by Director Miller.  
13 Seconded by Director Ortiz. Director Miller?

14 DIRECTOR MILLER: Yes.

15 SECRETARY LONGHINI: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY LONGHINI: Director Silva?

18 DIRECTOR SILVA: Yes.

19 SECRETARY LONGHINI: Chairman Barclay?

20 CHAIRMAN BARCLAY: Yes.

21 SECRETARY LONGHINI: The motion is approved,  
22 sir, with four yes votes.

23 CHAIRMAN BARCLAY: Our next order of business  
24 is the construction report. Bill Mooney?



1 MR. MOONEY: Good morning, Chairman Barclay and  
2 the Directors. I'm Bill Mooney, your Chief  
3 Infrastructure Officer, with your monthly  
4 construction update. We can move ahead to our  
5 first project where we normally start our Jefferson  
6 Park O'Hare signals project. Since we last met, we  
7 had a pretty exciting milestone in the cutover to  
8 the new audio system out of O'Hare and are running  
9 the terminal out of the new equipment at this  
10 point. This is a huge milestone. It was one of  
11 the more major portions of the installation of the  
12 project. We are still in the process of testing  
13 and -- and approving for service all the redundant  
14 moves and crossovers. This is really like three  
15 interlockings that work together. And we'll be  
16 putting the full thing in service in the next -- in  
17 the upcoming month. But this was a huge milestone  
18 for us and a big effort by the team to get to this  
19 point. And we started marching towards Rosemont,  
20 the last stop on the tour. So we have two  
21 interlockings that work together. One on the east  
22 side of the yard and one on the west side. And we  
23 started the equipment installation there.

24 Can we move to the pictures, please? So



1 here is the new house being set at Rosemont West.  
2 This is the last of kind of the wayside signal  
3 houses on the project. It controls the far west  
4 side of that -- of that yard. Next slide. Here is  
5 the power being framed in to be set up for that  
6 house. And next one. Here is the local control  
7 panel. So this is where the tower person would  
8 operate out of kind of in the position to be able  
9 to operate that interlocking from the wayside.

10 Next slide. And similar to what you've  
11 seen on most of the other work becomes the -- the  
12 long effort of wiring in every wayside apparatus  
13 back to the house. So here's a series of junction  
14 boxes and the wiring being pulled through a series  
15 of duct banks and ultimately contacted to the  
16 wayside devices back to the house. And here's one  
17 of the final kind of testing pieces up at O'Hare.  
18 So this is one of those switch machines that was  
19 replaced on the project in -- in the subway there.  
20 Our next project is our Jackson Park track and  
21 structure improvement project. The work on the  
22 structure side is coming -- has come to completion  
23 since we last met and we continue to advance the  
24 track work. So we are now south of 61st



1 interlocking moving towards 63rd Street working  
2 kind of in a tangent area right there before the  
3 curb and we make our -- our move towards Cottage  
4 Grove. So here's some of that work as we renew  
5 kind of the sixty-year-old piece of track here and  
6 bring it to a state of good repair.

7           Next slide. And here's the last of the  
8 structure work. So we had one more line cut  
9 weekend since we last met where we replaced flanges  
10 and cross girders and -- and as I've shown you in  
11 kind of the previous month had to shut down the  
12 road over 63rd Street to be able to do this work  
13 and facilitate it. So this is actually right over  
14 the intersection of King Drive. Our next project  
15 is our Irving Park Station escalator canopy  
16 replacement which proceeds on budget and on  
17 schedule. Since we last met, we've got an  
18 escalator being installed. That's a pretty  
19 exciting moment in this project. So we can kind of  
20 just move forward into the photos. We've also  
21 started work on the canopy. So here's the new  
22 escalator being fully installed. All the trusses  
23 and assemblies are in place and they're starting to  
24 put in the stairs and getting it ready to start



1 commission and put it in service in the near  
2 future.

3           Next slide. Here's kind of the top  
4 portion with the skirt plate up at the top end.  
5 You can see the handrails there. This is the other  
6 side. And next slide. And so this is actually the  
7 start of the beginning of canopy installation. So  
8 as the weather broke in the spring here, they  
9 starting put in the structural supports. These are  
10 the things with the little yellow lines showing  
11 them that tie together the old structural system  
12 for the new canopy install that will be coming in  
13 in the upcoming month.

