

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

5 Held

6 on

7 July 12th, 2023

8 at

9 10:26 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, Lester
19 Barclay, presiding.
20

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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, Director;
4 MS. NEEMA JHA, Director;
5 REV. JOHNNY L. MILLER, Director;
6 MS. ROSA ORTIZ, Director;
7 MR. DORVAL R. CARTER, JR., President;
8 MR. KENT S. RAY, General Counsel;
9 MS. GEORGETTE L. GREENLEE, Secretary.

10 ABSENT:

11 MS. MICHELE A. LEE, Director.

12 PUBLIC SPEAKERS:

13 MR. WILLIAM GIBBONS;
14 MS. TRUDY LEONG.

15 PRESENTERS:

16 ERIC DANSO, One Summer Chicago Intern;
17 GEISHA ESTER, Vice President of Training and
18 Workforce Development;
19 MR. THOMAS MCKONE(Via Zoom),
20 Chief Administrative Officer;
21 MR. WILLIAM MOONEY(Via Zoom),
22 Chief Infrastructure Officer;
23 MS. MOLLY POPPE(Via Zoom),
24 Chief Innovation Officer;
MR. JUANPABLO PRIETO(Via Zoom),
Director, Diversity Programs;
MR. BRIAN STEELE(Via Zoom),
Vice President of Communications and Marketing.



1 ALSO PRESENT:

2 MS. SISAVAHN BAKER, Ethics Officer;

3 MR. DONALD BONDS, Chief Transit Officer;

4 MR. MARC BUHMANN, Videographer;

5 MR. MICHAEL CONNELLY(Via Zoom),
Chief Planning Officer;

6 MS. VEDA DUFFIE, Electronic Communications;

7 MR. JEREMY FINE(Via Zoom),
8 Chief Financial Officer;

9 MR. KEITH HILL, Bus Operator;

10 MS. ELLEN MCCORMACK(Via Zoom),
Vice President of Purchasing and Supply Chain;

11 MR. HERB NITZ,
12 Director, Technology Engineering.

13 COMMENDATION RECIPIENTS:

14 MR. BRANDON BURICA, Bus Operator;

15 MS. NICOLE JOHNSON, Rapid Transit Officer.



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(whereupon, the following
proceedings commenced at
10:26 a.m.)

CHAIRMAN BARCLAY: Good morning. I would like
to call to order the meeting of the Chicago Transit
Board for July 12th, 2023. Georgette, please, call
the roll.

SECRETARY GREENLEE: Absolutely. Director
Miller?

DIRECTOR MILLER: Here.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Here.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Here.

SECRETARY GREENLEE: Director Jha?

DIRECTOR JHA: Here.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Here.

SECRETARY GREENLEE: Chairman Barclay, Director
Lee is absent but we do have a quorum with five
members present.

CHAIRMAN BARCLAY: Thank you. Our first order
of business is public comments. Georgette?



1 SECRETARY GREENLEE: Mr. Chairman, we have four
2 public commentators this month: Bill Morton; Trudy
3 Leong; and Pat Gibbons appearing in person. We
4 also have a public comment that was submitted by
5 John Paul Jones for distribution to the Transit
6 Board Directors. Are each of our public
7 commentators here? Mr. Chairman, it appears that
8 none of them are here.

9 CHAIRMAN BARCLAY: Thank you. Our next item of
10 business on the agenda is our president's report
11 which will be given by our President, Dorval
12 Carter.

13 PRESIDENT CARTER: Thank you, Mr. Chairman.
14 Excuse me. Members of the Board, good morning.

15 MULTIPLE VOICES: Good morning.

16 PRESIDENT CARTER: When you lead a group of
17 hardworking, committed and dedicated employees as I
18 do, it raises the standard for excellence within
19 the organization. As a result, we frequently have
20 individuals who do a great job and consistently
21 operate at a high level throughout their careers
22 but they recognize their outstanding work as simply
23 doing their job. So many of the transit
24 professionals in the CTA family recognize



1 excellence as the floor and not the ceiling. On
2 occasion these same individuals are called to go a
3 level above. Often by happenstance. Other times
4 they are required to utilize judgment or to make
5 decisions that will affect the fate and maybe even
6 the lives of others. Two such employees have
7 joined us here today and will be honored with an
8 employee commendation in recognition of their
9 heroism and extraordinary professionalism. Joining
10 us today are Nicole Johnson, a rapid transit
11 operator, working out of the Howard Terminal who
12 has been with us for about a year and a half. And
13 Brandon Burica, a three and a half year CTA veteran
14 bus operator, working out of Forest Glen Garage.
15 Operator Johnson, please, stand to be recognized.
16 First of all, may I call you Nicole?

17 MS. JOHNSON: Yes.

18 PRESIDENT CARTER: Thank you. On
19 June 13th, 2023, Nicole was operating a northbound
20 Red Line train approaching Garfield Red Line
21 Station. Nicole didn't know this but shortly
22 before her train neared the station a man had
23 fallen on to the tracks and had crouched beneath
24 the platform. Just before her train reached the



1 station, the man stood and Nicole saw him in the
2 right-of-way. What happened next was heroic. And
3 before I tell you the rest of the story, I should
4 mention that Nicole had only qualified to operate a
5 train days before this incident occurred.

6 DIRECTOR MILLER: Wow.

7 PRESIDENT CARTER: So you don't have to be a
8 rail operator to guess that quickly stopping a
9 train with multiple rail cars isn't easy. Not only
10 is it completely unlike stopping a car but keep in
11 mind that Nicole had to consider the safety of the
12 customers onboard the train while hoping to avoid
13 contact with the man on the tracks. Recognizing
14 that she only had seconds to work, she quickly
15 applied the brakes. Miraculously, thanks to
16 Nicole's vigilance and attention, the train barely
17 made contact with the man only nudging him. Her
18 attentiveness and her swift action helped him to
19 avoid injury and most likely saved his life. It is
20 easy for those who have never done the job to
21 believe that our rail operators are simply moving
22 trains and customers from station to station.
23 Until you have done the job, however, it can be
24 difficult to put yourself in their shoes and to



1 understand the level of vigilance necessary to
2 safely do their jobs. In Nicole's case she saw a
3 human life in jeopardy and she knew the decision
4 she made could determine whether someone was going
5 to live or die. Nicole, thank you for your
6 vigilance and professionalism. Keep up your very
7 good work.

8 MS. JOHNSON: Thank you.

9 (Applause)

10 PRESIDENT CARTER: Operator Burica, will you,
11 please, stand up? And may I call you Brandon?

12 MR. BURICA: Absolutely.

13 PRESIDENT CARTER: Thank you. On
14 April 15th, 2023, Brandon was driving a bus
15 eastbound at Washington and Wabash with only one
16 passenger aboard. A young woman preparing to
17 alight the bus at the next stop. Brandon observed
18 a group of approximately 100 to 200 young people in
19 the street. He attempted to go around them but was
20 unable to do so in part because one young man
21 literally jumped in front of the bus to stop it
22 putting his own life in danger for no reason at
23 all. As Brandon came to a complete stop, several
24 individuals climbed aboard the roof while others



1 started to kick and throw objects at the bus
2 causing damage to the driver's side window, the
3 driver's windshield and the front passenger doors.
4 Brandon contacted the control center to request
5 assistance. Shortly thereafter someone sprayed an
6 unknown irritant through the driver's side window
7 from outside the bus making contact with Brandon's
8 left eye and ear. Soon afterwards, several
9 individuals gained access to the bus's front doors
10 boarding and alighting the bus. Despite the
11 substance having been sprayed in his face, Brandon
12 didn't attempt to leave. Instead he had the
13 passenger move to the rear of the bus and stood
14 between her and anyone else who came on to the bus.
15 Excuse me. I get a little emotional just thinking
16 about this. I've seen the video so I know how
17 dangerous this was. In a very difficult situation
18 despite the injuries that he sustained, Brandon
19 kept his head, remained composed and didn't further
20 aggravate the situation. He never engaged the
21 crowd no matter what happened. No matter who came
22 on the bus Brandon stood between them and the
23 female passenger and those individuals until the
24 situation was clear. His focus and resolve helped



1 to ensure that the incident did not get any worse.
2 Brandon, I cannot imagine how you felt at that
3 moment but you need to know that I am very sorry
4 for what happened to you and I would wish that
5 something like that should never happen to anyone
6 else again. But I also want to applaud you for
7 bravery and your professionalism. You never
8 abandoned your bus or the customer that was relying
9 on you. You didn't fight. You didn't put yourself
10 in peril. You didn't risk your own safety or the
11 safety of anyone else. By any standard you
12 comported yourself in a way that goes beyond simply
13 standing your ground. You showed a level of
14 courage that all of us can only strive to achieve.
15 I admire your -- your composure and I am very happy
16 that you made it through the moment and that you
17 are with us here today. And I certainly hope that
18 you continue to wear that CTA uniform. Thank you
19 so much for your service to CTA. To both of you
20 you've been with us a short time. I look forward
21 to you having long careers at CTA. You are exactly
22 the type of high quality professionals that I want
23 working in this great agency. Thank you both very
24 much.



1 MR. BURICA: Thank you.

2 (Applause)

3 PRESIDENT CARTER: Mr. Chairman, at this time
4 if you and the Board would like to make any
5 comments, please, feel free. And afterwards I
6 would like to invite our honorees up to receive
7 their commendations and to join us for a picture.

8 DIRECTOR ORTIZ: I want to say thank you for
9 all of the work that you did to prepare yourself to
10 do the work that you do. And I know that -- that
11 hasn't just been, you know, behind a textbook or on
12 a computer but it's probably all of the personal
13 work that you've done outside as well and through
14 your family and our community. So thank you so
15 much for being yourself, for being your whole self
16 when you're out as part of your work. Thank you.

17 DIRECTOR JAKES: Nicole and Brandon, how are
18 you?

19 MS. JOHNSON: I'm good.

20 DIRECTOR JAKES: Good. Brandon?

21 MR. BURICA: Good enough.

22 DIRECTOR JAKES: Okay. So you've -- you've
23 gone to I don't know if its therapy or you go to
24 make sure that you're okay and having to see what



1 you saw and do what you did.

2 MS. JOHNSON: I didn't --

3 DIRECTOR JAKES: Well, let me ask. What did
4 you do to start the process of being okay?

5 MS. JOHNSON: I'm not really a talker.

6 DIRECTOR JAKES: Okay.

7 MS. JOHNSON: I'm more of a journal type of
8 person so I journaled my experience down and I
9 asked to be off the train just for a couple of days
10 just to get my mental together.

11 DIRECTOR JAKES: Sure.

12 MS. JOHNSON: But after a few days I was ready
13 to get back on and I had to get back on the Red
14 Line. So I can experience where I could go through
15 it and I can -- how can I say this? So I can get
16 over that fear of going through that again. So I
17 was -- after a couple of days I was okay.

