

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

5 Held

6 on

7 June 16th, 2023

8 at

9 11:01 a.m.

10 at

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

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

21  
22  
23 REPORTED BY: Margaret E. Mecklenborg, CSR

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;  
3 REV. DR. BERNARD JAKES, Vice Chairman;  
4 MS. NEEMA JHA, Director;  
5 MS. MICHELE A. LEE, Director;  
6 REV. JOHNNY L. MILLER, Director;  
7 MS. ROSA ORTIZ, Director;  
8 MR. DORVAL R. CARTER, JR., President.

9  
10 ALSO PRESENT:

11 MR. KENT S. RAY, General Counsel;  
12 MS. GEORGETTE L. GREENLEE, Secretary;  
13 MS. APRIL MORGAN,  
14 Chief of Staff, Office of the Chairman;  
15 MR. HERB NITZ(Via Zoom),  
16 Director, Technology Engineering;  
17 MR. MARC BUHMANN(Via Zoom), Videographer.

18 PUBLIC SPEAKERS:

19 MR. FABIO GOTTLIECHER, Commuters Take Action;  
20 MR. GARLAND ARMSTRONG;  
21 MR. BILL MORTON.

22 PRESENTERS:

23 MR. MICHAEL CONNELLY,  
24 Chief Planning Officer;  
MR. WILLIAM MOONEY(Via Zoom),  
Chief Infrastructure Officer;  
MR. JUANPABLO PRIETO(Via Zoom),  
Director, Diversity Programs.



1 (whereupon the meeting  
2 convened at 11:01 a.m.  
3 as follows:)

4 SECRETARY GREENLEE: Good morning. My name is  
5 Georgette Greenlee. I'm Secretary of the Board for  
6 the Chicago Transit Authority. Chairman Barclay, I  
7 think we're ready to begin.

8 CHAIRMAN BARCLAY: Thank you, Ms. Greenlee.  
9 Good morning. I'd like to call to order the  
10 meeting of the Chicago Transit Board for  
11 June 16th, 2023. Georgette, please, call the roll.

12 SECRETARY GREENLEE: Director Lee?

13 DIRECTOR LEE: Here.

14 SECRETARY GREENLEE: Director Miller?

15 DIRECTOR MILLER: Here.

16 SECRETARY GREENLEE: Chairman Barclay?

17 CHAIRMAN BARCLAY: Here.

18 SECRETARY GREENLEE: Director Jakes?

19 DIRECTOR JAKES: Here.

20 SECRETARY GREENLEE: Director Ortiz?

21 DIRECTOR ORTIZ: Here.

22 SECRETARY GREENLEE: Director Jha?

23 DIRECTOR JHA: Here.

24 SECRETARY GREENLEE: Chairman Barclay, you do



1 have a quorum.

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

4 SECRETARY GREENLEE: Mr. Chairman, we  
5 have -- we had three public commentators this  
6 month. Patricia Fuentes, Ken(sic) Gottliecher and  
7 Garland Armstrong. I do not believe that Patricia  
8 Fuentes however is here. So we will begin with  
9 Keanu(sic) Gottliecher.

10 MR. GOTTLIECHER: May I approach?

11 SECRETARY GREENLEE: Yes.

12 MR. GOTTLIECHER: All right.

13 SECRETARY GREENLEE: You may approach. Have a  
14 seat. I want to remind you that you have three  
15 minutes and that we ask that your comments not be  
16 directed to any one of the board members in  
17 particular and that you stick to the comments on  
18 the form that you sent us.

19 MR. GOTTLIECHER: will do.

20 SECRETARY GREENLEE: Are you ready to proceed?

21 MR. GOTTLIECHER: Thank you.

22 SECRETARY GREENLEE: All right. Ladies and  
23 gentlemen of the Board, President Carter. Thank  
24 you for the opportunity to present my comments. My



1 name is Fabio Gottliecher. I'm a member of the  
2 Commuters Take Action, a local collective of riders  
3 advocating for fair transit. First off, I would  
4 like to express my gratitude for reactivating the  
5 Citizens Advisory Board. I'm looking forward to  
6 it. Now to the actual matter. At the beginning of  
7 the month, the CTA published it's revised bus  
8 schedule. Just like the previous schedule, I  
9 performed an analysis of how the service level  
10 changed. I was disappointed to see that the  
11 schedules presented a 4 percent cut compared to  
12 January 2023 and 13 percent compared to  
13 pre-pandemic. Five bus routes saw a new reduction  
14 of over 20 percent. Commuters Take Action we  
15 welcome a timetable that's accurate and predictable  
16 for riders. However, this reduction goes against  
17 President Carter's reports of the past several  
18 months. Mr. Carter has been telling us that he's  
19 been able to hire hundreds of new bus operators and  
20 that the service has been improving. If that's the  
21 case, how come these schedules are getting more  
22 cuts. All we're asking for is honesty. Don't  
23 claim that the workforce levels are improving and  
24 then cut service even more. The way in which these



1 service changes are communicated could be more  
2 honest too. Despite seeing a service reduction of  
3 18 percent on the 'L' and 13 percent on buses, the  
4 CTA never once mentioned service cuts or  
5 reductions. Mr. Carter, a few months ago you've  
6 expressed frustration over the riders not  
7 understanding your so-called optimization. Maybe  
8 call them what they really are. Service cuts.  
9 That will be clear. Two weeks ago Taylor Swift  
10 sold out three nights at Soldier Field and CTA was  
11 eager to advertise itself as the best way to get  
12 there. Several members of Commuters Take Action  
13 were present at the venue to observe the situation.  
14 what we saw was an amateurish operation. While  
15 there were over a dozen extra buses ready to take  
16 concertgoers home, the boarding situation was  
17 painfully slow. Despite  
18 the -- despite there being a line of several  
19 hundred people, the CTA was only boarding one bus  
20 at a time with only front door boarding and a slow  
21 fare collection. And each bus took almost ten  
22 minutes to fill up. At the Roosevelt Station huge  
23 crowds filled the turnstiles and platforms and the  
24 Red Line operated with many headways for over



1 twenty minutes despite being scheduled at 7 to 12.  
2 This crowding could turn dangerous really quick.  
3 On that Friday night only 26 of 36 platforms  
4 scheduled Red Line trains arrived after the  
5 concert. If that's the service we're providing, we  
6 should let folks ride for free. This is not worth  
7 paying for. Lastly, I want to point to a recent  
8 block club article which highlighted President  
9 Carter's Ventra usage. Twenty-four times over two  
10 years just as well. But, furthermore, it should  
11 outrage us all that a CTA spokesman claimed that  
12 Carter rides the CTA more often and that he just  
13 doesn't tap his Ventra card. CTA, however,  
14 requires that all employees use their Ventra card  
15 when using CTA the -- when riding. I believe that  
16 a principle CTA president should not be allowed --

17 SECRETARY GREENLEE: Ten seconds.

18 MR. GOTTLIECHER: -- to be above the rules.  
19 Thank you for your attention and I hope these  
20 issues will be addressed soon. Feel free to reach  
21 out to Commuters Take Action to discuss these  
22 further. Thank you again.

23 SECRETARY GREENLEE: Okay. And that's time.

24 Our next presenter is Garland Armstrong.



1 MR. ARMSTRONG: Good morning. Garland  
2 Armstrong formally of Des Plaines, Illinois. Now  
3 living in Des Moines, Iowa and I'm glad to be back  
4 in the Chicagoland area. It's been two years since  
5 I've left the Chicagoland area moving to  
6 Des Moines. My biggest concern is I saw on -- saw  
7 on Twitter in New York City they're installing  
8 the -- the glass part doors so like when people who  
9 are trying to jump on the tracks in the New York  
10 City Subway and I said that is -- sounds like a  
11 good idea so people will not be able to be hit by a  
12 train when they're coming to the station. And I  
13 would like no know if -- if CTA could use that idea  
14 from the New York City Subway. So like when  
15 people -- when the trains are coming in to the  
16 station like installing the glass doors so that  
17 they will not be the next intended victim on the  
18 electric tracks because I -- it really irks me that  
19 I see more people are being on the electric tracks  
20 all the time and they should know that is -- that  
21 is called killer death on there. And it's a lack  
22 of communication. And I think we need to educate  
23 the general public in all different languages to  
24 know what electric is because they have no idea and





1 they think it will never affected(sic) me. So I  
2 think they need to see it. Communicate it to all  
3 walks life so that they'll know what it is because  
4 they think they're strong enough and they can  
5 survive it but only time will tell. Their bodies  
6 will be shaking like thunder and lighting. So I  
7 thought that I would like to bring this up to you  
8 all so you can use this as a pilot program like New  
9 York City Subway system is installing. So -- so  
10 we -- so here in the Chicagoland area we won't have  
11 the next victims being hit or being electrocuted on  
12 the tracks. So -- so it really hurts me. So  
13 another dead person on there and makes me very sick  
14 of it. So I just would like you all to know.  
15 Think about it and see what you all can do about  
16 it. And I'll be glad to answer any questions or  
17 comments if you have anything to say while I'm  
18 here.

19 SECRETARY GREENLEE: Mr. Armstrong, if that  
20 concludes your comment, we thank you very much.

21 MR. ARMSTRONG: Thank you very much. And thank  
22 you everybody. And it's so great to see you all  
23 again and new faces and current ones. So deeply,  
24 emotionally glad to be back. And thank you for



1 everything. I'm still going to be watching you all  
2 on YouTube and --

3 SECRETARY GREENLEE: And that's time.

4 MR. ARMSTRONG -- and everything.

5 SECRETARY GREENLEE: Okay. Mr. Chairman?

6 CHAIRMAN BARCLAY: Thank you to our public  
7 commenters. We do take everything to heart and I  
8 thank you for sharing your thoughts and concerns  
9 this morning.