14           And our next project is our track and  
15 power upgrades between Kedvale, Edmunds and  
16 Sacramento which proceeds on budget and on  
17 schedule. A pretty exciting portion of this  
18 project is we got our first line up in at Kedvale.  
19 I've got a couple of pictures of that equipment  
20 being flown in. So similar to what you've seen on  
21 some of these other ones. These are very large  
22 pieces of equipment. We actually have to use a  
23 crane to get them in and out of the courtyard. So  
24 here is part of the transformer for line up number



1 two being put in place. And then on the other side  
2 here is actually the connection point. So these  
3 are -- this is a brass connection to allow  
4 electricity to transmit between the two pieces of  
5 equipment and they use a tension torquing bolt to  
6 register the right amount of pressure on those  
7 bolts to make sure they're secure and the -- and  
8 the lines actually allow them to align to that  
9 right point to make sure that the bolts don't move  
10 again.

11 Next slide. And our next project is the  
12 non-revenue rail vehicle maintenance. We're  
13 excited to be mobilizing on site at this point and  
14 starting our underground utility work. So here's a  
15 couple photos to them building out their space on  
16 site. So the contractor is setting up offices in  
17 the -- in the footprint of the project right on  
18 site. So here's the mobilization of those field  
19 offices. It's a series of actually trailers that  
20 you get assembled together and create a bigger  
21 footprint. And they started to secure the site  
22 from the rest of the active operations. So the  
23 area during construction will be fully fenced in  
24 from all the other activities that go on down there



1 along the warehouse operations so.

2 And our project is coming back again this  
3 month. We talked a little bit about last month as  
4 si the refresh and renew program. So since  
5 we -- we introduced it last month, we have  
6 completed the first series of the twenty-eight  
7 stations. We had three of the twenty-eight fully  
8 completed. A fourth one just finishing up at  
9 Chicago on the Red Line. We will be moving  
10 towards -- towards 35th, Bronzeville, Kedzie on the  
11 Brown Line, Cermak, Chinatown and UIC Halsted in  
12 this upcoming month. And I'll provide you some  
13 updates on those next meeting. And we also have  
14 completed forty-eight of the ninety-two SBE  
15 painting stations. We're starting out strong with  
16 that program again this year. You can see the list  
17 here. I won't go through all of them. I can move  
18 on to some of the pictures of the work. So here is  
19 Addison. So we typically start the program in line  
20 with the baseball season and try and spruce up  
21 before we welcome our customers back to baseball.  
22 So here's the work at Addison on the Red Line. As  
23 we've done a lot to these programs upgrading the  
24 footprint of lighting not just in the station



1 itself but around the surrounding area making it  
2 the -- the station more inviting and -- and more  
3 secure and safe feeling as you had that bright  
4 footprint.

5           Next slide. Here's another aspect of that  
6 kind of station on the other side. Next slide.  
7 And this is Dempster and the Skokie. So we've  
8 talked a lot about this that we do a lot of  
9 lighting and painting improvements in those  
10 customer facing elements but we also try and get  
11 into some true infrastructure issues. So here we  
12 through our inspection process identified damage to  
13 the roof at Dempster Skokie Station. We were able  
14 to remove the ballast that protects that roof and  
15 make the repairs part of the program. This will  
16 keep, you know, the interior of the station dry and  
17 all those -- all those assets down there safe from  
18 water intrusion and further damage as well as our  
19 customer experience and -- and really get in front  
20 of a problem before it becomes a big issue for us.  
21 Next slide. Here is another kind of key piece of  
22 infrastructure at the station. So this is the blue  
23 tactile edge. It's part of the ADA features of the  
24 station. Over time the water and freeze-thaw



1 cycles of the heavy winters we experience in  
2 Chicago causes a lot of damage on the tactile edge.  
3 And this is actually embedded in the concrete. So  
4 it's a pretty big effort to pull up these tiles  
5 and -- and reset new tiles. So you can see what a  
6 big impact it is the quality of that -- that safety  
7 device. As well as just a general appearance and  
8 upkeep of the station. So again really a deep  
9 seeded piece of infrastructure improvement to the  
10 station.