18 DIRECTOR JAKES: Okay.

19 MS. JOHNSON: I was okay.

20 PRESIDENT CARTER: Brandon?

21 MR. BURICA: I have quite a lousy answer. I
22 just came back to work.

23 DIRECTOR JAKES: Okay. Sometimes we have to
24 deal with trauma. We have to jump back into it.



1 But I just wanted to make sure that the two of you
2 are okay. And thank you so much. And I really
3 pray that you never have to go through that again.

4 MS. JOHNSON: I pray I don't have to go through
5 that again.

6 DIRECTOR JAKES: So thank you.

7 DIRECTOR JHA: Thank you. I don't -- I don't
8 think any words can describe how grateful we are to
9 be part of the CTA family and every time we
10 hear -- you know, we respect you. We wouldn't be
11 here without what you do every day in and out and
12 putting your lives in danger. Sometimes it works.
13 Sometimes it doesn't. So thank you so much.

14 MS. JOHNSON: Yep.

15 DIRECTOR MILLER: I just join and want to say
16 thank you and keep up the good work. And today to
17 acknowledge that you consider it part of your job
18 but we consider you heros. And thank you.

19 MS. JOHNSON: Thank you.

20 CHAIRMAN BARCLAY: I would join in both Brandon
21 and Nicole. You are heros. You represent this
22 agency well. Your professionalism, your demeanor,
23 how you handle, you know, potentially dangerous
24 situations that's what we need. But you're also



1 representative and reflective of thousands of other
2 people who work for this agency who have faced
3 adverse conditions from time to time with the
4 public. And so I just want to thank you and let
5 you know that we appreciate you for your efforts
6 and for your hard work and your diligence. Thank
7 you very much.

8 MS. JOHNSON: Thank you.

9 PRESIDENT CARTER: Thank you, Board Members.
10 At this point in time I'd like to have a -- our
11 employees to come up to receive a commendation.
12 We'll start first with Nicole. Nicole, come up,
13 please. I'll take a picture and give you a
14 certificate. Could I also have the 308
15 representative come up as well as Jeanie and Don
16 Bonds. The Board is welcome to join in the
17 picture. That's why I brought them back -- that's
18 why I brought them up here. Thank you so much.
19 It's a pleasure to meet you.

20 MS. JOHNSON: Thank you.

21 (Applause)

22 PRESIDENT CARTER: You can stay. Brandon, can
23 you come up? And AJ and Keith Hill, can you come
24 up? Keith is their ATU for 241.



1 DIRECTOR JAKES: who is?

2 PRESIDENT CARTER: Keith Hill.

3 DIRECTOR JAKES: Okay.

4 PRESIDENT CARTER: Right here. He's the head
5 of Local 241.

6 DIRECTOR JAKES: Okay.

7 PRESIDENT CARTER: This is AJ who is a -- is
8 one of the general managers out of the garage that
9 Brandon works out of.

10 DIRECTOR JAKES: Okay. All right.

11 PRESIDENT CARTER: I apologize for getting
12 teary eyed but I started thinking about it.

13 (Applause)

14 PRESIDENT CARTER: Congratulations. Thank you.

15 (Multiple voices)

16 PRESIDENT CARTER: Thank you, Mr. Chairman, for
17 giving me the opportunity to recognize two of our
18 outstanding employees at CTA. While we honored two
19 outstanding employees already today, I obviously am
20 proud that I now have the opportunity to recognize
21 other staff who have been doing a great job at CTA.
22 As I indicated, CTA's family of employees are
23 nationally recognized as being among the best
24 outstanding professionals in the public transit



1 industry. They display their talents day in and
2 day out and their dedicated commitment were on full
3 display over the last couple of weekends where we
4 had to face the challenge of not only supporting
5 the 2023 Chicago Pride Parade but also the first
6 ever Nascar Chicago Street Race. It's easy to take
7 the planning, precision and execution of CTA's role
8 in these events for granted but our planning,
9 operations and infrastructure departments are key
10 participants operating in the background to support
11 these events. Our staff managed the delivery of
12 additional service to accommodate increased
13 ridership, bus reroutes around street closures and
14 increased crowds for buses, trains and at all of
15 our rail stations. This is all done while
16 remaining alert and ready for adjusting to the
17 unforeseen circumstances that could arise as seen
18 in the case of the heavy rains that we encountered
19 during the Nascar weekend. Without CTA's
20 engagement, participation and depth execution
21 throughout the process, these events cannot happen.
22 I want to acknowledge the many front line employees
23 and managers who worked so hard to help these
24 events make -- be a success. what you should



1 understand is that these employees were working
2 24/7 literally two weekends in a row to make sure
3 that we successfully delivered the services that
4 were expected of our customers in our communities.
5 we talk about the great work that's being done by
6 our outstanding employees but I also want to
7 acknowledge the good work that's being done in
8 service to professionals in training.

9 Last month I shared with this body that
10 CTA is hosting 225 One Summer Chicago interns this
11 year. It is the largest class of high schoolers we
12 have ever hosted as a part of this program. I
13 think it's important, however, to give you a more
14 in depth look at what those young people will be
15 doing and to hear about the experiences from an
16 actual participant. And there is no better person
17 to facilitate that conversation than the individual
18 who is entrusted with guiding that program. At
19 this time I would like to invite Geisha Ester, the
20 Vice President of Training and Workforce
21 Development, to come forward and address the Board
22 to provide additional background on this wonderful
23 program which all of you got a small sampling of in
24 the picture that we just took right before the



1 Board meeting. Geisha is joined today by Eric
2 Danso, a One Summer Chicago intern, that's working
3 with us for the second summer and who will share
4 his own experiences with the Board directly.

5 MS. ESTER: Thank you, President Carter. Good
6 morning, Chairman, Board Members, President Carter.
7 As you've heard, my name is Geisha Ester, and I'm
8 the Vice President of Training and Workforce
9 Development here at the wonderful CTA. And I have
10 with me today a second-year One Summer Chicago
11 intern, Mr. Eric Danso, who will speak with you
12 after the presentation. So my goal today is to
13 give you a program overview. Next slide, please.
14 As President Carter said, last week he told you
15 that we have -- we were expecting 225. That was
16 our goal for this year. We exceeded that goal.
17 This year we have 237 of CTA high school One Summer
18 Chicago interns. They're here for a seven-week
19 hybrid internship program. This year's theme -- we
20 have a theme every year. This year's theme is
21 transport to excellence. We have our interns here
22 five days a week, twenty-five hours each week. The
23 rate of pay for our interns is \$15.40 and they
24 receive the best thing which is free transportation



1 for the summer. So they're able to navigate the
2 city and explore the city for free with their
3 employee ID. We know access is important and
4 because we have a hybrid experience we wanted to
5 make sure that our interns were prepared for this
6 experience. So we at CTA issued iPads for all of
7 our One Summer Chicago interns who needed them as
8 well as internet access and telework supplies. So
9 we wanted to make sure that they were ready for
10 this year's theme of transport to excellence.

11 Next slide, please. So the purpose of our
12 transport to excellence theme is that we want to
13 equip our interns with the skills they need to
14 cultivate a positive, professional experience this
15 year. The program will prepare our interns for
16 their entrance into the workforce and set them on a
17 path of excellence. Next slide, please. So each
18 year we play up our routes. Our different routes
19 for our rail. And we have routes to success. So
20 our Green Line route is our route to workforce.
21 And it really was our orientation week. So our
22 interns were able to have their orientation kickoff
23 where all 237 were in one place like this morning
24 really learning about CTA and what our program was



1 about. We distributed their telework equipment.
2 They received training around professionalism and
3 communication etiquette as well as we have some
4 team building opportunities with our CTA cohort
5 conductors which I'll talk a little bit about
6 later. So our yellow route is our route to career
7 pathways. And that's our route where we teach our
8 interns about careers here at the Chicago Transit
9 Authority. Because what we know is that we want
10 our interns to go out and be successful and finish
11 high school and finish college and find their way
12 back here at the CTA. Right? Like I did so many
13 years ago. I am honored to say that I was a high
14 school intern as well as a college intern here at
15 the Chicago Transit Authority. So we are
16 cultivating Eric to do the same. And so during our
17 route to pathways they learn about human resources,
18 our marketing team. They learned about the
19 training and instruction and the career in
20 leadership department and training and workforce
21 development and they also learned about our control
22 center. So three key areas in our organization
23 that we want to spark their interest for our
24 organization.



1 Next slide please. The Red Line is our
2 route to service. We know that service is
3 important. And we participate in the Mayor's
4 Office Chicago Youth Service Corps every year. And
5 there are some guiding principles that we want to
6 make sure that our interns learn about how they
7 could shape Chicago, how they learn to lead and how
8 they elevate their voice and celebrate themselves
9 and others. So this year our interns will be
10 participating in a beautification project at the
11 Chicago Avenue Garage where we're going to beautify
12 the west side of Chicago and really provide a place
13 for our employees who so deserve it because they're
14 moving the city. So our interns will participate
15 in the service project there.

16 Next slide, please. Our Pink Line is our
17 route to professional development where our interns
18 really focus on their own personal and professional
19 development. We have interns in a cohort that are
20 doing Marwen photography that Eric will talk about
21 a little bit later. We have a learn to lead
22 curriculum where they do professional development
23 and we also take them on field trips. This year
24 they're going to the Museum of Science and



1 Industry. We also have a route to higher
2 education. We partner with Olive Harvey College
3 where our interns can earn college credit by
4 participating in courses at Olive Harvey. So we
5 have cohorts of students that are taking criminal
6 Justice 102 as well as Art 196. So they will leave
7 our program with three credits hours to prepare for
8 college.

9 DIRECTOR MILLER: Great.

10 MS. ESTER: Next slide, please. Our Purple
11 Line is our route to wellness which we know is very
12 important. Right? Our mental as well as our
13 physical health. We have partnered with our CTA
14 wellness team to offer physical wellness
15 opportunities and programs as well as we have
16 procured the help of one of our -- one of our
17 contractors to help do some mental health training
18 as well. So some of our courses have been finding
19 your resilience, not all stress is good stress as
20 well as an emotional intelligence series. So we
21 want to make sure that our students are very
22 well-rounded.

23 Next slide, please. Our Brown Line is our
24 route to financial freedom. And as a matter of



1 fact today, today is a big day for our interns.
2 They're receiving their first paycheck. So we want
3 to make sure that they are prepared for those
4 paychecks they're going to get today. And so what
5 we -- we talk about we have the Economic Awareness
6 Council come in to work with us to teach our
7 interns about banking and direct deposit as well as
8 budgeting, saving and investing because we want
9 them to be able to enjoy the fruits of their labor
10 and we also want them to save. So we make sure
11 that that happens. There's also a platform, the My
12 Chi, My Future platform that offers courses. So
13 part of their hybrid experience if they're able to
14 take financial literacy courses on that platform to
15 learn more and it's self-directive.

