

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

5 Held via videoconference

6 on

7 July 13th, 2022

8 at

9 10:08 a.m.

10 at

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

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

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22
23 REPORTED BY: Margaret E. Mecklenborg, CSR

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1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;

3 DR. L. BERNARD JAKES, Director;

4 MS. MICHELE A. LEE, Director;

5 REV. JOHNNY L. MILLER, Director;

6 MS. ROSA ORTIZ, Director;

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

8 MR. GREGORY LONGHINI, Secretary;

9 MR. KENT RAY, General Counsel.

10 ABSENT:

11 MR. ALEJANDRO SILVA, Director.

12 PRESENTERS:

13 MR. CARLOS RAMIREZ-ROSA;

14 MR. JOHN KAVALUNAS;

15 MR. MARK KRAEMER;

16 MR. BRUCE MAINZER;

17 MS. LOIS KIMMELMAN;

18 MS. OLIVIA GAHAN;

19 MS. GEISHA ESTER, Vice President of
Training and workforce Development;

20 MR. PETER HENDERSON;

21 MR. WILLIAM MOONEY,
Chief Infrastructure Officer;

22 MR. JUANPABLO PRIETO,
Director, Diversity Programs;

23 ALSO PRESENT:

24 MS. DENISE BUNCH;

MR. DONALD BONDS, Chief Transit Officer;

MR. MARC BUHMANN, Videographer;



1 ALSO PRESENT:(Continued)

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

3 MS. TAMMY CHASE, Director of Communications and
4 Media Relations for RPM Project;

5 MR. MICHAEL CONNELLY, Chief Planning Officer;

6 MR. PRAFULL DAVE,
7 Director, Strategic Business Initiatives;

8 MR. JEREMY FINE, Chief Financial Officer;

9 MR. ANDREW FULLER, Chief Internal Auditor;

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

11 MS. ELSA GUTIERREZ, Vice President, Planning;

12 MS. SONJA HARGROVE, General Manager,
13 Strategic & Business Operations;

14 MR. JEFFREY HULBERT,
Vice President, Safety;

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

17 MR. THOMAS MCKONE,
Chief Administrative Officer;

18 MR. HERB NITZ,
19 Director, Technology Engineering;

20 MS. GRACE OHS, Project Manager;

21 MS. MARIA-TERESA ROMAN,
Government and Community Relations Officer;

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



1 (whereupon, the meeting
2 convened at 10:08 a.m.
3 as follows:)

4 SECRETARY LONGHINI: Good morning. This is
5 Greg Longhini again on the Chicago Transit Board
6 office of the Secretary. We are ready to begin the
7 regular board meeting. Chairman Barclay, we may
8 begin.

9 CHAIRMAN BARCLAY: Good morning. I would like
10 to call to order the regularly scheduled meeting of
11 the Chicago Transit Board for July 13th, 2022.
12 would the secretary, please, call the roll?

13 SECRETARY LONGHINI: Yes. Director Miller?

14 DIRECTOR MILLER: Here.

15 SECRETARY LONGHINI: Director Ortiz?

16 DIRECTOR ORTIZ: Here.

17 SECRETARY LONGHINI: Director Jakes?

18 DIRECTOR JAKES: Here.

19 SECRETARY LONGHINI: Director Lee?

20 DIRECTOR LEE: Present.

21 SECRETARY LONGHINI: Chairman Barclay?

22 CHAIRMAN BARCLAY: Here.

23 SECRETARY LONGHINI: Director Silva will not be
24 joining us today. We have a quorum of the Board



1 with five members present, sir.

2 CHAIRMAN BARCLAY: Our first order of business
3 is public comment. Greg?

4 SECRETARY LONGHINI: Yes, sir. We have six
5 speakers today in public comment. We will start
6 with the 35th ward Alderman Carlos Ramirez-Rosa.
7 Mr. Ramirez-Rosa, please, address the Board.

8 MR. RAMIREZ-ROSA: Thank you so much, Chairman
9 and members of the CTA Board. My name is Carlos
10 Ramirez-Rosa and I'm the alderman of Chicago's
11 35th ward. And I'm so happy that today you'll be
12 taking up a matter that's of great importance to
13 Logan Square and to the 35th ward.