10 MR. MORTON: I do have a question. I didn't  
11 realize you had to register for public comment.  
12 But I am a citizen of Chicago and I do have a short  
13 public comment.

14 SECRETARY GREENLEE: Chairman, it's your  
15 decision.

16 CHAIRMAN BARCLAY: The preference is that you  
17 do register. Is it a comment that can wait until  
18 next month?

19 MR. MORTON: It's very important and I will be  
20 very brief.

21 CHAIRMAN BARCLAY: What's your name, sir?

22 MR. MORTON: My name is Bill Morton. I'm the  
23 President of the Rogers Park Chambers of Commerce.

24 CHAIRMAN BARCLAY: All right. If it's brief.



1 MR. MORTON: It will be brief.

2 DIRECTOR JAKES: Okay.

3 MR. MORTON: Thank you.

4 SECRETARY GREENLEE: Good morning, Mr. Morton.

5 My name is Georgette Greenlee. I'm Secretary of  
6 the Board. You will have three minutes to speak.  
7 We ask that you do not direct your comments to any  
8 named person in particular who is here in the  
9 meeting. And you may begin.

10 MR. MORTON: Chairman and the Board, I'm Bill  
11 Morton. I'm President of the Rogers Park Chamber  
12 of Commerce for fourteen years. Longtime Rogers  
13 Park resident and lifelong Chicagoan. My -- my  
14 issue is on the Jarvis and the Morse Red Line  
15 Stations they're being redeveloped soon. They've  
16 been redeveloped before. But still we don't have  
17 elevators for people with disabilities. I thought  
18 it was law that it had to be ADA accessible. I'm  
19 very upset and our community is very upset that  
20 people who are disabled or elderly cannot use those  
21 two stations. And that is my comment. That's all  
22 I wanted to say. Thank you for your consideration.

23 SECRETARY GREENLEE: Thank you.

24 CHAIRMAN BARCLAY: For your comment I



1 appreciate that. Are there any comments from the  
2 Board members as a result of public comments this  
3 morning?

4 DIRECTOR LEE: I want to say thank you for  
5 taking the time to be here. We hear your concerns  
6 and understand.

7 DIRECTOR JAKES: Yeah. I echo the sentiments  
8 of Director Lee. Thank you so much for sharing  
9 with us. We hear you.

10 DIRECTOR MILLER: Thank you.

11 DIRECTOR JAKES: We hear you.

12 CHAIRMAN BARCLAY: Our next item of business on  
13 the agenda is our president's report which will be  
14 given by our President Dorval Carter.

15 PRESIDENT CARTER: Thank you, Mr. Chairman.  
16 Members of the Board, good morning.

17 DIRECTOR ORTIZ: Good morning.

18 PRESIDENT CARTER: Today I'm excited to discuss  
19 some of the initiatives CTA has pursued over the  
20 course of the past month. I'm especially looking  
21 forward to sharing the key findings from the  
22 customer service we administered in the first  
23 quarter of the year. Staff aggregated and analyzed  
24 the results of that survey. It has provided some



1 key takeaways regarding our customer CTA travel  
2 experiences, what they appreciate most and the  
3 areas that they want us to focus on improving.  
4 Since the start of the Covid pandemic, we've  
5 administered multiple customer surveys which are  
6 critically important tools for CTA. In fact, the  
7 information we gather from our riders' responses  
8 helps to inform our decision-making and are vital  
9 as we work to improve service. Our most recent  
10 survey from the first quarter of 2023 was the third  
11 quarterly survey we conducted since the launch of  
12 our Meeting the Moment Action Plan and provides for  
13 interesting and encouraging comparisons with  
14 results from surveys administered during the third  
15 and fourth quarters of 2022. Michael Connelly, our  
16 Chief Planning Officer, is going to walk through  
17 the survey results in more detail but I do want to  
18 point out a few results that show customers are  
19 experiencing improvements in service reliability  
20 which is the key pillar of our action plan. The  
21 survey showed increased satisfaction across all  
22 survey categories for bus service when measured  
23 against the results of both previous surveys. The  
24 same is true for rail service. Although the



1 increase in satisfaction are not as dramatic as bus  
2 by percentage. Finally, across both weekends and  
3 weekdays, surveyor respondents were more likely to  
4 agree that buses and trains arrived when expected  
5 in the first quarter of 2023 survey than in the  
6 fourth quarter of 2022. This is another very  
7 important metric that we are watching very closely.  
8 with leave from the Chairman, I would now like to  
9 invite Mike to provide a closer and more detailed  
10 look at the first quarter survey results.

11 MR. CONNELLY: Good morning, Chairman,  
12 Directors. I'm pleased to be able to share with  
13 you the results from the first quarter survey of  
14 2023 here. CTA began doing quarterly surveys  
15 during the third quarter of 2022 to provide more  
16 frequent information on customer satisfaction and  
17 on their travel patterns during the Covid recovery  
18 period. The focus of today's presentation is the  
19 results from the quarterly survey conducted in the  
20 first quarter of this year and it was administered  
21 between February 6th and February 28th. As the  
22 President mentioned, this is our third survey in  
23 this series. We performed these surveys in both  
24 English and Spanish. Customers were recruited



1 primarily through their Ventra e-mail accounts  
2 which they gave us permission to contact them for  
3 survey work. We used some outreach using car cards  
4 on buses and trains and we also did some flyering  
5 in specific areas where we wanted to get a more  
6 robust survey response from certain parts of the  
7 city. This survey sought over 2100 completed  
8 surveys. 88 of them in Spanish. which is  
9 statistically valid for -- for what we're looking  
10 for here. with each survey we included some  
11 questions that stay consistent from survey to  
12 survey and some questions that are different on  
13 these quarterly surveys. The focus topics that we  
14 had for the first quarter of 2023 included personal  
15 security on the system and service reliability.

16 If you would put on the next slide there.  
17 This first chart is -- is about our customer  
18 satisfaction with service attributes on the bus  
19 system. It highlights the good news that meeting  
20 the moment has increased satisfaction with all bus  
21 service attributes. The yellow bars at the top of  
22 each survey element there lists the satisfaction  
23 for the first quarter survey of this year. The  
24 middle or purple bar in the cluster is the rating



1 for the fourth quarter of 2022 and the lowest bar  
2 in green is the rating for the third quarter of  
3 2022. On each attribute you can see that bus  
4 customers are more satisfied this quarter than they  
5 were last fall. While satisfaction with all of the  
6 attributes has improved, the three attributes with  
7 the lowest satisfaction ratings last fall and  
8 winter are also when satisfaction had increased the  
9 most from last fall to the first quarter of this  
10 year. All three show substantial improvement.  
11 Scores for accuracy of bus tracker information  
12 third from the bottom increased by 10 percent.  
13 Satisfaction with wait time for the next bus was  
14 the second from the bottom increased by 9 percent  
15 and satisfaction with the reliability of the bus  
16 service itself increased by 13 percent. This would  
17 suggest that the optimized schedules and the  
18 enhancements of the bus tracker information has  
19 lead to a higher ridership satisfaction with bus  
20 service during the first quarter of this year that  
21 we saw last year in 2022. This next chart outlines  
22 the levels of customer satisfaction with rail  
23 service attributes. Again the yellow bar is the  
24 first quarter survey result. And the middle or





1 purple bar is for fourth quarter of 2022. And the  
2 green bar is for the third quarter. Slightly less  
3 good news than among bus customers. However, in  
4 all cases respondent satisfaction with each  
5 attribute for rail service has improved. Not quite  
6 as dramatic as some of the bus responses but  
7 improvement nonetheless. The second attribute from  
8 the top in this -- in this slide is the -- is the  
9 accuracy of real time arrival information. This is  
10 up by 7 percent. So our customers are much more  
11 satisfied. We -- we optimized the rail schedules  
12 and we enhanced the train tracker system which both  
13 seem to have made a difference to our customers.  
14 The second from the bottom set of bars shows that  
15 satisfaction with personal security at rail  
16 stations is up by 8 percent and on the bottom  
17 attribute personal security while riding the train  
18 satisfaction is up by one percent over the last  
19 quarter of last year.

20 On to the next slide if you would.  
21 when -- when asked whether the respondents agree  
22 that buses and trains arrived when they were  
23 expected to, customers were more likely to agree  
24 that both buses and trains are more reliable this



1 quarter in the first quarter of this year compared  
2 to quarter four of 2022 which is shown in purple.  
3 The yellow -- that yellow bar is -- is from  
4 February of this year. The customers reported a  
5 higher overall satisfaction with the reliability  
6 that the bar graphs are showing the -- the results  
7 for weekends and weekdays and for -- for bus and  
8 for rail. And so for both bus and for rail and for  
9 weekdays and for weekends respondents ranked  
10 reliability higher in the first quarter of this  
11 year than in the last quarter of 2022. If you  
12 would go to the next slide there. One question  
13 that we did ask specifically of our riders was  
14 related to what would encourage them to use CTA  
15 more frequently. You know that we've been  
16 reporting to you and watching our ridership levels  
17 and we're interested in increasing the ridership.  
18 So we asked our customers: what would make you  
19 ride more frequently? We wanted to engage them and  
20 ask them what would bring them back to ride more.  
21 We provided eleven potential improvements for our  
22 riders to rank. This chart compares responses to  
23 these factors for all respondents, for frequent  
24 riders and infrequent riders. Now the -- the



1 frequent riders are those that ride once or twice a  
2 week. The infrequent riders are riders that only  
3 ride once or maybe twice a month. So there is a  
4 difference between those frequent and infrequent  
5 riders. In this graph we tracked those responses.  
6 The center column in here is for all respondents.  
7 The -- the next one to it to the right is for the  
8 frequent riders. And the one to the far right is  
9 for the infrequent riders. In this question we saw  
10 that infrequent riders were more concerned about  
11 personal safety than those who regularly use the  
12 system. You can see that the factors which would  
13 encourage these infrequent riders to use the system  
14 are better security onboard and in stations as well  
15 as better real time information. For frequent  
16 riders and for all riders the number one factor  
17 which they said would encourage them to ride more  
18 would be if service were more frequent during the  
19 weekdays. We believe this is important direction  
20 from our customers as we strive to increase  
21 ridership in these post-pandemic times. The riders  
22 are telling us they want more frequent service and  
23 that would bring them back and have them ride more.  
24 We'll keep you posted with these results and our



1 continuing surveys. And I want to thank you for  
2 taking the time to -- to listen to us to talk about  
3 the service today.