16 Next slide, please. So this is a big
17 program. Right? And we don't do it alone. We
18 have lots of partners. I talked about our -- what
19 our partners help with recruitment. CPS. The CTE,
20 the trades education. Chicago Scholars.
21 Accenture. Olive Harvey I spoke about earlier.
22 Our Economic Awareness Council. Foster Progress.
23 As well as Marwen and Hope Foundation. Nikki Hale
24 Consulting. Youth Guidance. And last but not



1 least our newest partner this year is CASA. They
2 have really been a great partner for us in -- in
3 our recruitment efforts this year. Next slide,
4 please. Those are external partners. We also have
5 an array of internal partners that make this
6 happen. They're part of the secret sauce. Right?
7 So human resources. Information technology.
8 Payroll. We talked about the wellness team. Bus
9 instruction. Our communication department. And
10 then we have some of our interns that are serving
11 on site. Our second-year interns like Eric have a
12 work assignment here at CTA serving on site and
13 some of our departments that are supporting and
14 mentoring those interns is our transit operations
15 team, human resources, infrastructure, EEO, revenue
16 and fare systems, diversity, general counsel and
17 our training and workforce development team.

18 Next slide, please. I'd be remiss if I
19 didn't introduce my team. Right? I have the
20 pleasure of coming before you and being the
21 representative but it takes a lot of us. And so I
22 just want to acknowledge Kendra, Molly and
23 Dr. Bria. They are the team that really does this
24 work and carries our team forward. Next slide,



1 please. I said that I would mention our cohort
2 conductors a little bit later. We have a great
3 model. We utilize our college interns who are
4 majoring in -- in fields that are closely connected
5 with serving our youth like education fields or
6 social service fields. And they serve as the
7 cohort conductor for the cohorts. We think about
8 having such a large group of 237 interns. We break
9 them up in cohorts of twenty-five and thirty. And
10 their professional development is led by our
11 college intern cohort conductors. So as you can
12 see, those are college interns and we want to make
13 sure that they have a robust experience in their
14 college internship for the process as well.

15 Next slide, please. So I just wanted to
16 share a few pictures with you. We're in week four.
17 But this is our kickoff at Harold Washington
18 college. You'll see that we -- we had this big
19 robust kickoff with all of our students and we
20 introduced our transport to excellence theme. Next
21 slide, please. And I mentioned that some of
22 interns are being mentored by some of our CTA
23 employees. This was our this year's intern and
24 mentor meet up. It was a great opportunity for our



1 interns to meet who their supervisor would be for
2 the year and just have some activities to get to
3 know each other.

4 Next slide, please. And last but
5 definitely not least I want to introduce to you
6 again Mr. Eric Danso. He is a second-year One
7 Summer Chicago high school intern. He is in the
8 Red Line cohort and he wants to address the Board
9 if possible.

10 MR. DANSO: Thank you.

11 MS. ESTER: Eric?

12 MR. DANSO: Hello. Good morning. My name is
13 Eric Danso and I'm a Chicago Transit Authority One
14 Summer Chicago high school intern in the Red Line
15 cohort. This is my second summer working as a high
16 school intern at the Chicago Transit Authority. I
17 recently graduated from Lane Tech College Prep as a
18 proud member of the class of 2023. I currently
19 live in Uptown. I will attend the University of
20 Pennsylvania where I'll major in chemistry and
21 nutrition. My future career will be a doctor and
22 more specifically a radiologist. I want to make an
23 impact in Chicago and specifically reducing health
24 disparities experienced by people of color. Last



1 summer I was a CTA OSC Marwen intern. That
2 partnership provided me with my first opportunity
3 to work with a camera that was not on a phone or a
4 tablet. It was a blast available to the world of
5 art and photography. The CTA not only piqued my
6 interest in art, it gave me the chance to have my
7 photographs installed in the CTA diversity. This
8 summer, however, I am a special projects intern
9 working at CTA headquarters with the Second Chance
10 Program in the training and workforce development
11 department. The Second Chance Program helps
12 provide justice-involved Chicago residents with the
13 job skills and coaching needed to gain permanent
14 employment. My responsibility is to audit
15 personnel files to ensure that the CTA is in
16 compliance with regulatory requirements. I know
17 that filing may seem small. However, I know that
18 I'm making a big impact on the city of Chicago and
19 the Chicago Transit Authority. Chairman Barclay,
20 Board Members and President Carter, on behalf of my
21 fellow 237 CTA OSC high school interns, college
22 cohort conductors and training and workforce
23 development staff, thank you for our internship
24 experience and for showing us how valuable we are



1 to Chicago -- to the Chicago Transit Authority as
2 we transport to excellence. Thank you.

3 (Applause)

4 MS. ESTER: Thank you for allowing us to
5 present to you this morning.

6 PRESIDENT CARTER: Thank you, Geisha and Eric.
7 I don't know if the Board have any questions of
8 them before we let them go but, Geisha, remind me.
9 When we first started the One Summer Chicago
10 Program, how many students did we have?

11 MS. ESTER: About twenty-five.

12 PRESIDENT CARTER: Twenty-five. So that gives
13 you a sense of how big it has grown. I was
14 mentioning to some of the Board members that I keep
15 giving Geisha a stretch goal each year of the
16 number of interns I want to see in the program and
17 as she pointed out to you, my stretch goal was 225
18 and she got to 237. So she is always exceeding my
19 expectations with this program but it is
20 foundationally one of the things that I am very
21 proud of that we've established in this agency and
22 it has a lot to do with the leadership of Geisha
23 but also as she indicated the hard work and support
24 of all of the CTA employees who volunteer their



1 time to support these cohorts and to ensure that
2 the kids have an enjoyable summer.

3 DIRECTOR MILLER: That's great. Thank you all.

4 CHAIRMAN BARCLAY: Thank you, Geisha and Eric,
5 for an excellent presentation. As you know, this
6 is a wonderful program as President Carter has
7 stated. It's near and dear to me because I started
8 off as a summer intern more than forty years ago.

9 DIRECTOR JAKES: But you're only forty-three.

10 CHAIRMAN BARCLAY: And so, you know, when I see
11 Eric, I see myself. And so, you know, I told him
12 when we were taking the photo this morning I said,
13 are you nervous. He said, a little bit. I said,
14 you won't be nervous when you become the next mayor
15 of Chicago. He's well on his way. Enjoy your
16 experience at Penn. You have a wonderful
17 experience and bring back all the knowledge to help
18 us here at CTA. Thank you so much.

19 DIRECTOR JAKES: Eric, you start school next
20 month?

21 MR. DANSO: Yeah. August 29th is when the
22 first day of school is.

23 DIRECTOR JAKES: Okay. well, let me just say.
24 If you decide to join a fraternity, I'm going to go



1 ahead and put this out there now on behalf of
2 President Carter and myself, there is only one and
3 that is Alpha Phi Alpha fraternity. Eric, if you
4 come back here with any other colors on --
5 congratulations, Eric.

6 MR. DANSO: Thank you.

7 DIRECTOR ORTIZ: I'm going to reference
8 backwards. Lane Tech. Congratulations on your
9 recent graduation. We wish you the very best and
10 we hope that everyone -- all of the other interns
11 have just the most wonderful experience. I know
12 how much internships make a difference in
13 everyone's lives so thank you for continuing to
14 lead this effort. And we wish you the best this
15 summer and then as you go on to college.

16 MR. DANSO: Thank you.

17 DIRECTOR JHA: Yeah. All the best and come
18 back. We want you to come back. Come back here.
19 Just like this is the second time. We want to make
20 it second plus, plus, plus.

21 PRESIDENT CARTER: Yeah. Well, now he's ready
22 to move into a college intern program so.

23 DIRECTOR JAKES: Ms. Ester, congratulations to
24 you as well. This is fabulous. I hope that this



1 is a model that other agencies can use in Chicago
2 because that's great. So congratulations to you.

3 MS. ESTER: I appreciate that. Thank you. All
4 right.

5 (Applause)

6 PRESIDENT CARTER: Thank you both. So as we
7 support the future generation of CTA employees
8 through our One Summer Chicago Program, I also want
9 to recognize the work that we're doing right now to
10 grow our own workforce. We hosted 246 individuals
11 who attended our bus operator and mechanic job
12 fair. This month we will host another virtual
13 hiring event. It will be our second disability
14 awareness event and job fair which is tentatively
15 scheduled for Wednesday, July 26th. This event
16 will -- will be an open panel about job
17 opportunities and working at CTA. We also host
18 another on-site job fair on Friday, August 25th at
19 the Malcolm X College on Chicago's west side. As
20 you can tell, we remain doggedly focused on
21 increasing our workforce numbers and continuing to
22 remain focused on bringing aboard and training many
23 new employees as possible to fill all the important
24 vacancies that we have. I've talked about the five



1 pillars of the Meeting the Moment Action Plan but
2 the overarching theme has always been that we want
3 to best serve the customers that are traveling on
4 CTA vehicles with the resources we have and to
5 attract riders back to CTA. As we've noted each
6 week, we continue to see a trend of slow but steady
7 increases in ridership, adjusting for seasonal
8 activity like students going on summer break. Key
9 indications of our progress include the fact that
10 May 2023 was the best month for ridership since the
11 pandemic. The system set a new high for 2019
12 retention at 60 percent in May with bus reaching
13 67 percent of 2019 ridership levels and rail
14 reaching 53 percent of 2019 ridership levels. In
15 addition, the week ending June 10th was the best
16 ridership week since the pandemic of 5.6 million
17 rides. It is noteworthy that we are reaching these
18 milestones because of increases in both peak and
19 off-peak ridership. Office occupancy continues to
20 increase boosting the weekday commuter rides. The
21 special event season is underway which is helping
22 to build our off-peak ridership. I should also
23 note that the June special events also yielded
24 record ridership. The Pride Parade was the second



1 largest Sunday systemwide since the pandemic and
2 the Nascar event had the second highest rail
3 ridership of any Saturday this year. Keep in mind
4 that was with the rain and everything else that we
5 were dealing with.

6 As you know, the Meeting the Moment
7 scorecard has over time grown into an indispensable
8 tool as part of our overall action plan. It has
9 been key in ensuring transparency to our riding
10 public and it has evolved over time growing from a
11 simple monthly PDF report to now a dynamic and
12 interactive update utilizing interactive data
13 visualization. Today I am happy to announce that
14 we are taking another step forward in the evolution
15 of our scorecard. For years we have published a
16 static report of monthly performance metrics. Our
17 performance management department has now created
18 an expanded and interactive performance metrics
19 dashboard that also incorporates the Meeting the
20 Moment scorecard and deliver a more comprehensive
21 and useful tool with additional performance
22 metrics. The one-stop shop performance metrics
23 dashboard includes new items like updates on
24 elevator and escalator outages and infrastructure



1 and vehicle cleaning information. It also allows
2 users to engage with the information to see
3 performance on their rail lines and bus routes.
4 Our performance management team developed this tool
5 to provide employees leadership and most
6 importantly our riders with up-to-date information
7 regarding our service. These tools not only help
8 us get better but ensure that our riders can hold
9 us accountable. To talk more about the new public
10 performance metrics I would like to ask Tom McKone,
11 our Chief Administrative Officer, to provide an
12 overview and ask for any questions that you may
13 have. Tom?