11 And here's some of the examples of the  
12 painting program. So again just -- just amazing  
13 work and what -- what an impact what a fresh coat  
14 of paint and some lighting does. So here is work  
15 at Central on the Green Line. Next slide. Here's  
16 Washington on the Blue Line. I really thought  
17 the -- the stairs came out great here. I -- I  
18 really think that makes a huge difference and  
19 especially after a winter where we see a lot of  
20 salt and sand trapped through the station. It  
21 really does a huge refresh. Next slide. And that  
22 will conclude my -- my slides. I'm glad to take  
23 any questions at this point.

24 CHAIRMAN BARCLAY: Thank you, Mr. Mooney.



1 Questions for Mr. Mooney?

2 MS. ORTIZ: No questions.

3 MULTIPLE VOICES: No questions.

4 CHAIRMAN BARCLAY: Thank you very much. We  
5 will now call on Chris Bushell and JuanPablo Prieto  
6 to make their RPM and diversity presentations.

7 MR. BUSHELL: Thank you, Chairman. Chris  
8 Bushell, your Chief RPM Officer. The RPM project  
9 continues on budget and tight to schedule. Next  
10 slide. So we've seen a lot of work in both  
11 segments of the project. Both in RPB and the  
12 Lawrence to Bryn Mawr modernization. In particular  
13 in the Red-Purple Bypass as we've completed the  
14 temp track that we showed you last month we've  
15 started to do demolition on the adjacent tracks on  
16 the -- on the west side of the structure. So that  
17 demolition is -- is continuing. And then we're  
18 also starting -- as the demolition has progressed  
19 in some areas, we're now starting to put in the  
20 foundations and the superstructure for the new  
21 modernized structure that will come -- come in that  
22 area. First on the tracks one and two which again  
23 is on the west side of -- of our infrastructure,  
24 our four track quarter in that area. Similarly at



1 Lawrence to Bryn Mawr we are continuing with that  
2 same foundation and superstructure work and the  
3 assembly of the segmented box girder. If we could  
4 go to the first slide, that would be great. So you  
5 can see here the demolition just to the left in the  
6 bottom of this slide. You can see the new  
7 temporary track that we completed and put in  
8 service. That temporary track as you saw from some  
9 of the diagrams last month opened up a big work  
10 area for the contractor on those western-most  
11 tracks sort of north of Belmont between Belmont and  
12 south of Addison. So the contractor has been doing  
13 actively demolishing work kind of to the north of  
14 Clark. Now they're starting to do that demolition  
15 to the -- to the south of Clark as well. Next  
16 slide. So speaking of -- of north of Clark where  
17 we've done the demolition or had access to those  
18 tracks for a little while, you can see that the  
19 superstructure of the foundation work is starting  
20 to go. So here you've got a drill shaft or a  
21 caisson installation occurring on the north side of  
22 Clark in the -- in the Red-Purple Bypass segment.

23 Next. Speaking of drill shafts, we're  
24 also continuing with that activity in the Lawrence



1 to Bryn Mawr area. This work is continuing on  
2 schedule. We're pleased to see the progress and  
3 the compliance with our various safety requirements  
4 out there. So I have to say that work is  
5 progressing on schedule. Next. And then segmental  
6 box girder. You'll notice that the -- the lights  
7 are on. It's not a night game but in some cases  
8 where we're crossing busy streets it is less  
9 disruptive for us to be crossing those streets when  
10 we're doing some of the active assembly on the  
11 overnight in closing those streets. So you can see  
12 here that operation is in place at -- at Bryn Mawr.  
13 And I can tell you a lot of the community members  
14 of Bryn Mawr are excited to see this bridge come up  
15 and to see it start to span the street and getting  
16 a lot of notice by the -- by the community. So  
17 we're pleased to see this is continuing as well.

18           Next. And then of course our outreach.  
19 We have had -- we had updates for both of  
20 our -- two of our most impacted wards, 44th and  
21 48th. We have had vary visioning events and these  
22 visioning events are mostly in the 48th ward and  
23 they are talking to the community to kind to go  
24 over what they expect to happen in the -- in the



1 footprint of RPM as the project finishes in several  
2 years. So the alderman is really just sort of  
3 taking our transit oriented design and -- and  
4 pulling that information forward and reinforming  
5 the community and reengaging with them on that.  
6 We're also bringing in our planning department and  
7 their strategic planning group to talk about that  
8 TOD and -- and how it could manifest itself in  
9 various ways in that community. We've seen some  
10 art procurements that are starting. We have had  
11 our virtual office hours and good interaction with  
12 the community in those. And then various other  
13 smaller interactions with the public all -- all for  
14 the most part -- well, some virtual. Some not.  
15 The visioning event wasn't -- wasn't virtual. So  
16 that was a good -- good -- a good event that we  
17 held. And with that, I'll turn it over to  
18 JuanPablo. Good to see you back, JP.