4 PRESIDENT CARTER: Do you have any questions  
5 for Mike?

6 DIRECTOR ORTIZ: No. Thank you.

7 PRESIDENT CARTER: Thank you, Mike.

8 MR. CONNELLY: Okay.

9 PRESIDENT CARTER: Members of the Board, as you  
10 heard from Mike although we aren't where we need  
11 and want to be, we are moving in the right  
12 direction. And we continue to rebound from the  
13 lingering effects of the pandemic and its effect on  
14 our workforce numbers. But as I have noted before,  
15 this is going to take some time. I've always  
16 believed that this is a marathon, not a sprint.  
17 And as much as I would like to see immediate  
18 results to what we would view as normal service, I  
19 recognize and I would point out as to many of my  
20 peers across the country that it is going to take  
21 time for us to get back to a pre-pandemic level of  
22 ridership as well as service. In the meantime, we  
23 are going to continue to work very hard to improve  
24 our service for our customers. And I'm certainly



1 encouraged by the direction that we're moving at.  
2 Alongside this important customer feedback, we also  
3 accrue and analyze data across all CTA departments  
4 to help ascertain how to better improve our  
5 performance which for nearly a year I've been  
6 presenting to the public via our Meeting the Moment  
7 Scorecard. The latest scorecard does show  
8 continued improvement in lower double and triple  
9 headway as we began service optimization last fall.  
10 Our schedules are now consistently matching bus  
11 service at around 93 to 95 percent of the time and  
12 our rail service around 90 percent. And just to be  
13 clear as I have always stated, this is matching our  
14 optimized level of service. It is not the service  
15 that we are providing prior to the pandemic. We do  
16 not refer to it as a service cut because it is our  
17 intention to restore that service once we get our  
18 workforce up to a level that allows us to do that.  
19 If I were to implement a service cut, it would be a  
20 permanent reduction in service. That is not what  
21 we are doing. When we get the workforce back up  
22 and we're making progress on that and I'll -- I'll  
23 discuss that in just a second, we will restore  
24 service back. And, in fact, there have been some



1 places where we've already started to restore  
2 service on -- on a limited basis as we've been able  
3 to meet those needs.

4 Our bus operator head count which has seen  
5 a net increase for six months in a row is a  
6 positive development. We have hired now up to 432  
7 new operators this year to support which is halfway  
8 to our annual goal of 700. The thing to keep in  
9 mind with regards to the hiring that we're doing is  
10 I'm also working against retirements and  
11 resignations. And so the numbers are not  
12 reflective necessarily of where our workforce needs  
13 to be for full service but the process by which we  
14 will get to a place where we can do that. It is  
15 certainly my anticipated desire that over the  
16 course of the next year service will start to be  
17 restored on CTA and you'll start see to that  
18 improvement occur as we move forward. In the  
19 meantime what I've been doing with service  
20 optimization is creating less service but more  
21 reliable service. That was my goal from the very  
22 beginning. That has always been my objective with  
23 the strategy. And what the -- what the data is  
24 showing us is that that strategy is working. The



1 service may not be coming as frequently as it did  
2 in a pre-pandemic environment but you know that it  
3 is going to be there. That was the problem we  
4 faced before I put this strategy in place. Not  
5 only was the service not coming so from that  
6 standpoint you weren't getting the service that I  
7 was scheduling to begin with but you also didn't  
8 know when it was going to arrive because it was  
9 extremely unreliable because of the schedules that  
10 I had in place. The schedule adjustments that we  
11 have made have addressed those problems and we're  
12 seeing that both in terms of the frequency of  
13 service that we're providing but we're also seeing  
14 it in the -- in the ability to meet those -- those  
15 schedules as we anticipate it. We're also seeing  
16 it in our customer survey results as Mike just  
17 explained to you in terms of what our customers are  
18 saying about the service they're receiving now.  
19 This is not the end game. That's the point that I  
20 want to make here. This is an interim strategy to  
21 get us back to the end game which is a full  
22 restoration of service as we get to the place where  
23 our workforce can accommodate that on a reliable  
24 basis.



1           On the rail side I also wanted to mention  
2 that we have a new rail operator class in April  
3 that will help slow down the impact of transfers  
4 and attrition that we're anticipating that we've  
5 been experiencing there and those numbers are  
6 almost about to improve from where they've been in  
7 the past. I also want to inform the Board that we  
8 are also planning further enhancements to our  
9 scorecard dashboard. Internally our performance  
10 management group tracks many key performance  
11 indicators on all aspects of CTA's operations. We  
12 published some of their monthly indicators on our  
13 web site as a PDF report. Starting in the very  
14 near future we are going to be launching public  
15 facing dashboard that directly ties into our  
16 interface that will provide many of the Meeting the  
17 Moment metrics as well as several others that we  
18 are not reporting at this point in time so that our  
19 customers as well as the general public will be  
20 able to dive into the same data that we dive into  
21 to look at our performance and measure where we are  
22 being successful and where we are having  
23 challenges.

24           As I've said for nearly a year, to improve





1 our service we must continue to execute the  
2 strategy behind our aggressive hiring and  
3 recruitment -- excuse me. Hiring recruitment  
4 marketing campaign. And I'm encouraged by the work  
5 that is happening to achieve that goal. On  
6 May 19th, we hosted a career fair here at  
7 headquarters for both bus operators and mechanics.  
8 It's our sixth hiring event of the year. And we've  
9 been encouraged by the turnout of these events in  
10 2023 which have exceeded almost 1800 participants  
11 this year alone. Yesterday I celebrated the  
12 graduation of another 100 employees who have  
13 successfully completed their training and are now  
14 in service. These employees include bus operators,  
15 rail operators, bus mechanics, rail flaggers,  
16 controllers and customer service assistants. For  
17 those interested in working as -- at the CTA as a  
18 bus operator or bus mechanic, I also want to inform  
19 the public that we'll be hosting our next  
20 information session on June 22nd. I want to take a  
21 moment to thank our staff across every department  
22 involved who are working very hard to recruit,  
23 train and bring on board as many new members of the  
24 CTA family as possible every single day.



1           we also have some temporary yet no less  
2 exciting new hires coming aboard next week. On  
3 Tuesday we will welcome 225 One Summer Chicago  
4 interns to CTA. And I'm very happy to tell you  
5 that this is the largest class of high schoolers we  
6 have ever hosted as part of this program. CTA is a  
7 proud member of the One Summer Chicago family of  
8 public and private employers that give young people  
9 an opportunity to earn some money while on their  
10 summer break. We are also excited to provide them  
11 with an opportunity to work with transit  
12 professionals and to get a glimpse into what a  
13 career in public transit could look like. This  
14 program is yet another opportunity for transit to  
15 build our bench so to speak and I have been  
16 impressed with many of the young people who have  
17 worked with us in summers past. In fact, I  
18 continue to hold out hope that one of those  
19 individuals will some day be either a CTA  
20 president, a Board chairman or chairwoman or  
21 director among many other things that are in their  
22 potential. The other thing that I want to point  
23 out about our One Summer Chicago program is it's  
24 not just an employment program. Every participant



1 in One Summer Chicago gets paired up with a CTA  
2 employee that serves as their mentor over the  
3 course of the summer providing them advice on how  
4 to behave in a work environment, supporting them in  
5 terms of developing the type of skills from  
6 interviewing and things of that nature. And so we  
7 take a holistic approach to our interns to prepare  
8 them not only to be successful for this summer but  
9 to be successful in the future as they pursue their  
10 career opportunities wherever they may be, be it at  
11 CTA or some other employer of their choice. It is  
12 a tremendously powerful program. One that I think  
13 is a model for what we need to do throughout the  
14 city and throughout the country. And we certainly  
15 have been very pleased with the level of  
16 participation that we have. I want to give a shout  
17 out to Geisha Ester and the training development  
18 group who oversee this program. They do a  
19 tremendous job and they care very much about the  
20 participants. And I know that this summer will be  
21 another fascinating opportunity for these  
22 participants and at some point in time as is our  
23 tradition we'll be creating an opportunity for the  
24 participants to meet the Board so that you can



1 convey your thoughts to them directly about the  
2 work that they're doing and the opportunity that  
3 they got here at CTA.

4 Now that we've added equipment to our  
5 third bus facility to support electric buses which  
6 is a recent development, some of those newly hired  
7 bus operators that I just mentioned earlier will  
8 likely find themselves operating electric buses on  
9 the south side of Chicago. In May we were happy to  
10 announce that our newest fully accessible all  
11 electric buses have been rolled out on our number  
12 63, 63rd Street, Route. Supporting electrification  
13 at a south side garage helps CTA achieve several  
14 goals. First, the number 63 Route is a busy one  
15 and serves approximately 2.4 million riders in  
16 2022. It is also a particularly equitable  
17 expansion of the electric bus service allowing us  
18 to serve a community with higher pollution levels  
19 and also includes some of our most transit reliant  
20 customer population.