14 MR. MCKONE: Thank you, President Carter.
15 Chairman Barclay, members of the Board, Good
16 morning. So what I'd like to do is walk you
17 through the performance dashboard that President
18 Carter just described. What you'll see now is
19 currently live on our website. We are on the
20 performance metrics page of the website. The new
21 interactive dashboard is right there in the middle
22 of the page. We're going to pull it up in a larger
23 format here so it fills -- it fills the screen. In
24 looking at this menu page, you'll see a lot of the



1 overview of what's in the performance metric
2 scorecard. What you see here is the menu for
3 fifteen pages of metrics incorporating the new
4 metrics that were introduced as part of Meeting the
5 Moment, providing further interactivity around some
6 of the static metrics that we've been reporting for
7 a while and then also introducing some new metrics
8 based on additional information that we now have
9 available and then also responding to customer
10 interests in those areas. So what I'm going to do
11 is walk through a couple of those pages to
12 demonstrate the level of inactivity and information
13 that we're providing. I'm not going to go through
14 the entire scorecard. Certainly you're welcome to
15 do that. It is up on the website and others are.
16 It's available for others to do that as well.

17 So we're going to start by looking at the
18 on-time metrics and we're going to go to the rail
19 on-time page. So as we click that, the data loads
20 dynamically into the tool. You can see this is
21 updated through the month of June but what we're
22 displaying here at the top of the page is
23 information that we previously only reported on the
24 system level and these are rail delays of ten



1 minutes or more. So this is impacting service
2 performance categorized by the various categories
3 that we have for those delays. Below this you see
4 the slow zone mileage. So this is systemwide slow
5 zone mileage. There is a link in there to the
6 actual map so you can look at the map of the slow
7 zone mileage. And the interactivity now that we're
8 introducing is the ability to click on any given
9 line and to see this information broken up by
10 the -- by those lines. So if you click on the Red
11 Line here, you'll see this information specifically
12 for the Red Line. So you can see that. You can
13 see what the trend is over time and you can of
14 course see how it compares to the system and to
15 other lines. We can furthermore click into the
16 Blue Line. Right? And so we can see how this
17 changes when we look at -- at something like the
18 Blue Line and get that level of interactivity so
19 that our -- our customers, our constituents can
20 really see what's happening in detail across the
21 lines that they're interested in and how that
22 compares to system performance overall.

23 We'll go to the next page which is the
24 systemwide and the line on-time performance. These



1 are measures that were introduced as part of
2 Meeting the Moment. We are looking at double
3 headways and triple headways on the rail system.
4 And what that means is if a train is scheduled and
5 advertised to arrive every ten minutes but instead
6 arrives in twenty minutes, that's a double headway.
7 If it arrives in thirty minutes, that's a triple
8 headway. So it's triple that scheduled time
9 between trains or double that scheduled time
10 between -- between trains. You'll see at the top
11 of this page we have the systemwide performance and
12 then we've broken that down by each of the
13 individual lines. So on one page you can see the
14 double headways, the triple headways all broken
15 down on a -- on a single page. Our users can --
16 can hold us accountable and see how performance is
17 across each of the lines they're interested in, see
18 where that's going up or where that's going down
19 but all sort of relative to the systemwide measures
20 that's provided at the top of the page and then
21 further making sure that we've incorporated this
22 metric on an ongoing basis that was introduced as
23 part of the Meeting the Moment.

24 As we go to the next page we'll go from



1 on-time performance to show another aspect of our
2 service which is vehicle performance. So this is
3 look -- looking at the efficiency of our -- of
4 our -- of our vehicles. We're focusing first here
5 on the bus -- side side. So we've gone from rail.
6 Now we're looking at bus. What you'll see at the
7 top of the mean miles between breakdown or road
8 call due to a maintenance defect. And we
9 previously would report this on the systemwide
10 level. And that's that line that you see across
11 the middle of the page. Now we're providing
12 interactivity so you can actually see that across
13 each of the fleet series that we operate. So
14 there's five different series of fleet that we're
15 operating. Those are indicated by the numbers on
16 the left-hand side. So, for instance, our 1000
17 series fleet. And the makeup of that fleet is on
18 the bottom right-hand side. So that's visibility
19 into the up-to-date numbers of how many buses we
20 have in each series, the count of them, the age.
21 Right? So the service year in which they entered
22 service and then the type, a 40-foot bus, 50-foot
23 bus or an e-bus. So as you interact with the data,
24 you can see sort of why performance might be higher



1 or lower for different series and sort of
2 understand the impact of that by knowing sort of,
3 okay, how old is this bus, when was it introduced,
4 what type -- what type of bus is this. And then at
5 the bottom of the page we have overall fleet
6 availability. And so that gives a metric again
7 what we've reported over time but that is relevant
8 to -- to service which is what percentage of
9 our -- of our fleet is available. I'm going to
10 leave it there. There's fifteen pages to explore.
11 Certainly we can spend a long time going through
12 each metric. And I do expect as the metrics go up
13 and down over time that we will be using this to
14 talk about the investments that we're making and
15 the improvements that we're making across the
16 system. Importantly at the end of the report we
17 still capture all the Meeting the Moment goals for
18 2023 and use that as a page to make sure that we're
19 holding ourselves accountable to meeting those --
20 those -- those goals as well. I'll leave it here.
21 I turn it back over to you, President Carter,
22 unless there are further questions.

23 PRESIDENT CARTER: Thank you, Tom. Before we
24 take any questions, the other point that I want to



1 make is that the document that Tom is showing you
2 we view as a living, breathing document. We will
3 continue to tweak and refine it to -- to make sure
4 that we're giving our customers the best
5 understanding of what's going on with our service
6 throughout our system. So, you know, I'm -- I'm a
7 firm believer of you don't make the perfect enemy
8 of the good. And it was important for us to start
9 to get this information out there with the
10 understanding that there still are some things that
11 we may do going forward that will help enhance and
12 explain that -- that data even more than what we've
13 done so far. With that, I'll -- I'll turn it over
14 to the Board and Chairman and see if there are any
15 questions they have, Tom.

16 CHAIRMAN BARCLAY: Any questions for any board
17 members?

18 DIRECTOR JHA: We went through it in detail and
19 I love it. It's really, really well done.

20 PRESIDENT CARTER: We're excited about it. You
21 know, internally what you're seeing here is a
22 snapshot of a lot of the data that my team looks at
23 literally every day that helps drive our
24 understanding about what's going on in the system



1 and how to best respond to the challenges that we
2 face. But it is an opportunity for the public to
3 get a better understanding of what they are
4 experiencing on our system and giving them the
5 tools to allow them to -- to focus in on the areas
6 of our system that may impact them most in their
7 daily use of CTA which I think is -- is a great
8 addition. The other point that I would make is
9 that we have looked at similar types of approaches
10 with other transit systems around the country.
11 what our -- our approach is very unique in that
12 it's very much customer focused. And so it is data
13 that we -- that we have captured and are presenting
14 to our customers in a way that they will understand
15 what it is that they're using and as opposed to
16 many systems which provide similar type of data but
17 they use it in the -- in the context of how transit
18 operation looks at things. So you'll see other
19 agencies will talk about terminal departure time as
20 a -- as a data point for public display which is an
21 important metrics for us to understand because it
22 impacts our overall schedule liability. But to a
23 customer it really doesn't tell them much as
24 opposed to the data metrics that we're using here.



1 So, you know, part of the approach here is really
2 making sure that we're not just identifying any
3 data that we have but that we're identifying data
4 that directly ties to the customer experience and
5 ultimately gives the customer a better
6 understanding of what they're experiencing as part
7 of their -- their commute or their use of CTA on a
8 day-to-day basis.

9 CHAIRMAN BARCLAY: Any other questions?

10 DIRECTOR MILLER: I have none.

11 PRESIDENT CARTER: Thank you, Tom. Let me move
12 on to e-buses. CTA has made a commitment to move
13 to an all-electric bus fleet by 2040 and we are
14 focused on making that a reality. I'm excited to
15 advise the Board that last month we were awarded a
16 25 million dollar grant by the Department of
17 Transportation's RAISE discretionary grant program
18 which will be used to further electric bus
19 operation expansion at the 95th Street Dan Ryan
20 Terminal. We are extraordinarily grateful to the
21 Biden Harris administration for funding that which
22 will be a benefit to electric bus operation.
23 Particularly on the south side of the city of
24 Chicago. The funds will be used to make electrical



1 upgrades at the 95th Street rail power substation
2 that will support six e-bus chargers that will be
3 installed to support electric bus service at the
4 95th Street. They will also provide the
5 infrastructure support and all the electric bike
6 stations. In addition, last month following the
7 Board's vote allowing us to extend our contract
8 with our electric bus manufacturer we were happy to
9 announce our plan to nearly double the size of our
10 all-electric bus fleet with the purchase of
11 twenty-two new all-electric buses. As I mentioned
12 before, these new buses are key components to CTA's
13 environmental equity strategy and we will look to
14 deploy them in a way that benefit the more
15 vulnerable communities on the south and west side
16 of Chicago which are most -- which are the most
17 adversely impacted by higher rates of harmful
18 pollutants.

19 Last month we also welcomed our new
20 Citizens Advisory Board who will advise this Board
21 and provide valuable feedback regarding CTA issues,
22 service and policies. The appointment of this
23 group ensures a diverse representation from across
24 the CTA service area and includes representatives



1 of community organizations, commercial and
2 businesses, seniors, students and others. Advisory
3 groups are key to public agency success. In the
4 same vein as our ADA Advisory Committee provides
5 counsel to us on issues and perspective vital to
6 the disability community, so too will this group
7 provide similar perspective for citizens at large.
8 It is especially encouraging for all of us that
9 Chairman Barclay will be directly involved with
10 this group and can participate in its useful
11 exchange of thoughts, concerns and ideas.

12 Finally, I would like to provide the Board
13 with an update on the improvements we are making as
14 part of the first phase of the Forest Park branch
15 rebuild project which is a multi-year multi-phase
16 investment program that will allow us to
17 reconstruct the entire Forest Park branch of the
18 Blue Line and make it 100 percent accessible. I
19 will note that when Tom was showing you our
20 scorecard when he clicked on the Blue Line you saw
21 a dramatic increase in the percentage of slow
22 zones. A big part of which is focused on the
23 Forest Park branch of the Blue Line. The Forest
24 Park branch of the Blue Line is the last branch of



1 CTA's system to go through any sort of a rebuild or
2 rehab and it's long overdue to address that. And
3 we are beginning that process with the work that
4 we're going to start later this month. In fact,
5 this project kicks off on Sunday, July 23rd and
6 continues through Saturday, October 7th. Our Chief
7 Infrastructure Officer Bill Mooney will discuss the
8 project benefits and our strategy to accommodate
9 our passengers more with -- with them during the
10 construction report. But I want to note that this
11 project is a textbook example of a little pain now
12 will provide a greater benefit later. In recent
13 years we've been investing billions into our system
14 doing the kind of work that requires an extended
15 construction period but that results in temporary
16 station or rail line closures. Throughout these
17 investments we've made every effort to communicate
18 the impact to riders and to provide alternative
19 options including dedicated free shuttle buses or
20 other CTA service. These projects feel disruptive
21 and they are but they are necessary for us to move
22 forward and will benefit our customers for decades
23 to come. Members of the Board, if you have any
24 questions, I am now happy to answer them. That



1 completes my report for this meeting. Thank you.