19 MR. PRIETO: Thanks, Chris. And good  
20 afternoon, Directors. JuanPablo Prieto, Director  
21 of Diversity Programs. Please, exclude my speech  
22 as I'm still recovering from -- from jaw surgery.  
23 Diversity continues to meet with the contractor  
24 monthly to discuss DBE and workforce outreach and



1 compliance. We continue to send out opportunities  
2 from walsh-Fluor to the DBE communities so they're  
3 aware of the trade packages and how to submit their  
4 bids. And walsh-Fluor and their subs continue to  
5 send opportunities for workforce through the  
6 workforce partners so that the community is aware  
7 of those as well. On April 12th we hosted an RPM  
8 workforce outreach event at Olive-Harvey College  
9 where over sixty attendees were invited to network  
10 with representatives from various trade unions,  
11 subcontractors and workforce assistant agencies  
12 involved in the RPM project. As of April 30th,  
13 DBEs have been awarded over \$225,000,000 between  
14 the design and construction packages to over  
15 seventy-one unique DBE firms. Twenty-seven of  
16 those are new to CTA. On the workforce side as of  
17 April 30th, 1,441 unique individuals have worked  
18 over 707,000 labor hours and earned over  
19 40.4 million dollars. That concludes my portion of  
20 the report. I'm happy to answer any questions.

21 CHAIRMAN BARCLAY: Are there any questions for  
22 Chris or JuanPablo?

23 DIRECTOR ORTIZ: No questions.

24 DIRECTOR MILLER: No questions. Thank you.



1 CHAIRMAN BARCLAY: Thank you very much. Our  
2 next order of business is new business. Greg, is  
3 there any new business?

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

5 CHAIRMAN BARCLAY: Since there's no further  
6 business to come before the Board, may I have a  
7 motion to adjourn the Chicago Transit Board meeting  
8 of May 11th, 2022?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR ORTIZ: Second.

11 SECRETARY LONGHINI: Moved by Director Miller.  
12 Seconded by Director Ortiz. Director Miller?

13 DIRECTOR MILLER: Yes.

14 SECRETARY LONGHINI: Director Ortiz?

15 DIRECTOR ORTIZ: Yes.

16 SECRETARY LONGHINI: Director Silva?

17 DIRECTOR SILVA: Yes.

18 SECRETARY LONGHINI: Chairman Barclay?

19 CHAIRMAN BARCLAY: Yes.

20 SECRETARY LONGHINI: That motion passed with  
21 four yes votes. We are adjourned.

22 CHAIRMAN BARCLAY: Thank you very much  
23 everybody for this marathon session. And thanks to  
24 the technical crew who did an excellent job



1 coordinating all this. Thank you very much. I  
2 appreciate it.

3 (which were all proceedings had  
4 in the above-entitled cause at  
5 this time.)

6 (Meeting concluded  
7 at 12:57 p.m.)

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1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF C O O K )  
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5 MARGARET E. MECKLENBORG, as an Officer of  
6 the Court, says that she is a Certified Shorthand  
7 Reporter doing business in the State of Illinois;  
8 that she reported in shorthand the proceedings of  
9 said meeting, and that the foregoing is a true and  
10 correct transcript of her shorthand notes so taken  
11 as aforesaid, and contains the proceedings given at  
12 said meeting via videoconference.

13 IN TESTIMONY WHEREOF: I have hereunto set  
14 my verified digital signature this 13th day of  
15 May , 2022.

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18 Margaret E. Mecklenborg  
19 Illinois Certified Shorthand Reporter  
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24



<b>\$</b>	<b>7</b>	<b>agencies</b> 11:13,16 42:11	<b>assist</b> 18:4	<b>biggest</b> 17:20,22	<b>busy</b> 40:8				
<b>\$225,000,000</b> 42:13	<b>707,000</b> 42:18	<b>agreement</b> 26:17,21 27:2,8,14 28:2,7,18,22	<b>assistance</b> 17:8 21:6	<b>Bill</b> 29:24 30:2	<b>button</b> 16:6 17:6				
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