21 Finally, I want to close with a topic that  
22 I find very promising, our ridership. Summer  
23 vacation has begun for local universities and  
24 public and private schools. As a result, we expect



1 the inevitable seasonal ridership dips that come  
2 during this time of year. With that in mind, we  
3 all know that there are a few places on earth that  
4 can match the fun offered by summertime in Chicago.  
5 We are hopeful that the Chicagoans and visitors who  
6 will attend the many events, festivals, programs  
7 and celebrations happening over the next two and a  
8 half months will use the CTA to get to their  
9 various destination. In terms of our current  
10 ridership, the trends and promising milestones we  
11 generally continue to see a slow but steady level  
12 of ridership increases systemwide. There are  
13 several items, however, that I believe are worthy  
14 to bring to your attention. Last week CTA provided  
15 5.634 million rides for our customers making it our  
16 biggest week since the pandemic began. Also,  
17 system ridership during the first Friday and  
18 Saturday of June at 893,000 and 663,000  
19 respectively were the second busiest Friday and  
20 Saturday ridership patterns that we've had since  
21 the pandemic. The Sueños Music Festival, I think I  
22 said that correctly, was held downtown during  
23 Memorial Day weekend and hosted some of the biggest  
24 names in Latino music and added about 55,000 rail



1 rides on both Saturday and Sunday. A big transit  
2 event for us. Finally, the Swifties did show up in  
3 a big way for the Taylor Swift concert on CTA.  
4 Taylor Swift's recent three-day concert series at  
5 Soldier Field added some 13,000 to 15,000 rides  
6 each day including bus and rail. The impact was  
7 especially felt at our Roosevelt Station which had  
8 about 11,000 to 13,000 total entries each day.  
9 That represents about five to six times more rides  
10 than normal and represents the three biggest days  
11 at that station since the pandemic hit. So I'm a  
12 very big fan of Taylor Swift at this point. We  
13 have seen an increase in new ridership milestones  
14 throughout the spring and early summer and I'm  
15 convinced that we will see our first million ride  
16 day sometime this fall. We will -- we will do all  
17 as I've indicated in the past that we can to  
18 continue to build on these trends in the months  
19 that come ahead and to help entice and attract our  
20 riders back to transit. And I look forward to  
21 giving the Board more detail on what we're doing to  
22 support and entice our ridership to return as well  
23 as to eventually continue to do to improve our  
24 service on a day-to-day basis. Mr. Chairman, that



1 concludes my report. I'm happy to take any  
2 questions that you have. Thank you for your  
3 attention.

4 CHAIRMAN BARCLAY: Thank you, President Carter  
5 for the update. I continue to be encouraged by the  
6 progress made so far. Particularly in the areas of  
7 the bus operator hires and marketing.  
8 Congratulations to you and the team of reaching the  
9 milestone of hiring over 300 operators. The team  
10 has put a great deal of thought and effort into our  
11 hiring initiatives and we're starting to see the  
12 difference it's making in our service delivery. I  
13 look forward to even more positive results as we  
14 continue to hire more operators. I'm very pleased  
15 with the customer centered approach to the  
16 marketing initiatives that we'll start introducing  
17 to our riders. It's a fresh approach to our  
18 messaging and I look forward to seeing how our  
19 ridership responds to it. Regarding the customer  
20 survey, as I mentioned at briefings from a  
21 communications perspective I'd like to see us get  
22 more visibility to our efforts of getting input  
23 directly from our ridership. We've seen and heard  
24 the media coverage of surveys conducted by others



1 but the public isn't hearing enough from us about  
2 our work in this area which can result in negative  
3 and inaccurate -- a negative and an inaccurate  
4 narrative that CTA isn't listening to riders. I  
5 understand and appreciate not wanting to get ahead  
6 of ourselves but that shouldn't keep us from  
7 sharing our progress along the way. For example, I  
8 was riding a couple weeks ago a bus and heard the  
9 public service announcements that we have cameras  
10 all over our system. We had made that suggestion a  
11 number of months ago to serve as a deterrent to  
12 crime and things like that just to let people know  
13 that we are watching. And I was very pleased to  
14 hear that public service announcement on the bus  
15 when I was riding. As well we've talked about the  
16 cameras that are going to be -- I call them the  
17 7-Eleven store type cameras that are going to be in  
18 some of our stations and some of our trains and  
19 possibly buses so that people can know that if you  
20 commit a crime on CTA, we're watching every aspect  
21 of what goes on in our service. We want our  
22 customers to feel safe. So when I see these kinds  
23 of ideas being implemented, I'm pleased that  
24 our -- that you're listening to -- to what the





1 Board is suggesting and what the public is  
2 suggesting as well.

3 Another customer focused approach I'm  
4 pleased to see on the agenda today is the convening  
5 of the Citizens Advisory Board. As you know,  
6 that's near and dear to my heart because that's  
7 where I started. I was glad to see the high level  
8 of interest in serving on the Advisory Board as we  
9 received over 130 applications. The Citizens  
10 Advisory Board provides another great source of  
11 feedback from our ridership and CTA will benefit  
12 from hearing the constructive input from this body.  
13 In turn, the members of the Advisory Board will  
14 greatly benefit from learning more about the agency  
15 and the amount of detail, process and hard work  
16 that goes into making it run. Lastly, I want to  
17 make it clear that the Board understands that this  
18 is by no means a victory lap. And that we have a  
19 lot more work to do to earn our customer's  
20 confidence to return to the system. But I believe  
21 it's important to acknowledge areas of improvement  
22 along the way. So to that end kudos and  
23 congratulations to the team and let's keep moving  
24 in the direction of positive progress. At this



1 time I'd like to open it up to any other Board  
2 members who may have any comments in response to  
3 President Carter's remarks.

4 DIRECTOR JAKES: President Carter, I do have a  
5 question.

6 PRESIDENT CARTER: Yes.

7 DIRECTOR JAKES: As you're restoring service,  
8 do you find that there are areas that affected more  
9 than other areas as it relates to the restoration  
10 of service and if so, will they get first priority  
11 as you're restoring service?

12 PRESIDENT CARTER: Yeah. That's an interesting  
13 question which is when I start to restore service  
14 how will we do it. I think what I will say is that  
15 clearly we're going to be focused on equity and  
16 accessibility as a foundational principle for how  
17 we go about doing that. As you know, there are  
18 parts of the city that have much more robust  
19 service than other parts of the city. That has  
20 been a historical reality of the way our system has  
21 operated. Certainly we're going to look at that as  
22 we make the decisions of where and how to restore  
23 service back. The other thing that we will  
24 obviously be doing is there is -- there is an



1 effort that's underway right now that we'll be  
2 releasing and engaging in a public discussion  
3 around the entire view of our -- of our entire bus  
4 system. Our bus system hasn't been given holistic  
5 review probably in the last 100 years. This was a  
6 process that we had begun before the pandemic hit  
7 and basically had to defer because of the pandemic  
8 itself. We are now ready to get that process under  
9 way again. And so we are going to be going out to  
10 the communities and having not only a conversation  
11 around restoration of our service as we discussed  
12 it but how we should be modifying that service to  
13 reflect the travel patterns of our customers today.  
14 This, what I refer to as a bus vision study, is a  
15 huge undertaking by our planning department but  
16 it's one that's going to really give us a lot of  
17 customer input, feedback and -- and ideas about how  
18 we should be shaping our bus system as we move  
19 forward and how we ultimately will -- will, you  
20 know, integrate their ideas into a bus system that  
21 not only provides service to all the communities  
22 that we serve but provides it in a way that allows  
23 them to get to where they want to go. I'm excited  
24 about the effort we're about to undertake. I think



1 it would be a tremendous dialogue that we will have  
2 with the community directly. It will obviously be  
3 something that we'll be discussing with the Citizen  
4 Advisory Board as well as the Board as we move  
5 forward. But I think it's going to be an  
6 opportunity to really reimagine our bus service in  
7 a productive way, in a productive dialogue with our  
8 customers that will result in a better bus service  
9 that we currently have and one that will align  
10 nicely with the other efforts that I'll be engaging  
11 in to restore the level of service over the course  
12 of the same period of time.

13 DIRECTOR JAKES: And then a second question.  
14 Mr. Chairman, is it okay?

15 CHAIRMAN BARCLAY: Yes.

16 DIRECTOR JAKES: Okay. My question is so you  
17 had the what they call swifties?

18 PRESIDENT CARTER: Yes.

19 DIRECTOR JAKES: Okay.

20 PRESIDENT CARTER: That's what -- that's what  
21 my daughter says to call it.

22 DIRECTOR JAKES: Yeah. Yeah. Because at  
23 first -- at first I thought about the -- the  
24 swifeters(sic) because I'm a husband so. But now



1 you done have the Beyoncé coming in July.

2 PRESIDENT CARTER: Yeah.

3 DIRECTOR JAKES: So based upon what was done to  
4 provide extra service then, is it -- have they  
5 responded to you to say, okay, how do we do this a  
6 little bit better when that group comes in the  
7 Beyoncérs, whoever they are, that you -- you will  
8 see that, okay, we need to do this. That may not  
9 happen here.

10 PRESIDENT CARTER: So I think a couple of  
11 things to take away from -- from our experience  
12 over the past weekend. One, it's important to  
13 remember that when 12,000 people show up at a CTA  
14 station all at the same time there is going to be  
15 crowding.