2 CHAIRMAN BARCLAY: Thank you, President Carter,
3 for the update. We're almost at the end of the
4 first year of Meeting the Moment. And we are
5 appreciative of the progress that your team has
6 made. It's a lot of information. You know, a
7 scorecard that governs yourselves and makes --
8 makes you transparent and for the public to see and
9 for everyone to see, all citizens of Chicago where
10 we're doing good and where we could be doing
11 better. So we appreciate that. We
12 appreciate -- we've come a long way in -- in a
13 year. We've all seen changes in safety and
14 security. You know, it's on time. The timeliness
15 of -- of all those things. It's basically exposing
16 all that to the public so they can see that
17 and -- and also see the progress that your team has
18 made. So we're very appreciative of that. We know
19 there's a lot of work ahead of us. We got a lot of
20 work to do to get to the pre-pandemic level. But I
21 think we are moving in the right direction. So
22 thank you very much.

23 PRESIDENT CARTER: Thank you.

24 CHAIRMAN BARCLAY: Anyone else?



1 DIRECTOR MILLER: Thank you.

2 CHAIRMAN BARCLAY: And thank you, President
3 Carter.

4 PRESIDENT CARTER: Thank you.

5 CHAIRMAN BARCLAY: Appreciate that. Our next
6 order of business is the approval of the minutes of
7 the regular board meeting of June 16th, 2023. May
8 I have a motion to approve?

9 DIRECTOR ORTIZ: So moved.

10 DIRECTOR JHA: Second.

11 SECRETARY GREENLEE: It's been properly moved
12 by Director Ortiz and seconded by Director Jha.
13 We'll take a roll call vote. Director Jha?

14 DIRECTOR JHA: Yes.

15 SECRETARY GREENLEE: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY GREENLEE: Director Jakes?

18 DIRECTOR JAKES: Yes.

19 SECRETARY GREENLEE: Director -- Chairman
20 Barclay?

21 CHAIRMAN BARCLAY: Yes.

22 SECRETARY GREENLEE: Director Miller?

23 DIRECTOR MILLER: Yes.

24 SECRETARY GREENLEE: Chairman Barclay, the



1 motion to approve the minutes of June 16th, 2023
2 passes.

3 CHAIRMAN BARCLAY: Thank you. Our next order
4 of business is executive session. It's my
5 understanding, Kent, that there is no executive
6 session today.

7 MR. RAY: Correct, Chairman. No executive
8 session today.

9 CHAIRMAN BARCLAY: Our next order of business
10 is Board matters. Georgette?

11 SECRETARY GREENLEE: Yes. Chairman Barclay, we
12 have one board matter on the agenda today. To
13 approve an ordinance designating Sis- -- I was
14 practicing too. Sisavanh Baker as the Chicago
15 Transit Authority's Ethics Officer and designating
16 Kent Ray as Interim Ethics Officer.

17 CHAIRMAN BARCLAY: May I have a motion to
18 approve an ordinance designating Sisavanh Baker as
19 the Chicago Transit Authority's Ethics Officer and
20 designating Kent Ray Interim Ethics Officer?

21 DIRECTOR ORTIZ: So moved.

22 DIRECTOR JHA: Second.

23 SECRETARY GREENLEE: It's been moved by
24 Director Ortiz and seconded by Director Jha. We'll



1 take a roll call vote. Director Miller?

2 DIRECTOR MILLER: Yes.

3 SECRETARY GREENLEE: Director -- Chairman
4 Barclay?

5 CHAIRMAN BARCLAY: Yes.

6 SECRETARY GREENLEE: Director Jakes?

7 DIRECTOR JAKES: Yes.

8 SECRETARY GREENLEE: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY GREENLEE: Director Jha?

11 DIRECTOR JHA: Yes.

12 SECRETARY GREENLEE: The motion to approve
13 the -- Sisavanh Baker as the Ethics Officer and
14 Kent Ray as the Interim Ethics Officer passes.

15 CHAIRMAN BARCLAY: Thank you. And I just note
16 for the record that Ms. Baker is here. Thank you.
17 Our next order of business is a report from the
18 Committee on Finance, Audit and Budget. Director
19 Jakes?

20 DIRECTOR JAKES: The committee met earlier this
21 morning and approved the June 16th, 2023 committee
22 minutes and reviewed the finance report. The
23 committee reviewed five ordinances. An ordinance
24 authorizing free rides on the first day of school



1 for Chicago Public Schools. An ordinance
2 authorizing a locker location license agreement
3 with Amazon.com Services, LLC to install, operate
4 and maintain package delivery lockers. An
5 ordinance authorizing an intergovernmental
6 agreement with the Board of Education for the City
7 of Chicago for the sale and use of Ventra cards and
8 tickets for Chicago Public Schools. An ordinance
9 authorizing an amendment to a sublease between
10 Sterling Racine, LLC and Shipbob, Inc. for property
11 located at 120 North Racine Avenue in Chicago. An
12 ordinance authorizing a license agreement with
13 Turner Construction Company for property located
14 under the elevated structure between Nelson Street
15 and Barry Avenue, Chicago, Red, Purple and Brown
16 Lines. The committee also reviewed ten contracts.
17 The committee approved and recommended for board
18 approval five ordinances and the ten contracts.
19 The committee placed the ordinance and the ten
20 contracts on the omnibus. That concludes my
21 report, Chairman Barclay.

22 CHAIRMAN BARCLAY: Now we'll entertain a motion
23 to approve the omnibus as stated by Director Jakes.

24 DIRECTOR ORTIZ: So moved.



1 DIRECTOR JHA: Second.

2 SECRETARY GREENLEE: It's been moved by
3 Director Ortiz and seconded by Director Jha. We'll
4 take a roll call vote to approve the omnibus.
5 Director Miller?

6 DIRECTOR MILLER: Yes.

7 SECRETARY GREENLEE: Chairman Barclay?

8 CHAIRMAN BARCLAY: Yes.

9 SECRETARY GREENLEE: Director Jakes?

10 DIRECTOR JAKES: Yes.

11 SECRETARY GREENLEE: Director Ortiz?

12 DIRECTOR ORTIZ: Yes.

13 SECRETARY GREENLEE: Director Jha?

14 DIRECTOR JHA: Yes.

15 SECRETARY GREENLEE: The motion to approve the
16 omnibus passes.

17 CHAIRMAN BARCLAY: Our next order of business
18 is the construction report from Bill Mooney.

19 MR. RAY: May -- may I interrupt one second? I
20 think we need a separate motion to approve the
21 recommendation from finance to approve the Amazon
22 contract.

23 CHAIRMAN BARCLAY: Okay. Next I will entertain
24 a motion to approve an ordinance authorizing a



1 locker location license agreement with Amazon to
2 install, operate and maintain package delivery
3 lockers.

4 MR. RAY: Thank you.

5 DIRECTOR ORTIZ: So moved.

6 DIRECTOR MILLER: Second.

7 SECRETARY GREENLEE: It's been moved by
8 Director Ortiz and seconded by Director Miller.
9 Director Jha for the record is recusing herself
10 from this vote. Director Miller?

11 DIRECTOR MILLER: Yes.

12 SECRETARY GREENLEE: Chairman Barclay?

13 CHAIRMAN BARCLAY: Yes.

14 SECRETARY GREENLEE: Director Jakes?

15 DIRECTOR JAKES: Yes.

16 SECRETARY GREENLEE: Director Ortiz?

17 DIRECTOR ORTIZ: Yes.

18 SECRETARY GREENLEE: The motion to approve the
19 Amazon locker location ordinance passes.

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

24 MR. MOONEY: Good morning, Chairman and



1 Directors. Bill Mooney, your Chief Infrastructure
2 Officer. As always I'm joined by JuanPablo Prieto.
3 This month we are also going to be joined by Brian
4 Steele, our Vice President of Communications, and
5 Molly Poppe, our Chief Innovation Officer, who will
6 help us talk a little bit about the major project
7 we have coming up on the Forest Park branch and all
8 the efforts we're making around that. But we'll
9 start where we normally do. Our CDOT, Lake, Damen
10 Stations. Lots of work been going on on site. We
11 continue to build up layers of the core tower that
12 will allow us to make access to the new elevated
13 platforms as well as the bridge that connects both
14 sides of the right-of-way. They had started laying
15 the foundation and the floor for the new station
16 which is really exciting to see. Last month I
17 showed you a lot of the work in preparation for
18 that and -- and we'll move to some of those photos.
19 Here in the first photo you can see them installing
20 the new steel. Over the last couple months I've
21 shown you the rehabbing of the existing steel.
22 This is the new steel columns that go on the new
23 foundations that will ultimately be supporting the
24 platform. Next slide. Here is that top layer of



1 the fifth lift of what they call the concrete ACON
2 tower. This is the center core tower that
3 ultimately has elevators. It goes all the way up
4 to the bridge that cross -- crosses over the
5 tracks. Next slide. Here's the first of the
6 floor -- floor slab so this is right along the main
7 adjacent stairwell and escalator that takes you
8 from the ground level up to the first level. Next
9 slide. And here's a -- it's kind of a step back.
10 It shows you the rest of the station house there.
11 This will be the far end of the station house
12 looking back towards the tracks. You can see the
13 height of that tower that they've been building to
14 connect over the tracks there in the background.
15 It really gives you a sense of the size of the
16 station and -- and kind of the overall space. Next
17 slide, please. And I'll pause right here and allow
18 JuanPablo and talk a little bit about what's going
19 on in this picture.

20 MR. PRIETO: Thanks, Bill. Good morning,
21 Directors. JuanPablo Prieto, Director of Diversity
22 Programs. On June 28th, F.H. Paschen sponsored an
23 intern tour of the location where the new Damen and
24 Lake Stations -- Station will be built. The tour



1 highlighted that Paschen Bridge Program which is a
2 paid internship program to high school graduates
3 transitioning to their first year of post-secondary
4 education. F.H. Paschen describes it as a first of
5 its kind internship and organizational commitment
6 to further engage students and fortify the pipeline
7 of the construction industry. Interns received
8 on-the-job training part-time for six weeks and
9 work across multiple departments within the
10 organization. Paschen Bridge welcomes six CPS
11 students from George Westinghouse College Prep and
12 will provide hands-on experience for its inaugural
13 class of high school graduate interns on one of
14 CTA's critical transit projects. The tour was
15 attended by CTA staff, CDOT staff, Alderman Walter
16 Burnett and the F.H. Paschen project group. Thank
17 you. I'll turn it back over to Bill.