16 DIRECTOR JAKES: Right.

17 PRESIDENT CARTER: It isn't going to be easy  
18 and it's going to take time to get those people  
19 through. I would suggest to you that there is no  
20 other mobility option you could pick at Soldier  
21 Field at the same time that's going to provide you  
22 a better option for the same thing. When you wait  
23 for an Uber -- Uber, you know, car or a Lyft  
24 or -- or anything else, everyone is going to



1 experience that. It's the nature of the beast. To  
2 some degree we haven't been used to that because  
3 we've been in a pandemic. So we haven't had huge  
4 crowds showing up at the same time to do that.  
5 There are techniques that we use to support that  
6 type of effort. We did take a look at what we did  
7 during the -- during the Taylor Swift concert and  
8 did make some adjustments during the course of the  
9 weekend to address some concerns that we had. But  
10 I don't want anyone in the public to think that  
11 when you get out of a concert that you're not going  
12 to have a crowded situation on CTA. Before the  
13 pandemic, we had the same issue. It is the reality  
14 of large numbers of people congregating in one  
15 place. The good thing is that, you know, we're  
16 running service and we move the people out of there  
17 as quickly as possible. Certainly it is our  
18 objective and will be our objective going forward.  
19 We will continue to work with the organizers of  
20 these events with the City and OEMC, with the  
21 police department to make sure we're coordinating  
22 how we're handling crowds under those circumstances  
23 with the obvious objective, the paramount objective  
24 being to make sure everybody can get safely back to



1 their destination. And with that in mind, yes, we  
2 have done sort of a -- a review of what went well,  
3 what didn't go well, what we can improve on for the  
4 next time and we will be integrating those into the  
5 future events as we go through the summer.

6 DIRECTOR JAKES: Great. Thank you. Thank you,  
7 Mr. Chairman.

8 CHAIRMAN BARCLAY: Any other questions or  
9 comments? Thank you, President Carter. Our next  
10 order of business is the approval of the minutes of  
11 the regular board meeting of May 10th, 2023. May I  
12 have a motion to approve?

13 DIRECTOR MILLER: So moved.

14 DIRECTOR ORTIZ: Second.

15 SECRETARY GREENLEE: It's been moved and  
16 seconded by Director Miller and Director Jha that  
17 the minutes be approved. Director Lee?

18 DIRECTOR LEE: Yes.

19 SECRETARY GREENLEE: Director Miller?

20 DIRECTOR MILLER: Yes.

21 SECRETARY GREENLEE: Chairman Barclay?

22 CHAIRMAN BARCLAY: Yes.

23 SECRETARY GREENLEE: Director Jakes?

24 DIRECTOR JAKES: Yes.



1 SECRETARY GREENLEE: Director Ortiz?

2 DIRECTOR ORTIZ: Yes.

3 SECRETARY GREENLEE: Director Jha?

4 DIRECTOR JHA: Yes.

5 SECRETARY GREENLEE: The motion to approve the  
6 minutes passes.

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

10 MR. RAY: Yes, Chairman. I recommend a motion  
11 to move into executive session pursuant to the  
12 Illinois Open Meetings Act, Sections 2(c)(2),  
13 2(c)(11) and 2(c)(21).

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

17 DIRECTOR MILLER: So moved.

18 DIRECTOR ORTIZ: Second.

19 SECRETARY GREENLEE: It's been moved by  
20 Director Miller, seconded by Director Ortiz, that  
21 we move into executive session. Director Jha?

22 DIRECTOR JHA: Yes.

23 SECRETARY GREENLEE: Director Ortiz?

24 DIRECTOR ORTIZ: Yes.





1 SECRETARY GREENLEE: Director Jakes?

2 DIRECTOR JAKES: Yes.

3 SECRETARY GREENLEE: Chairman Barclay?

4 CHAIRMAN BARCLAY: Yes.

5 SECRETARY GREENLEE: Director Miller?

6 DIRECTOR MILLER: Yes.

7 SECRETARY GREENLEE: Director Lee?

8 DIRECTOR LEE: Yes.

9 SECRETARY GREENLEE: The motion passes.

10 (whereupon, the Board recessed  
11 into Executive Session  
12 at 11:44 a.m.)

13 (whereupon the meeting  
14 reconvened at 12:09 p.m.  
15 as follows:)

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

18 DIRECTOR JAKES: So moved.

19 DIRECTOR ORTIZ: Second.

20 SECRETARY GREENLEE: It's been moved by  
21 Director Jakes and seconded by Director Ortiz.  
22 Director Lee?

23 DIRECTOR LEE: Yes.

24 SECRETARY GREENLEE: Chairman Barclay?



1 CHAIRMAN BARCLAY: Yes.

2 SECRETARY GREENLEE: Director Jakes?

3 DIRECTOR JAKES: Yes.

4 SECRETARY GREENLEE: Director Ortiz?

5 DIRECTOR ORTIZ: Yes.

6 SECRETARY GREENLEE: Director Jha?

7 DIRECTOR JHA: Yes.

8 SECRETARY GREENLEE: The motion passes to

9 return to open session.

10 CHAIRMAN BARCLAY: We will now address board

11 item 5-A. Kent?

12 MR. RAY: Thank you, Chairman. For item 5-A,

13 the Board reviews the closed session meeting

14 minutes for May 10th, 2023.

15 CHAIRMAN BARCLAY: Thank you, Kent. May I have

16 a motion to approve the closed session minutes for

17 May 10th, 2023?

18 DIRECTOR JAKES: So moved.

19 DIRECTOR ORTIZ: Second.

20 SECRETARY GREENLEE: It's been moved by

21 Director Jakes. Seconded by Director Ortiz.

22 Director Jha?

23 DIRECTOR JHA: Yes.

24 SECRETARY GREENLEE: Director Ortiz?



1 DIRECTOR ORTIZ: Yes.

2 SECRETARY GREENLEE: Director Jakes?

3 DIRECTOR JAKES: Yes.

4 SECRETARY GREENLEE: Chairman Barclay?

5 CHAIRMAN BARCLAY: Yes.

6 SECRETARY GREENLEE: Director Lee?

7 DIRECTOR LEE: Yes.

8 SECRETARY GREENLEE: The motion to approve the  
9 closed session minutes from May 10, 2023 passes.

10 CHAIRMAN BARCLAY: We will now address  
11 board item -- board agenda item 5-B. Kent?

12 MR. RAY: Thank you, Chairman. With respect to  
13 item 5-B, the Board considered a proposed  
14 memorandum of agreement with the Amalgamated  
15 Transit Union Local 308 relating to a compensation  
16 of employees working as line instructor.

17 CHAIRMAN BARCLAY: Thank you, Kent. May I have  
18 a motion to approve the memorandum of agreement  
19 with the Amalgamated Transit Union Local 308?

20 DIRECTOR JAKES: So moved.

21 DIRECTOR ORTIZ: Second.

22 SECRETARY GREENLEE: It's been moved by  
23 Director Jakes. Seconded by Director Ortiz.  
24 Director Jha?



1 DIRECTOR JHA: Yes.

2 SECRETARY GREENLEE: Director Ortiz?

3 DIRECTOR ORTIZ: Yes.

4 SECRETARY GREENLEE: Director Jakes?

5 DIRECTOR JAKES: Yes.

6 SECRETARY GREENLEE: Chairman Barclay?

7 CHAIRMAN BARCLAY: Yes.

8 SECRETARY GREENLEE: Director Lee?

9 DIRECTOR LEE: Yes.

10 SECRETARY GREENLEE: The motion to approve item

11 5-B passes.

12 CHAIRMAN BARCLAY: We will now address Board

13 agenda item 5-C. Kent?

14 MR. RAY: Thank you, Chairman. In closed

15 session the Board discussed the lawsuit of Deon

16 Griffin versus the Chicago Transit Authority which

17 is pending in the Circuit Court of Cook County.

18 This litigation involves an accident that occurred

19 on March 11th, 2021 near the intersection of

20 71st Street and South Shore Drive. The parties

21 have negotiated a tentative settlement subject to

22 Board approval where plaintiff has indicated he

23 will accept in full settlement of this lawsuit the

24 sum \$4,750,000.



1 CHAIRMAN BARCLAY: Thank you, Kent. May I have  
2 a motion to approve a settlement in the case of  
3 Griffin versus Chicago Transit Authority, case  
4 number 21 L 002906, in the amount of \$4,750,000?

5 DIRECTOR JAKES: So moved.

6 DIRECTOR ORTIZ: Second.

7 SECRETARY GREENLEE: It's been properly moved  
8 by Director Jakes and seconded by Director Ortiz  
9 that we approve the settlement in the matter of  
10 Griffin versus the Chicago Transit Authority. We  
11 will take a roll call vote. Director Jha?

12 DIRECTOR JHA: Yes.

13 SECRETARY GREENLEE: Director Ortiz?

14 DIRECTOR ORTIZ: Yes.

15 SECRETARY GREENLEE: Director Jakes?

16 DIRECTOR JAKES: Yes.

17 SECRETARY GREENLEE: Chairman Barclay?

18 CHAIRMAN BARCLAY: Yes.

19 SECRETARY GREENLEE: Director Lee?

20 DIRECTOR LEE: Yes.

21 SECRETARY GREENLEE: The motion passes.

22 CHAIRMAN BARCLAY: Thank you. I think before  
23 we move on to the next matter, President Carter you  
24 had a comment that you wanted to make.



1           PRESIDENT CARTER: Yes. Thank you. I -- when  
2 I -- when I was giving you my report, I spent a  
3 good deal of time obviously talking about the  
4 progress that we were making in our service  
5 delivery and -- and -- and the -- the customer  
6 experience. That is obviously a critical component  
7 to our ability to get our ridership back and to  
8 maintain the ridership we currently have. But I  
9 think it's important that the Board be aware of the  
10 fact that none of that work comes easily. I have  
11 an extremely dedicated operational team that  
12 is -- that is putting out that bus and rail service  
13 every day, that are working diligently to make sure  
14 that we are putting out the best service we  
15 possibly can on a day-to-day basis. As I indicated  
16 to you before, we carry over 900,000 people every  
17 day. We strive for everyone to have a positive  
18 experience on CTA but we know that we're not  
19 perfect. And for any number of reasons on any  
20 given day your experience may be something stellar  
21 or it may be something that is less than what our  
22 standards are for what we want to do. But that's  
23 not without the efforts every day to try to achieve  
24 excellence. And certainly you see that in what



1 we're doing in terms of performance metrics. while  
2 you hear a lot about the complaints about our  
3 service, you don't necessarily hear the same about  
4 the compliments or commendations of our service.  
5 some of that is because people don't give  
6 commendations for something that they expect which  
7 is service that is clean, on time or efficient.  
8 But when they do, it is noted and we do make sure  
9 our employees know about it. In this particular  
10 case I just want to be clear that the efforts that  
11 I get the opportunity to present to you here at the  
12 board meeting of the success of the work we're  
13 doing are the direct result of hundreds of people  
14 who are working behind me who are making that  
15 happen in both my operations group and my  
16 infrastructure group. And without them I wouldn't  
17 be in a position to tell you the good news that I  
18 pass on to you every day. I just wanted to make  
19 that acknowledgement and make sure that the Board  
20 was aware of the efforts that everyone is putting  
21 in right now to address the challenges that we all  
22 recognize are extremely serious and need to be  
23 addressed for CTA to get back to a healthy place.

24 CHAIRMAN BARCLAY: Thank you, President Carter.



1 our next order of business is board matters.

2 Georgette, do we have any board matters?

3 SECRETARY GREENLEE: Chairman Barclay, we have  
4 two board matters on the agenda today. The first  
5 is a resolution setting the date and time of the  
6 June 2023 Chicago Transit Board Regular Meeting.  
7 Pursuant to the statute, a notice regarding the  
8 meeting date change was published in a local  
9 newspaper, the Sun-Times, and posted at the  
10 headquarter of CTA.

11 CHAIRMAN BARCLAY: May I have a motion to  
12 approve a resolution setting the date and time of  
13 the June 2023 Chicago Transit Board Regular  
14 Meeting?

15 DIRECTOR JAKES: So moved.

16 DIRECTOR ORTIZ: Second.

17 SECRETARY GREENLEE: It's been properly moved  
18 by Director Jakes and seconded by Director Ortiz.  
19 Director Lee?

20 DIRECTOR LEE: Yes.

21 SECRETARY GREENLEE: Chairman Barclay?

22 CHAIRMAN BARCLAY: Yes.

23 SECRETARY GREENLEE: Director Jakes?

24 DIRECTOR JAKES: Yes.





1 SECRETARY GREENLEE: Director Ortiz?

2 DIRECTOR ORTIZ: Yes.

3 SECRETARY GREENLEE: Director Jha?

4 DIRECTOR JHA: Yes.

5 SECRETARY GREENLEE: The motion to set the date  
6 and time of the June 2023 CTA Board  
7 Meeting -- Regular Board Meeting passes. Our next  
8 board matter is to approve an ordinance appointing  
9 members to the Citizen Advisory Board.

10 CHAIRMAN BARCLAY: May I have a motion to  
11 approve an ordinance appointing members to the  
12 Citizens Advisory Board?

13 DIRECTOR JAKES: So moved.

14 DIRECTOR ORTIZ: I have a comment. I approve  
15 it or I am in agreement of moving this particular  
16 matter forward. I think just for the record it  
17 would be helpful to note for this term or the next  
18 term that we take a couple of components like  
19 demographics into account and just maybe cue them  
20 up or understand them as well as these different  
21 entities or individuals are coming forward for the  
22 Board. Maybe raise ethnicity, add gender so just  
23 making sure that there is a good balance there.  
24 Geographic diversity which I know is very much



1 in -- you know, taken under account and then -- and  
2 any other unique experiences that make these  
3 particular individuals just really valuable to have  
4 on the Board. So I'd love to just maybe note that  
5 for future and then for whatever we do have on this  
6 Board it would be helpful to just document and  
7 quantify that.

8 CHAIRMAN BARCLAY: Thank you, Director Ortiz.  
9 Any further comments before we vote?

10 DIRECTOR JAKES: We haven't had a second.

11 CHAIRMAN BARCLAY: Okay. I apologize. Okay.

12 DIRECTOR LEE: Second.

13 SECRETARY GREENLEE: It's been properly moved  
14 by Director Jakes and seconded by Director Lee.  
15 Director Lee?

16 DIRECTOR LEE: Yes.

17 SECRETARY GREENLEE: Chairman Barclay?

18 CHAIRMAN BARCLAY: Yes.

19 SECRETARY GREENLEE: Director Jakes?

20 DIRECTOR JAKES: Yes.

21 SECRETARY GREENLEE: Director Ortiz?

22 DIRECTOR ORTIZ: Yes.

23 SECRETARY GREENLEE: Director Jha?

24 DIRECTOR JHA: Yes.



1 SECRETARY GREENLEE: The motion to approve an  
2 ordinance appointing members to the Citizens  
3 Advisory Board passes.

4 CHAIRMAN BARCLAY: Our next order of business  
5 is a report from the Committee on Finance, Audit  
6 and Budget. Director Jakes?

7 DIRECTOR JAKES: The committee met earlier this  
8 morning and approved the May 10th, 2023 committee  
9 minutes and reviewed the finance report. The  
10 committee reviewed three ordinances. An ordinance  
11 authorizing a co-promotional agreement with the  
12 City of Chicago through its Department of Assets,  
13 Information and Services. An ordinance authorizing  
14 a license agreement with Pace for the use of two  
15 parking spaces at the Rosemont Park and -- Park and  
16 Ride Lot For Pace VanGo Pilot Vehicle Program. An  
17 ordinance authorizing the purchase of primary and  
18 excess property insurance coverage for policy year  
19 2023-2024. The committee also reviewed twelve  
20 contracts. The committee approved and recommended  
21 for Board approval three ordinances and the twelve  
22 contracts. The committee placed the ordinances and  
23 twelve of the contracts on the omnibus. That  
24 concludes my report. Chairman Barclay?



1 CHAIRMAN BARCLAY: Thank you, Director Jakes.

2 I will now entertain a motion to approve the  
3 omnibus as stated by Director Jakes.

4 DIRECTOR JAKES: So moved.

5 DIRECTOR ORTIZ: Second.

6 SECRETARY GREENLEE: It's been properly moved  
7 by Director Jakes and seconded by Director Ortiz to  
8 approve the omnibus. Director Jha?

9 DIRECTOR JHA: Yes.

10 SECRETARY GREENLEE: Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 SECRETARY GREENLEE: Director Jakes?

13 DIRECTOR JAKES: Yes.

14 SECRETARY GREENLEE: Chairman Barclay?

15 CHAIRMAN BARCLAY: Yes.

16 SECRETARY GREENLEE: Director Lee?

17 DIRECTOR LEE: Yes.

18 SECRETARY GREENLEE: The motion to approve the  
19 omnibus passes.

20 CHAIRMAN BARCLAY: Our next order of business  
21 is the construction report from Bill Mooney, our  
22 Chief Infrastructure Officer, and JuanPablo Prieto,  
23 our Director of Diversity Programs.

24 MR. MOONEY: Good morning, Directors and



1 Chairman Barclay. Bill Mooney, your Chief  
2 Infrastructure Officer. We'll begin this month  
3 where we have for the last few at CDOT Lake Line  
4 and Damen Station project. Next slide. The  
5 project continues to move forward with work around  
6 the structural rehabilitation to be able to  
7 accommodate the new platforms and station  
8 connections. As well as the main core being  
9 expanded out and built and starting to build some  
10 of the stair walls and other key station elements  
11 as we move forward in some of these photos. Here  
12 you can see the last couple months I've shown you  
13 them shoring up the existing structure to be able  
14 to beef up the column and column bases. Here we  
15 see the columns in place and they're getting ready  
16 to completely repaint those columns and the -- and  
17 the new connection points as well as the existing  
18 structure.

19 Next slide. Here is the center core  
20 tower. It's -- now they were forming up on their  
21 second floor. Last month you saw some photos of  
22 them building out the first floor kind of portion  
23 of that corner tower. This will connect the  
24 elevator as well as the bridge tower as it crosses



1 over the tracks to connect to the platforms. Next  
2 slide. And here you can see the main station house  
3 stairwell. So this is starting to be formed out  
4 and poured. This will connect ultimately to the  
5 mezzanine up at the upper area as well as for an  
6 escalator and stairwell connection to facilitate  
7 passenger movement.

8 Next slide. The next project is our  
9 non-revenue rail vehicle facility. The project  
10 moves forward on schedule and on budget. We've  
11 been very, very active here. We can move over to  
12 some of the photos and I can talk with through some  
13 items. With a facility of this size and magnitude  
14 there's a huge amount of heating and ventilation  
15 equipment that need to go with this. In this case  
16 the most expeditious way to get it on to the roof  
17 for installation is using a helicopter. There were  
18 fifteen pieces of equipment that were ultimately  
19 flown up and placed on the roof that ultimately are  
20 being connected into the main system. That  
21 happened a while ago. It was a pretty interesting  
22 site to see.

23 Next slide. This is from an interior  
24 progress camera shot. I -- I think I really like



1 this photo because it gives you a sense of the size  
2 of this facility. As you can see, some --  
3 sometimes when I show you some of the work going on  
4 inside you lose some track of how big this facility  
5 is. Ultimately what we will be using to maintain  
6 some of our biggest equipment. Here you can see  
7 the large scale pieces of construction equipment  
8 that gives you a sense of that scale in  
9 relationship to the overall space. Lots of  
10 activity going on as we prepare this facility.

11 Next slide. Here is some of that detailed work  
12 going on as there. As part of what we have built  
13 into this facility there will be a series of  
14 maintenance pits and so they're excavating the  
15 existing foundation area there to be able to put in  
16 those -- form those concrete pits before we pour  
17 the full slab out for the rest of the facility.