18 MR. MOONEY: Thank you. We can move on to our
19 next project. This is our non-rev rail vehicle
20 maintenance facility. It's very similar to Damen.
21 A lot of the work has been going on inside the
22 building where we've been building out the new pits
23 where the vehicles ultimately get maintained and
24 cleaned as well as all the subfoundational piping



1 and other things we need to do as part of that
2 process. And we started pouring the floor which in
3 a facility as sizeable as this one is now no one
4 small undertaking. So we can move to some of those
5 photos. Here's from the interior progress camera
6 view. So you can get a sense of that first floor
7 pour of how sizeable it is. Last month I showed
8 you a photo of a lot of large equipment working in
9 the space. It gave you a sense of the scale. And
10 if you kind of think back to that then you can get
11 a sense of how big a floor this really is and how
12 much concrete ultimately is there. This is the
13 first third of the building. So next slide. Here
14 is preparation for kind of that floor pour you saw
15 on the first third as well as looking back at the
16 other way now at the rest of the space. You can
17 see some of those pits being excavated out and
18 being ready to be prepared to be formed for
19 themselves. Next slide. And here's an up close
20 look at one of those pits. So here they have kind
21 of the base rebar for that pit in place that the
22 pedals for where the rail ultimately gets mounted
23 and some of that now drainage is being put in
24 underneath that before they pour that concrete.



1 Next slide, please. This is our Canal,
2 Barry, Damen Substation upgrade project. Lots of
3 work been going on both at Damen, Barry as well as
4 Haymarket. We haven't seen a lot of Haymarket
5 lately. So we can jump ahead to some photos and
6 talk about what's going on. Here at Haymarket
7 they've started removing the old existing equipment
8 making space for the new equipment that's coming
9 in. So as part of the process you've seen on many
10 of our substation we phase in the change of
11 equipment. So this is the first set of what we
12 call a line up. It's a series of pieces of
13 equipment that work together as a team to provide
14 power to our trains. Ultimately that -- that piece
15 of equipment is now being removed creating space.
16 They'll prep that space for the new equipment. In
17 the upcoming months you'll see that equipment being
18 brought online. Haymarket ultimately becomes
19 that -- a power source that connects the Canal Tie
20 House which you'll see some exciting photos of, you
21 know, in the upcoming six months as that tie house
22 gets installed online. Next slide. At Barry it's
23 pretty exciting. After we got our caissons in last
24 month, they started putting in the sheathing so we



1 can start digging down and building our -- our full
2 foundation for this building. It's been long
3 awaited and it's very exciting to see this progress
4 here. So here you can see. We've seen this on
5 many of the other projects. We -- we installed --
6 we vibrate down sheathing deep into the earth that
7 allows us then to dig back and ultimately dig the
8 depth of the hole and form the concrete foundation
9 we've been using for the building itself. Next
10 slide. And here we are at Damen. We're out of the
11 ground there. We got steel in the air and now
12 we've got floors. So here they -- last month I
13 showed you some of the plumbing work going on and
14 the prep work -- preparatory work for this floor
15 pour. They now have poured in the concrete floors
16 and you can see it's being smoothed out there in
17 the far photo. Next slide, please. Going on to
18 our Refresh and Renew Program. You can flip
19 forward to another one, please. Another one,
20 please.

21 We continue to progress with our
22 twenty-nine stations for the year. With seven of
23 twenty-nine completed. Most notably the most
24 recent one being Cicero and Howard. They've begun



1 work at Sheridan which is a very challenging
2 station based on its age and complexity and we'll
3 be on Indiana and the Green Line shortly. On our
4 bus turnaround program we've done five of twelve.
5 Most recently working at 79th and Halsted and
6 beginning work at 74th and Damen. I'll show you
7 some photos of that progress. Here at Howard so we
8 have some vacant store frontage on Howard Avenue
9 actually underneath the viaducts there as well as a
10 concession space in there and so versus having a
11 papered up area we worked with our -- our coms and
12 graphics teams to develop some historical graphics
13 of the station in the area and some -- some message
14 around that that we worked on decals installed over
15 windows which allows us to hide the space a little
16 bit while it's vacant but make it generally more
17 appealing and more of an art space. Next slide.
18 Here's another example of the space on Howard
19 before and after of what was previously papered up
20 kind of brown space to what is now the colored
21 space. And here's our typical painted stairs view.
22 And here at Cicero so we often talk about that curb
23 appeal. The walk up on the stations. So this is a
24 vacated storefront over near Cicero and the Green



1 Line. In the station frontage here they painted
2 the entire canopy of it. They've cleaned up the
3 window space, frosted over them a little bit. It
4 makes it a little more -- the station itself as you
5 walk up upon it a little more appealing.

6 Next slide. And here is an auxiliary
7 exit. So one of the things we've been trying to do
8 on some of these auxiliary exits is remove kind of
9 space that wasn't necessary at the street level
10 that made it more congested, more -- more
11 unwelcoming ultimately. So here we've removed a
12 section that was a vertical walkout from the
13 stairwell. It wasn't ideal either. In some cases
14 it created kind of a trap spot for customers coming
15 down the stairs of this emergency exit at -- later
16 at night. So this allows it to be a little more
17 open both for the view line as well as just for the
18 general traffic on the street. Next slide. Here's
19 some shots from the bus turnaround. A general
20 clean up of the painting of all the bollards, curb
21 lines. Next slide. Here's some curb repair. So
22 one of the big things we do in this program is we
23 do a lot of concrete replacement, curbs, patchwork
24 and so you can see that here as well as the



1 touch-up painting.

2 And the Board at this meeting approved two
3 new contracts. So we're very, very excited to go
4 into construction beginning of next year. But I
5 wanted to share some of the renderings from those
6 contracts. So you won't hear about them being
7 regularly reported until next year but I did want
8 to show you what the look is. So this is the
9 Austin Green Line ASAP project. This is the second
10 project moving into construction phase in our phase
11 one program. The first one being Racine Station
12 and our Congress program. So here you can see the
13 exterior of the station frontage and one of the
14 really important aspects of the ASAP program is not
15 only just dealing with the accessibility point at
16 the station itself but also the path of travel to
17 the station. So Austin is a prime example of that
18 is that the station actually has a series of steps
19 up from the curb line and so we actually do a
20 massive resloping on the frontage of the station
21 and the public way to be able to create a ramp up
22 towards the sidewalk and then ultimately into the
23 station. So here you can see that -- that new
24 storefront and the build out to be able to make



1 that ramp. Next slide, please. And here you kind
2 of get a different angle of the view. So this is
3 directly on the corner where you'd actually be
4 entering from the street and being able to get
5 access to that station. Next slide. Here -- here
6 it's a little bit pulled back. You can see that
7 kind of relandscaped. You can also see the
8 elevator tower in the background. Next slide. And
9 here's a night view of the -- this is the
10 reconditioned storefront. It has an extension
11 build out there as well as landscaping and other
12 portions.

13 Next slide. This is the second project
14 the Board considered today for approval. So this
15 is kind of neat for us and this is a true bridge.
16 We have many, many, many miles of structure but
17 this is actually a bridge that goes over the
18 I-90 Expressway near Harlem on the Blue Line where
19 we actually have all our buses to traverse from the
20 public way to our center station for loading and
21 then back across the highway again. So this is a
22 reconstruction of those bridge elements for a new
23 bridge canopy, new -- new surface area as well as
24 some facade work and a new bathroom for the bus



1 operators. Next slide. And here you can see those
2 new comfort facilities as well as some of the
3 striping and accessible features for those bus
4 islands that aren't currently available today.

5 So we will be introducing a new project
6 this month for reporting on as President Carter
7 mentioned in his remarks. We are -- we are
8 entering into the phase one rebuild of the Forest
9 Park branch. This is actually two projects
10 together. The first of which is the track project
11 which we'll be rebuilding the track. About 1.5
12 miles between the edge of the Dearborn Subway just
13 east of Halsted all the way out to Illinois Medical
14 District near Damen. It will eliminate about
15 15,000 feet of slow zone and improve ride quality
16 for customers as well as reduce ride times by about
17 two minutes. You can flip forward to another
18 slide. The contractor for this is Kiewit
19 Infrastructure. Kiewit has done a lot of work for
20 us. There's a lot of track work. They will be
21 doing all the track work as well as all the
22 subfoundational work for the Racine Station ASAP
23 project which is the second contract in our phase
24 one program. As well as building a new traction



1 power substation at Morgan and doing all the
2 subfoundational work for that traction power
3 substation. It's a really important part of this
4 program as we upgrade to the power systems in this
5 branch for the new modern fleet to be able to use
6 them. And with this we're going to talk a little
7 bit in detail about an upcoming major line cut we
8 have, all the communications work we've done and
9 again our customers prepared for that as well as we
10 often talk about the importance of not what we
11 build but how we choose to build it. And JP is
12 going to highlight some of the unique contracting
13 opportunities we've done in this program. Next
14 slide, please.

15 MR. PRIETO: Thanks again, Bill. Directors, as
16 you can see the chart on the screen, the track
17 improvement contract is not the first time we had
18 strong DBE participation on this project. Through
19 infrastructures determined use of the SBE-GEC
20 contract we had DBE firms performing the early
21 survey and geotechnical work. We also assessed
22 aggressive goals on the full design packages, the
23 construction management and construction contracts.
24 Based on the commitments so far, we have



1 29.17 percent DBE participation. Next slide,
2 please. The project has strong workforce
3 commitments as well. I would like to highlight
4 that the construction management contract was the
5 first professional services contract to include a
6 workforce goal. And as far as we've seen, this is
7 the first time it's been done in the industry.
8 10 percent of the contract hours will need to be
9 worked by residents of economically disadvantaged
10 areas or EDAs. On the construction contracts we
11 have aggressive goals for our careers opportunity
12 which include individuals enrolled in the workforce
13 Innovation and Opportunity Act or WIOA and section
14 three workers, a goal for union apprentices and our
15 service area EDA goal which is for residents within
16 the CTA service area living in ZIP codes with a
17 median household income of \$45,000 or less.

18 Next slide, please. As part of their
19 commitments on this contract, Kiewit Construction
20 hosted an on-site training event on June 27th for
21 those interested in joining their team on the
22 Forest Park track improvement project.

23 Participants were individuals who had completed
24 employee interest forms during various outreach



1 events attended by Kiewit staff over the past few
2 months including CTA events. Training began in the
3 project trailer during which over thirty attendees
4 were presented with construction safety and best
5 practices in the field. Attendees were then given
6 an overview of the track improvement project and
7 then guided through a series of outdoor work
8 stations that covered track work, construction
9 tools, loading and unloading a trailer and
10 construction vehicle safety. Attendees spent
11 approximately twenty minutes at each station where
12 they were provided an overview as well as best
13 practices pertaining to their respective stations.
14 They were also permitted to use the tools and get
15 into the machinery for hands-on experience.
16 Attendees were engaged and many displayed prior
17 construction experience so Kiewit was excited to
18 engage with this rich candidate pool and they'll
19 all have an opportunity to compete for positions on
20 the track improvement project. The event wrapped
21 up with a lunch and learn with the Latino worker
22 Safety Center, the Labor's Union and Hire 360. In
23 this picture you can see the trainer from Kiewit
24 demonstrating how to use a tool to lift track ties.