18 Next slide, please. Our next project is  
19 our Canal Tie House, Barry and Damen substation  
20 project. The project is moving forward on schedule  
21 and on budget. And a lot of the activities in that  
22 recent month has been around the work at Belmont  
23 crossover. I've shown you a lot of work about that  
24 going on in the subway there. As well as Damen



1 Substation. But this month we actually have a lot  
2 of more activity going on at Barry. As we got our  
3 permits fully obtained at this point and we've been  
4 able to start building the foundation for that new  
5 facility. You can move forward to some of those  
6 photos. Here is kind of the finish up of the  
7 Belmont and track work in the subway in that Logan  
8 subway area. So here we had a series of traction  
9 power cables that we had to replace as part of the  
10 duct bank work of that new substation going in at  
11 Barry. And they ended up having to replace a bunch  
12 of track as part of that. So here you can see  
13 that -- that work being done there and the new  
14 track being putting in. Some of what was going on  
15 at the Belmont crossover in the last few months.  
16 Next slide. Here is the project progress work at  
17 Barry. As I mentioned we had our permits and we  
18 started digging in the ground. So here they are  
19 drilling caissons. As you've seen on many other  
20 projects and including this one this will create  
21 the -- the deep foundation connection that the  
22 building ultimately will rest on. This goes all  
23 the way down to the bedrock and anchors in there  
24 with the cage and concrete on top of it.





1           Next slide. And here at Damen you can see  
2 we've got a roof on the building now. So over the  
3 last couple of months I've been showing you the  
4 erection of steel and so you can see that they've  
5 topped off the steel with roof decking material and  
6 this will ultimately be poured over with asphalt to  
7 be able to give us a water tight seal that we want  
8 when the building is closed in. As well as they  
9 started burying in all of the underground plumbing  
10 and other things that go into the foundation --  
11 into the foundation of this building before we pour  
12 the concrete on top of it. Next slide. We  
13 move -- as we continue with our refresh and renew  
14 program for the year in the twenty-nine stations.  
15 We can move to the next slide, please. We've  
16 recently -- one more, please. We recently  
17 completed work at Montrose on the Brown Line and  
18 Halsted on the Orange Line and we began work at  
19 Cicero and Howard. We also were able to get work  
20 done at 63rd and Archer, Central and Harrison and  
21 Chicago, Austin. We've begun work at 79th and  
22 Halsted on the bus turnaround program. I'll move  
23 forward to some of the photos of that -- of  
24 examples of that work. Here we are at Montrose on



1 the Brown Line. You can see the refreshed painting  
2 and the upgraded LED lighting. It really perks up  
3 the space. It is as you've seen at many of the  
4 other stations. It is a key component of the  
5 program making it brighter and cleaner looking.  
6 Next slide. Here's a platform level shot. It  
7 gives you a before and after. Again it really pops  
8 out the space and makes it so much more open and  
9 brighter. Next slide. And here is the main  
10 stairwell with a fresh coat of paint on it. We  
11 cleaned up the look of the lighting. We'll get one  
12 of those walk-up moments where the customer really  
13 sees it and all impacts of the program. Next  
14 slide. Here we are at Halsted. So one of the key  
15 components is going in and dealing with major  
16 defects. So here they pulled up a bunch of the  
17 tactile that over the winter season has been  
18 damaged or thrust up. They cleaned up the area  
19 underneath, replaced broken tiles and actually  
20 resecured the whole area. You can see a before and  
21 after of that.

22 Next slide. Here's some of the bus  
23 turnaround program. So this is back of the house.  
24 And this is the bus operator bathroom area. So you



1 can see that has been completely cleaned up, a  
2 fresh coat of paint. They've checked all the  
3 equipment in there and upgraded as necessary. Next  
4 slide. Here's some of the exterior work at 63rd  
5 and Archer. You can see the bus turnaround going  
6 around in the area. The touched up lighting.  
7 Lining -- lining yellow curb sensors as well as the  
8 replacement pavement and the curb and add their  
9 patch areas as required.

10 Next slide. Here's some of the exterior  
11 work. You can see the damaged gutter lines. They  
12 cleaned those up. Next slide. Here's another  
13 bathroom shot for a cleaned up bathroom area. Next  
14 slide. Now here's a pretty big portion of one of  
15 the projects. The Chicago Austin had a pretty  
16 damaged out bus turnaround area and we did a full  
17 repour of that whole area. So you can see the pour  
18 on the left and the after on the right. What a big  
19 impact that makes for both the longevity of the  
20 buses as well as a general sense of the customer  
21 experience as they wait for buses there. I would  
22 also note that this is actually -- you can see in  
23 the background in the after photo that is one of  
24 the electric bus -- first electric bus charging



1 facilities. And so that's the substation in the  
2 background. Next slide. And then because this has  
3 an electric bus facility we have a lot more lining  
4 on here to help the operators identify where they  
5 should stop to be able to make those charging  
6 connections.

7 Next slide. And as we've -- you know,  
8 going about this program we've spent a lot of time  
9 working with the electives to help, you know, them  
10 identify for us pain point safety around the  
11 station as well as some of the great work we've  
12 been doing with our trades program around this. I  
13 had the privilege of walking Howard Station with  
14 Alderperson Hadden. That was when some of the work  
15 was going on there. She's a huge support of the  
16 program and really has been impressed with the  
17 efforts and -- and really has been a proponent and  
18 celebrating it for us. So we did take an  
19 opportunity to walk through the station and talk  
20 through the items we were addressing and making  
21 sure if there was anything we missed we were  
22 getting it addressed before we left the grounds.

23 Next slide. So as the Red Line  
24 extension project -- as the Red Line extension



1 project moves forward, from time to time I'll be  
2 bringing you some updates around the project. I'm  
3 probably more quarterly until some of the active --  
4 really active work starts in the field. I want to  
5 provide for you there's a lot of work going on in  
6 the background. I want to provide some backgrounds  
7 around this. So as the Board is well aware, some  
8 major milestones recently. President Carter  
9 announced a short list at last month's board  
10 meeting. With -- with F.H. Paschen, Ragnar Benson,  
11 Milhouse and BOWA in joint venture is one team.  
12 Kiewit infrastructure in another team. And Walsh  
13 VINCI Transit Community Partners is our third team.  
14 As the chairman, I -- I know Chairman Barclay was  
15 at the planned development commission and was there  
16 speaking in support of the transit support  
17 development plan that was adopted by the City  
18 Council in May as well which is a huge portion  
19 of -- of the life after the project and really the  
20 big impact of the project as a whole. We continue  
21 to move forward with our -- our procurements around  
22 this and our RFT will be released shortly to that  
23 short list of contractors to move forward. That's  
24 a big design-build contract. And we are very



1 excited to be looking to venture into the formal  
2 FTA engineering phase in the upcoming couple of  
3 months. We have all of our paperwork in and we're  
4 waiting for the final review to come through from  
5 the FTA. But we are confident that we'll be moving  
6 forward with that step in the near term. And later  
7 this year the Board will be asked to give  
8 consideration to the construction manager who will  
9 ultimately oversee all the work on our behalf.  
10 That's expected this fall.

11 Next slide, please. We've been equally  
12 active in the community and workforce outreach  
13 programs here. We did a major press release in  
14 collaborating with President Carter's announcement  
15 at the board meeting, announcing the short list of  
16 contractor as well we routinely meet with our  
17 project advisory council and the workforce  
18 subcommittee. This was done in the project  
19 footprint back in the beginning of June. With  
20 that, I'll turn it over to JuanPablo to talk about  
21 the workforce outreach efforts here.

22 MR. PRIETO: Thanks, Bill. Good afternoon,  
23 Directors. I'm JuanPablo Prieto, Director of  
24 Diversity Programs. We're very excited to be



1 talking to you about our DBE and workforce outreach  
2 efforts on -- for the Red Line extension. On  
3 June 8th we held our meet the RLE short listed  
4 primes event here at CTA headquarters. Over 100  
5 individuals representing DBE firms, the short  
6 listed primes and our technical assistance agencies  
7 came to hear a presentation about the RLE project  
8 and our commitment and prioritization of DBE on  
9 this project. Chairman Barclay, Chief Operating  
10 Officer Veronica Alanis and Vice President of the  
11 Red Line Extension Taneseha Marshall presented and  
12 then the three teams presented their -- in separate  
13 sessions their approach to DBE to the DBE firms.  
14 Our technical assistance agencies along with the  
15 Chicago Housing Authority hosted tables to provide  
16 resources and other contracting opportunities. We  
17 also had the conference of minority transportation  
18 officials or COMTO present to support our efforts.  
19 While this was our first official outreach to  
20 design-build contract, this is not the first time  
21 we have presented about the project to the  
22 community -- to the DBE community. Many of our  
23 contracts that have already been awarded for RLE  
24 have strong DBE commitments and several have been



1 set aside for a small business enterprise or SBE  
2 program. We will use a similar model that we use  
3 for RPM and conduct road shows to the membership  
4 meetings of our technical assistance agencies so  
5 they can learn about RLE and connect with the short  
6 listed primes. As with RPM once we select a team,  
7 we'll come back around to the membership meetings  
8 to present this selected team and so they can talk  
9 about in depth about how they're going to include  
10 DBEs on the project. You'll see a list of meetings  
11 that have been scheduled but more will be added as  
12 we hear back from the assist agencies. Bill?

13 MR. MOONEY: Thank you. We can move forward to  
14 our next slide. On our RPM project we continue on  
15 budget and on schedule at this point. Can we move  
16 forward a couple slides, please? So we -- we  
17 advance rapidly towards the next major phase  
18 changes. This is down at the Red-Purple Bypass  
19 area. We've moved towards what will ultimately be  
20 known as North Main Line phase three. Here I've  
21 been showing you the work at the deck. Here you  
22 can see the fully completed deck pours and they've  
23 started forming and building out the curb walls as  
24 well as the ties. Last month we had some photos of





1 those ties. You can see here where they've got the  
2 rail hung on the right side of this photo with the  
3 ties being poured up to it and the caging  
4 underneath it.