1 Three of diversity programs One Summer Chicago
2 interns joined us. And don't worry. They were not
3 driving the cranes around the yard. With that,
4 I'll hand it over to Brian Steele.

5 MR. STEELE: Thank you, JP. Mr. Chairman,
6 Directors, good morning. Brian Steele, Vice
7 President of Communications. As has been stated,
8 the Forest Park branch rebuild is one of the
9 largest CTA capital projects in many years. And as
10 such it requires and really deserves an extensive
11 multi-faceted outreach campaign to reach the many
12 constituencies that will be impacted. That
13 includes not just our customers but also community
14 leaders, the entities in the project footprint,
15 elected officials and other stakeholders. So for
16 this project we are drawing on the successful
17 playbooks that we've used on previous large-scale
18 construction projects like the Red Line south
19 reconstruction and like the Red and Purple
20 Modernization. But we're not just using the same
21 playbooks. We've expanded and tailored the
22 playbook for this Forest Park project to cover more
23 bases and to really even better target some of
24 these constituencies.



1 As you can see, one of the first things
2 that we did when we announced the campaign a little
3 over a week ago was launch a dedicated project web
4 page. It has a great amount of service
5 information. It has maps outlining the various
6 impacts to service and the alternative service
7 options which we'll hear more about in a moment and
8 it will be a dynamic website that we will update at
9 the various -- various project milestones. Next
10 slide, please. We've also developed a large fleet
11 of informational materials. We have one sheet that
12 provides a project overview. We have a brochure
13 that we are handing out to customers. We have maps
14 showing the service impacts and the alternative
15 service options. So really we've developed a bunch
16 of different materials that are targeted to
17 different aspects of the project.

18 Next slide, please. Here's a couple of
19 those maps. It might be a little bit hard to see
20 but the map on the left -- to give you an idea of
21 how we've customized this the map on the left shows
22 the many north-south bus routes that customers can
23 use to connect to the Green and Pink Lines which
24 are going to serve as some of the alternatives to



1 the Blue Line. The map on the right side again
2 might be hard to see some of the details but it
3 maps out the shuttle bus service that we'll be
4 offering for the first part of the project.

5 The next slide, please. Customers will
6 also see visible information even before they enter
7 the station. Sandwich boards are something that
8 we've used to great success throughout a lot of our
9 large-scale projects. They're hard to miss. As
10 you're entering the station, they capture your
11 attention and they will have information that again
12 is updated as each phase of the project continues.

13 The next slide, please. If you've been on the Blue
14 Line lately, you have certainly seen these customer
15 alerts. We have placed these alerts along both
16 branches of the Blue Line. So not just the Forest
17 Park branch but the O'Hare branch as well because
18 customers along that branch certainly could see
19 some of these service impacts or could be traveling
20 between the branches. So these are in rail
21 stations. They are on rail cars and we are also
22 placing them, in fact, most of them are in place
23 already, on buses that run on routes that serve the
24 Blue Line. Next slide, please. I'll turn it over



1 to my colleague Molly Poppe to provide some more
2 information about the outreach.

3 MS. POPPE: Thanks, Brian. Good afternoon.

4 I'm Molly Poppe. I am the Chief Innovation Officer
5 for CTA. And as Brian was mentioning, there is a
6 host of -- of different collateral and different
7 outreach and engagement activities that we will be
8 doing in order to connect with the riders all along
9 the Forest Park branch. Both educate them on the
10 shuttle buses that will be available to them to
11 supplement where stations will be closed but then
12 also help to connect the riders with -- with
13 alternatives. Can you go to the next slide for me?
14 So as part of the work that we're doing for the
15 Forest Park branch line cut and the outreach that
16 we're doing, we actually have developed a customer
17 segmentation. So we've been looking at the various
18 riders all along the line and understanding
19 where -- where they -- where are they ending. So
20 what's their origin destination and how can we help
21 to educate them on alternatives that would make the
22 most sense for them. So we have a host of
23 different segmentations here. The first
24 segmentation is an emphasis on Pink Line. So it



1 should be noted that there's about, you know,
2 73 percent of riders who board the Forest Park Blue
3 Line before IMD. Actually ride past UIC Halsted.
4 So they're riding into the Loop or beyond the Loop
5 to other lines. So that means that there is a lot
6 of CTA service. That is a great alternative for
7 them. So on the Pink Line here you can see we're
8 going to be emphasizing for customers who are
9 heading into the Loop individuals who are boarding
10 as they typically board at the Cicero Blue Line
11 stop encouraging them to start to transition over
12 to that Pink Line. The Pink Line is going to take
13 them into the Loop as well. It's going to be an
14 easy sort of alternative for them versus trying to
15 continue on the Blue Line and deal with a line cut
16 and the bus shuttle. Next slide for me. Same
17 thing. A different customer segmentation would be
18 the Green. It's encouraging Forest Park riders to
19 transition to the Green Line. So those would be
20 individuals that board typically at the Forest Park
21 Blue Line, Harlem, Oak Park, Austin. Those
22 individuals you can easily take one of our CTA
23 buses or a Pace bus to that Green Line and head
24 into the Loop on the Green Line versus going



1 through the line cut and the bus shuttle.

2 Next slide. The next group of people and
3 Brian showed this slide previously. These are
4 those individuals that typically ride. They board
5 closer to the line cut so they board around western
6 and IMD. They may ride through into the Loop or
7 they may stop somewhere along the way. So we'll be
8 sending them information to communicate with them
9 about the bus shuttle is probably going to be the
10 best option for them. Next slide. And then the
11 last is those individuals on the O'Hare branch.
12 while they may not directly be impacted by the
13 Forest Park line cut so they're not necessarily
14 having to deal with a bus shuttle or anything like
15 that but they may be impacted in the sense that
16 there is going to be longer wait times. We're
17 going to see scheduled headways along the Blue Line
18 for the length of the line to go from about a five
19 to seven-minute scheduled headway. That's going to
20 expand up to about a ten-minute scheduled headway.
21 So we're sending direct communications to O'Hare
22 branch riders to allow -- to encourage them to
23 allow more time during their commute and we're also
24 working with our partners at Metra to talk about



1 how can we market the parallel service that Metra
2 provides on the west and northwest sides to relieve
3 some of that peak hour congestion that we see on
4 the Blue Line.

5 And I would note as part of all of these
6 activities and all of the communication that we're
7 having with customers, you know, it's not just
8 enough to tell them about the alternative and sort
9 of verbally encourage them. We want to make it
10 financially encouraging as well for them to
11 take -- to take an alternative. So we will be
12 offering a reduced fare along the Blue Line on
13 Forest Park, along the Green Line on that western
14 branch and on the Pink Line on the western branch.
15 Everything sort of west of Ashland is going to be
16 reduced rates of fares at 50 percent. And then to
17 further encourage that connection not going to
18 alternative of the Pink and Green Lines from --
19 from the Blue Line Forest Park we are going to make
20 all of the stops -- those bus stops between Green
21 and Pink on those northbound bus routes free. So
22 customers are really going to be encouraged to take
23 those alternatives both because it's going to be a
24 little bit faster for them. They're going to avoid



1 some of the -- the transition from the Blue Line to
2 the bus shuttle back to a train. So by encouraging
3 them to take those alternatives but again we're
4 also going to try to make it financially
5 encouraging for them as well by reducing the fares
6 at rail stations west of Ashland and then also
7 making those fares free on bus routes. Those
8 north-south bus routes making those free as well.
9 So with that, I'm going to turn it over -- turn it
10 back over to Bill Mooney to close us out.

11 MR. MOONEY: Thank you, Molly. So in advance
12 of this line cut we've actually been doing a ton of
13 work out there to get ready as much as we can
14 advance while service is still running. So a
15 couple areas that I want to highlight for you.
16 Some updated construction photos for this month.
17 This is called the Racine siding. It's an area
18 that we actually have adjacent to the revenue
19 tracks that allows us to store work equipment that
20 we use to maintain both the subways and the area on
21 the right-of-way. We took this out of service
22 about a month ago and they began demolition and
23 clearing in this area. Here you can see some of
24 that demolition of the existing tracks in that



1 area. Next slide, please. Here you can actually
2 see the -- the dig out already in that area. So
3 this is actually some of the -- the excavation
4 work -- work we're doing in advance of the major
5 track package. This is an exceptionally wide
6 right-of-way in an area of track so we have -- we
7 have room actually for as many as five or six
8 tracks in some areas. And so here we actually have
9 installed a temporary fence along the existing
10 active right-of-way and that allows them to work
11 during daylight hours and -- and behind that fence
12 line while we're still running trains and advancing
13 this. So this is a really important portion of
14 this because this is actually where all the
15 drainage for the track goes in as well as the
16 communication network. So a huge portion of the
17 prep work is getting that drainage in before the
18 major line cut as well as getting out as many of
19 the existing spoils, so the old dirt and stone, as
20 possible. So here's some of the excavation in
21 progress. Next slide. And what's interesting
22 about this too is they're accessing the
23 right-of-way through stair towers off the bridge
24 deck. So these are actually locked and secured and



1 they get them off the major throughway. Then it
2 goes around directly into that fenced in area so
3 that they can go to and from without interrupting
4 train service at all. Next slide.

5 And with that, we'll move on to the
6 Red/Purple Modernization project. We can move
7 forward a slide, please. A lot -- very, very busy
8 last month. So we are -- we are pushing very
9 quickly to stage B in the Lawrence, Bryn Mawr area
10 as well as advancing our -- the Red, Purple bypass
11 area to its next phase and what we call North Main
12 Line three. Most of that has been focused on -- on
13 the RPB area, on beginning the track work, the
14 special work installed. This is what we'll
15 facilitate movement between various tracks in that
16 corridor. On the Lawrence Bryn Mawr area, we are
17 finalizing all the last minute items we need to get
18 the tracks ready for their use and revenue service
19 which is really about signal commissioning and
20 power commissioning at this point. And that CSI
21 improvement corridor wide is really going into
22 effect with this space.

23 Next slide. So here's some of the work in
24 progress. So this is down at the Red-Purple Bypass



1 area. So you seen as we're preparing individual
2 tracks this is now where those tracks merge
3 together. This is what we historically have called
4 the Clark junction area which allows us to
5 facilitate train movement from the Red Line, the
6 Purple Line and the Brown Line together. We've
7 uncoupled a section of that by putting a flyover in
8 there but there's still the need to have
9 flexibility to be able to move between the tracks
10 and the other lines. So here you see some of that
11 special work. It's a very complicated installation
12 of the track work and concrete. Next slide. And
13 up on the Lawrence Bryn Mawr strap we're -- we're
14 coming to the finish line. So here is the logos
15 going up on the temp Bryn Mawr Station. I've shown
16 you progress on that station over the last couple
17 of months. So here they are doing some of those
18 finishing touches. Next slide. Here's similar
19 installations up at Argyle. So while -- while we
20 are getting ready for that phase change these signs
21 were installed. They were covered back until the
22 night of the actual change. Next slide. Here's
23 some of the final work up -- up at track level.
24 This is called rail grinding. A few years ago I



1 showed you actually a video of a rail grinder in
2 process on the Green Line where we did some track
3 work there. This actually they take a series of
4 heavy kind of stones and recut the head of the
5 rail. In this case this rail has been sitting out
6 of service for a very, very long time. It was very
7 well rusted over and so we had -- they brought out
8 a rail grinder to smooth back out that surface for
9 those first trains to use. Next slide. And here
10 is the installation of the engineered barrier. So
11 this is an important part of the phasing here. So
12 we actually installed a visual barrier the whole
13 length of the new structure. So while we're
14 building on the other side of it it doesn't become
15 disruptive to operators as they're operating.

16 Next slide. And we're very excited to
17 move into stage B. So on July 28th we will
18 actually go through the phase change. We'll be
19 running on the new structure. And so between
20 Thorndale and -- and Wilson we'll be on entirely a
21 new structure. We'll be off of the last segments
22 of that old structure and they will begin the
23 demolition and rebuilding of that -- that section
24 as well as the start of the new stations. Phase B



1 will be where we build all the brand new stations
2 for Lawrence, Argyle, Berwyn and Bryn Mawr and
3 while we're in that phase we will have two new temp
4 stations. At -- one at Argyle and one at
5 Bryn Mawr. There's actually two at Argyle
6 and -- and one at Bryn Mawr that will facilitate
7 rider's use during that phase. Again this will be
8 July 28th when we make -- when we cut over and
9 start using that new track structure.

10 Move forward. And our outreach activities
11 have been ramped up as well in the last month. So
12 we did a series of meetings with our -- our
13 virtual -- with our artist the Board had recently
14 awarded to. So we did a bunch of public meetings
15 where we introduced the artist to the community.
16 We got the artist to talk about the type of mediums
17 they use, their theories behind their artwork and
18 things they like to do. They got some feedback
19 from the community about some of the things the
20 community would like to see in the artwork. We did
21 a series of public meetings for Bryn Mawr and
22 Berwyn and then for Argyle and Lawrence. Separate
23 from that we did a series of outreach meetings for
24 the stage B construction for the public where we



1 went through how the phasing is going to work, what
2 activities will be occurring in the actual
3 construction over the next two years as well as how
4 the service and what will change for them as a
5 commuter. We also have continued to do ongoing
6 coordination with the FTA PMOC. This is the
7 consultant that the FTA uses to oversee projects
8 such as RPM that have federal dollars associated
9 with them. They came out with representatives of
10 TIFIA to do a tour of the project site in late May.
11 And we've had a series of press events and press
12 announcements around stage B as well. So some
13 still coming in the weeks ahead as we have a
14 very -- really, really, really -- a robust outreach
15 schedule that will be touching our customers and
16 making sure they're aware of that phase change and
17 what's going to be going on in the community in the
18 upcoming weeks. And with that, I'll turn it over
19 to JuanPablo to talk a little bit about DBE
20 workforce.

21 MR. PRIETO: Thanks again, Bill. We continue
22 to meet with the contractor monthly to discuss DBE
23 and workforce outreach and compliance and we
24 communicate any subcontracting and workforce



1 opportunities out to the community to make sure
2 that they're aware of them. As of June 30th, DBEs
3 have been awarded over 241 million dollars between
4 the design and construction packages. In RPM phase
5 one these dollars have been awarded to ninety-six
6 unique DBE firms. Forty of which are new to CTA.
7 On the workforce side as of June -- as of the end
8 of June, 1,891 unique individuals have worked over
9 1.3 million labors hour and earned over 77 million
10 dollars. Next I'd like to show you the next
11 installment in our monthly video series in which we
12 highlight the RPM project's ambitious workforce and
13 DBE inclusion programs. Today you will hear from
14 Victoria Anderson, an electrician apprentice with
15 Meade, which is a subcontractor on the RPM project.
16 It is an honor to share these stories on how CTA
17 and RPM has improved the lives of Chicagoans and
18 their families. Thank you.

19 (Video played.)

20 MR. PRIETO: That concludes the portion of our
21 report. Back to you, Bill.

22 MR. MOONEY: Mr. Chairman, Directors, we'll be
23 glad to take any questions on any portion of this
24 report. Thank you.



1 CHAIRMAN BARCLAY: Questions for Mr. Mooney or
2 Mr. Prieto?

3 SECRETARY GREENLEE: Director Jha?

4 DIRECTOR JHA: No questions. Thank you.

5 SECRETARY GREENLEE: Director Ortiz?

6 DIRECTOR ORTIZ: Thank you. No.

7 SECRETARY GREENLEE: Director Jakes?

8 DIRECTOR JAKES: No questions.

9 SECRETARY GREENLEE: Director Miller?

10 DIRECTOR MILLER: No questions.

11 SECRETARY GREENLEE: There are no questions.
12 Director -- Chairman Barclay.

13 CHAIRMAN BARCLAY: Thank you. Before we
14 conclude this meeting, I know we have two public
15 commenters who were running a little bit late. And
16 but they're here. So I think that we're going to
17 allow them to have their remarks at this point.

18 SECRETARY GREENLEE: Mr. Chairman, we have
19 present in the boardroom Bill Morton and Trudy
20 Leong. I am going to remind the presenters that
21 you have three minutes to speak and that you should
22 not direct your comments to anyone in particular.
23 Mr. Morton?

24 MR. MORTON: Thank you to the Chair and the



1 Board for this opportunity for public comments.
2 I'm the President of the Rogers Park Chamber of
3 Commerce for fourteen years. I use the CTA.
4 Life-long Chicagoan. We're very concerned about
5 the RPM's future phases. Specifically at the
6 Jarvis and the Morse Red Line Stations as part of
7 the Thorndale north phase. Our issues are of ADA
8 accessibility. Installing elevators at Jarvis and
9 Morse Stations are our top concerns of our
10 community and my constituents. During the 2012
11 renovations of Jarvis and Morse Stations, the
12 streets were completely closed down and we did not
13 receive any elevators for our people with
14 disabilities, the elderly and families with
15 strollers. We believe that this project in 2012
16 represented a massive construction in which the
17 federal government requires the CTA to make the
18 stations 100 percent accessible. Yet no elevators
19 in 2012. ADA accessibility is not only the right
20 thing to do but it's mandatory. We need to give
21 access to the people who have never had access to
22 the rail. We briefly discussed this issue at the
23 Board meeting last month and chamber administrator
24 Trudy Leong and I met with the director of RPM in



1 government and community relations Jeff Wilson on
2 the 20th. Jeff explained that there is no ETA for
3 ADA accessibility at Jarvis and Morse because the
4 funding formula has not been started yet and we
5 can't ask the federal government for money until
6 the engineering scope is completed. We need an
7 engineering scope to find exactly where we
8 need -- what we need to do in regards to making the
9 platforms wider to accommodate the elevators as
10 well as for longer trains. It should be the top
11 priority for the CTA as well as the City of Chicago
12 to make these stations 100 percent accessible to
13 the people with mobility issues as well as our
14 aging community. These are a significant portion
15 of our community and customers for the CTA and will
16 provide future ridership growth in Rogers Park.
17 I'm speaking on behalf of my constituents. Thank
18 you very much.

19 CHAIRMAN BARCLAY: Thank you.

20 MS. LEONG: Thank you, Board, for having us
21 speak on behalf of our constituents about some of
22 our concerns in the neighborhood of Rogers Park.
23 My name is Trudy Leong. I am the administrator of
24 the Rogers Park Chamber of Commerce in the



1 neighborhood of Rogers Park. We are concerned
2 about some issues at the Howard Red Line parking --
3 Howard Red Line Station parking garage. Could you,
4 please, address the issues of crumbling
5 infrastructure on the top floor and investigate
6 whether it's structurally sound? And there are
7 also a lot of problems with individuals using the
8 Howard Red Line Station as a public restroom.
9 There was an investigation, a news report about
10 that on -- on CBS recently on April 11th of this
11 year. Among the problems are that parts of the top
12 floor seems to be crumbling and closed down. And
13 the staircase to the top level is blocked off by
14 chains. Other areas are sectioned off by several
15 levels of caution tape. There is defecation behind
16 the dumpster on the first floor and urinate --
17 urinating in the staircase and elevators as well.
18 At night people loiter at the top level. Is the
19 CTA responsible for the security for the parking
20 structure or is it a private firm? I would also
21 like to mention that how much I learned and enjoyed
22 my meeting with Jeff Wilson of the Chicago Transit
23 Authority. He's the Director of RPM Government and
24 Community Relations. We had the meeting on



1 June 20th and I thank the Board for recommending
2 that we have that meeting with Jeff. Thank you so
3 much.

4 DIRECTOR MILLER: Thank you.

5 CHAIRMAN BARCLAY: Any comments from the Board?

6 DIRECTOR JAKES: I just have a question. I'm
7 sorry. Is it Ms. Leong?

8 MS. LEONG: Yes.

9 DIRECTOR JAKES: Ms. Leong, where did you say
10 it is? Howard and?

11 MS. LEONG: Oh, it's the Howard Red Line
12 Station and then the parking garage it is part of
13 the Gateway Centre complex. So we are not sure
14 whether it is the Gateway Centre that is
15 responsible for the maintenance and the oversight
16 of that parking structure or if it's the CTA.

17 DIRECTOR JAKES: Okay. And Mr. -- I'm sorry.

18 MR. MORTON: Mr. Morton. Bill Morton. Bill
19 Morton.

20 DIRECTOR JAKES: Morton?

21 MR. MORTON: Yes.

22 DIRECTOR JAKES: And you said the Jarvis does
23 not have an elevator?

24 MR. MORTON: The Jarvis Station does not have



1 an elevator. It's not ADA accessible. And -- and
2 nor is the Morse Station Red Line Station in Rogers
3 Park in the 49th ward.

4 DIRECTOR JAKES: Thank you.

5 MR. MORTON: Yes.

6 CHAIRMAN BARCLAY: Any further comments or
7 questions? Okay. Thank you for coming. We
8 appreciate your comments.

9 MS. LEONG: Thank you.

10 CHAIRMAN BARCLAY: And we'll pass them on to
11 the president's office. Thank you.

12 DIRECTOR MILLER: Thank you.

13 CHAIRMAN BARCLAY: Our final order is new
14 business. Georgette, is there any new business?

15 SECRETARY GREENLEE: No.

16 CHAIRMAN BARCLAY: Since there is no further
17 business to come before the Board, may I have a
18 motion to adjourn the Chicago Transit Board meeting
19 of July 12th, 2023?

20 DIRECTOR ORTIZ: So moved.

21 DIRECTOR JHA: Second.

22 SECRETARY GREENLEE: It's been moved by
23 Director Ortiz and seconded by Director Jha. We'll
24 take a roll call vote to adjourn the meeting.



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Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: The motion to adjourn the meeting passes.

CHAIRMAN BARCLAY: Thank you everyone.

(Whereupon, the meeting adjourned at 12:03 p.m.)



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