5 Next slide. We continue our  
6 rehabilitation of the existing Brown Line structure  
7 in this area. So here you can see some of that  
8 structural work going on. Next slide. And up on  
9 the Lawrence to Bryn Mawr modernization we advance  
10 towards stage B. The stations are moving forward  
11 with new temp stations. This is at Bryn Mawr.  
12 Are -- are moving forward very rapidly. Here you  
13 can see the exterior siding installation being  
14 finished up. Next slide. And here's the temp  
15 platform at Argyle. So they are in the process of  
16 completing the platform roofing as well as adding  
17 all the signage brackets and -- and ultimately  
18 adding all the electrical and other communication  
19 systems that we use on our platforms to work  
20 through our customers. You can see the track up on  
21 the side there. This is the center platform.  
22 There will be track on both sides of it. Next  
23 slide. And here is some of that track work. So  
24 this is actually right over in the area of similar



1 to the temp station. This is the final finishes on  
2 that special track work. A couple months ago I  
3 showed you some similar pictures of that work being  
4 poured in. Here they're finishing up the final  
5 alignment and bolting it down to the final type  
6 alignment station.

7 Next slide. And we continue to actively  
8 work in the community. We provide regular updates  
9 to both the 44th ward and the 48th ward as well as  
10 we have a meeting with a series of the local SSAs  
11 and other community organizations talking about the  
12 future of the embankment wall, doing tours,  
13 discussing how that work is going to be occurring  
14 and the outreach efforts we will be doing later  
15 this fall and the coordination of that. There is a  
16 great Chicago Tonight story on the RPM project  
17 and -- and some of the work we've done around there  
18 and the open for business campaigns. We regularly  
19 continue to work with our virtual office hours and  
20 meeting constituents and answering questions as  
21 required. And with that, I'll move it back over to  
22 JuanPablo.

23 MR. PRIETO: Thank again, Bill. CTA diversity  
24 continues to meet monthly with the contractors to



1 discuss DBE workforce outreach and compliance.  
2 subcontracting opportunities are communicated to  
3 DBE community and workforce opportunities are sent  
4 to both of our workforce partners. I am proud to  
5 say that our DBE awards continue to grow. As of  
6 May 31st, DBEs have been awarded over 241 million  
7 dollars between the design and construction  
8 packages on RPM phase one. These dollars have been  
9 awarded to 96 unique DBE firms. 40 of -- of who  
10 are new to the CTA. On the workforce side as of  
11 the end of May, 1,876 unique individuals have  
12 worked over 1.2 million labors hours and earned  
13 over 75 million dollars. That concludes my portion  
14 of the report.

15 MR. MOONEY: And JuanPablo and I will be glad  
16 to take any questions before I turn it back over to  
17 President Carter.

18 CHAIRMAN BARCLAY: Any questions?

19 DIRECTOR ORTIZ: No questions.

20 CHAIRMAN BARCLAY: Any questions, Directors?

21 Thank you, Mr. Mooney and Mr. Prieto. Thank you  
22 very much for your report. Our next order of  
23 business is new business. Georgette, is there any  
24 new business?



1 SECRETARY GREENLEE: There is no new business,  
2 Chairman Barclay.

3 MR. NITZ: Excuse me. Georgette, I -- I have a  
4 video cued up also. Can I play that video before  
5 you close up?

6 SECRETARY GREENLEE: Who am I talking to? Is  
7 that Herb?

8 MR. NITZ: Yes.

9 PRESIDENT CARTER: That's Herb.

10 DIRECTOR JHA: Yes.

11 PRESIDENT CARTER: That's Herb.

12 DIRECTOR ORTIZ: Yes. It's Herb.

13 SECRETARY GREENLEE: Herb, wants to play a  
14 video, Chairman Barclay?

15 CHAIRMAN BARCLAY: What's the video of, Herb?

16 MR. MOONEY: Chairman Barclay, this is Bill  
17 Mooney, your Chief Infrastructure Officer again.  
18 This is the latest in our series where we've been  
19 covering either people that have benefitted from  
20 the workforce aspects of the R -- RPM project or  
21 the DBE program. This is actually talking about  
22 one of our DBE partners. It's really been  
23 successfully grown as a partner in the mentor  
24 protégé under Walsh. The firm is Pinto and this is



1 just another one of these great opportunities that  
2 we see the -- the impacts of these projects beyond.

3 CHAIRMAN BARCLAY: That's fine. You can play  
4 the video. I thought it was a Taylor Swift video.  
5 You can do that. Okay. All right. Thank you.

6 (video played.)

7 PRESIDENT CARTER: Mr. Chairman, so you've  
8 heard me talk about how we leverage these projects  
9 to really create generational wealth. This is a  
10 prime example of what I refer to when I say that.  
11 This is a company that is going to not just benefit  
12 from this project but from many projects going  
13 forward. And as part of the President Biden's  
14 Justice40 Initiative, CTA has been really at the  
15 forefront of leveraging our capital investment  
16 projects to not just build infrastructure that we  
17 need to operate our system but to create  
18 opportunities for companies and individuals that  
19 will pay benefits for generations to come. But I'm  
20 very proud of the work that -- that our team is  
21 doing in this area. We are one of the country's  
22 leaders in this effort. We are -- we are sought  
23 after and particularly JP is sought after to talk  
24 about the programs that we put in place for not



1 only for Red-Purple Modernization but the programs  
2 that you heard JP and -- and the infrastructure  
3 team talk about preparing for RLE. These projects  
4 are not only important to CTA from a transportation  
5 standpoint but they're important to the community  
6 that we serve and this is just one example of how  
7 we're taking these projects and converting them  
8 into transformational projects for these  
9 communities. Both in terms of the investments that  
10 we're making but also in terms of the opportunities  
11 that we are creating.

12 CHAIRMAN BARCLAY: Thank you very much.  
13 Anything further by way of comment?

14 SECRETARY GREENLEE: Director Lee?

15 DIRECTOR LEE: Not from me.

16 SECRETARY GREENLEE: Director Jakes?

17 DIRECTOR JAKES: Last month unless it slipped  
18 my memory we did not acknowledge Asian American and  
19 Pacific Heritage month so I want to say happy Asian  
20 American Pacific Heritage month and happy Pride  
21 month. And that's it.

22 SECRETARY GREENLEE: Okay. Director Ortiz?

23 DIRECTOR ORTIZ: I second. And also thank you  
24 for sharing.



1 SECRETARY GREENLEE: Director Jha?

2 DIRECTOR JHA: No questions. I totally agree.

3 SECRETARY GREENLEE: And let us also not forget  
4 that Director Jha will be featured at our fireside  
5 chat on the 21st of June. We will all be tuning in  
6 and watching with bated breath.

7 PRESIDENT CARTER: Looking forward to it.

8 SECRETARY GREENLEE: Absolutely.

9 CHAIRMAN BARCLAY: Since there is no further  
10 business to come before the Board, may I have a  
11 motion to adjourn the Chicago Transit Board meeting  
12 of June 16th, 2023?

13 DIRECTOR JAKES: So moved.

14 DIRECTOR ORTIZ: Second.

15 SECRETARY GREENLEE: It's been moved by  
16 Director Jakes and seconded by Director Ortiz.  
17 Director Jha?

18 DIRECTOR JHA: Yes.

19 SECRETARY GREENLEE: Director Ortiz?

20 DIRECTOR ORTIZ: Yes.

21 SECRETARY GREENLEE: Director Jakes?

22 DIRECTOR JAKES: Yes.

23 SECRETARY GREENLEE: Director Lee?

24 DIRECTOR LEE: Yes.



1 SECRETARY GREENLEE: Chairman Barclay?

2 CHAIRMAN BARCLAY: Yes.

3 SECRETARY GREENLEE: The meeting is adjourned.

4 (Whereupon, the meeting  
5 adjourned at 12:40 p.m.)

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

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

IN TESTIMONY WHEREOF: I have hereunto set my verified digital signature this 19th day of June , 2023.

*Margaret E. Mecklenborg*

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Illinois Certified Shorthand Reporter



<b>\$</b>	<b>21</b> 45:4	<b>8</b>	<b>add</b> 49:22 59:8	<b>analyze</b> 21:3	<b>asphalt</b> 57:6
<b>\$4,750,000</b> 44:24 45:4	<b>2100</b> 15:7	<b>88</b> 17:16	<b>added</b> 28:4 29:24 30:5 64:11	<b>analyzed</b> 12:23	<b>Assets</b> 51:12
<b>0</b>	<b>225</b> 26:3	<b>893,000</b> 15:8	<b>adding</b> 65:16,18	<b>anchors</b> 56:23	<b>assist</b> 64:12
<b>002906</b> 45:4	<b>22nd</b> 25:20	<b>8th</b> 63:3	<b>address</b> 38:9 42:10 43:10 44:12 47:21	<b>announce</b> 28:10	<b>assistance</b> 63:6,14 64:4
<b>1</b>	<b>241</b> 67:6	<b>9</b>	<b>addressed</b> 7:20 23:11 47:23 60:22	<b>announced</b> 61:9	<b>assistants</b> 25:16
<b>1,876</b> 67:11	<b>26</b> 7:3	<b>90</b> 16:14	<b>addressing</b> 60:20	<b>announcement</b> 32:14 62:14	<b>attend</b> 29:6
<b>1.2</b> 67:12	<b>28th</b> 14:21	<b>900,000</b> 46:16	<b>adjustments</b> 23:10 38:8	<b>announcements</b> 32:9	<b>attention</b> 7:19 29:14 31:3
<b>10</b> 16:12 43:9	<b>3</b>	<b>93</b> 21:11	<b>administered</b> 12:22 13:5,14 14:20	<b>announcing</b> 62:15	<b>attract</b> 30:19
<b>100</b> 25:12 35:5 63:4	<b>300</b> 31:9	<b>95</b> 21:11	<b>adopted</b> 61:17	<b>annual</b> 22:8	<b>attribute</b> 16:3 17:5,7,17
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