14 2525 North Kedzie is currently located in the 32nd
15 ward but with the redirecting of the Chicago wards,
16 we'll be in the 35th ward next year. But
17 regardless of which ward it's currently located in,
18 our community has said consistently and very loudly
19 that we need more affordable housing in our
20 neighborhood. Logan Square has seen so much
21 displacement of working class people and the
22 redevelopment of 2525 North Kedzie as an affordable
23 housing development will be a significant
24 advancement in making sure that people can stay in



1 our neighborhood. So I'm so happy that the CTA
2 Board is working with Bickerdike Redevelopment
3 Corporation on redeveloping this site. Bickerdike
4 Redevelopment Corporation is a wonderful non-profit
5 affordable housing developer that has a wonderful
6 reputation in our community and has worked
7 successfully for many decades now to house working
8 families and poor families and keeping them in our
9 neighborhood. So I'm very excited. And the
10 community is very excited that this development
11 will be moving forward. And we certainly hope that
12 this site will become the place that will house
13 many families for generations to come. Lastly,
14 I -- I do just want to note that, you know, we look
15 forward to a development that is in -- in line with
16 the historic nature of our community, that is
17 beautiful, that has community space and amenities
18 that everyone in the community can enjoy. And --
19 and I look forward to -- to being part of this
20 conversation moving forward as the City of Chicago
21 gets involved in this redevelopment as well.
22 Lastly, I -- I do just want to note that, you know,
23 we continue to, you know, suffer with issues of
24 reliability on the CTA. Myself as well as



1 thirty-plus aldermen have submitted a resolution to
2 the committee on transportation asking the CTA to
3 present to our committee. I certainly hope that we
4 can work on scheduling that in the near future.
5 Chicagoans obviously love the CTA and we need to
6 have reliable service. So I look forward to
7 working with you all in the future to addressing
8 those issues because you have a partner in me and I
9 know you have a partner in the Chicago City
10 Council. Thank you all so much.

11 CHAIRMAN BARCLAY: Thank you.

12 SECRETARY LONGHINI: Thank you, Alderman, for
13 that. Our next speaker is John -- hopefully I'm
14 pronouncing this correctly. Kavalunas.
15 Mr. Kavalunas, could you address the Board, please?

16 MR. KAVALUNAS: Yes. Thank you. Hello. I'm
17 John Kavalunas, a resident of Lakewood, Illinois.
18 I'm semi-retired and worked full-time in downtown
19 Chicago for over thirty-five years using the
20 combination of Metra and CTA to commute -- commute
21 daily. I'm a volunteer member of the Climate
22 Reality Project, the Chicago chapter. The Climate
23 Reality Project is encouraged to see that the CTA
24 has committed to 100 percent zero-emission fleet by



1 2040. However, we strongly object to a CTA
2 transition plan that includes purchasing 500 more
3 diesel buses in 2023 to 2025. We urge the CTA to
4 revise these plans so 500 more diesel buses are not
5 ordered. Given the urgency of the climate crisis,
6 it is simply not an acceptable strategy. This
7 requires these polluting buses will have to stay in
8 operation for approximately twelve to fourteen
9 years. We urge the CTA to do as Pace has already
10 done. Commit to zero future diesel bus
11 acquisitions. Pace revised and accelerated their
12 electrification strategy positively over the last
13 year and so can the CTA. Several American cities
14 have committed to stopping purchases of new diesel
15 buses immediately including Austin and Seattle. We
16 hope Chicago would do the same. Some cities in the
17 United States and around the world are set to
18 electrify their entire bus fleets by 2030 including
19 Shenzhen, China, Milan, Italy and Los Angeles.
20 Shenzhen completed its transition several years
21 ago. Even though Shenzhen's electricity is
22 generated by burning fossil fuels, conversion to a
23 fully electric fleet reduced the bus's -- reduced
24 the city's greenhouse gas emissions by an estimated



1 1.35 million tons per year. LA and New York City
2 are planning to ramp up the purchase of electric
3 buses faster than we are -- we are here in Chicago.
4 The LA Metro Orange Line is already fully electric.
5 The Metro will start purchasing larger numbers of
6 electric buses in 2024 and plans to buy over 150
7 electric buses in that year. In subsequent years,
8 it will increase purchases by about 450 buses each
9 year until 2030 when the full fleet will be
10 electric. In New York City between 2025 and '26
11 470 electric buses are supposed to begin hitting
12 the road. By comparison, CTA transition plans only
13 show 25 buses operating in 2025. 70 more in the
14 five-year published capital plan and 100 more CRP
15 estimated from the graphs and charts forward for
16 approximately 200 total CTA electric buses
17 operating in 2026. Lastly, LA and New York City
18 are also planning to install charging
19 infrastructure rapidly at multiple locations
20 simultaneously. Between 2022 and 2030, LA will
21 install chargers at its bus division including
22 chargers up to seven divisions at the same time.

23 SECRETARY LONGHINI: Mr. Kavalunas, we need to
24 wrap it up pretty soon, sir.



1 MR. KAVALUNAS: Yes.

2 SECRETARY LONGHINI: Can you wrap it up?

3 MR. KAVALUNAS: Yes. This year New York will
4 install charging infrastructure at multiple bus
5 depots simultaneously. So thank you for the
6 opportunity to speak and I would encourage the
7 non-purchase of more diesel buses. Thank you.

8 SECRETARY LONGHINI: Thank you, Mr. Kavalunas.

9 Our next speaker will be Mr. Mark Kraemer.

10 Mr. Kraemer?

11 MR. KRAEMER: Hello. Yes. Thank you so much
12 for the opportunity to speak today, Mr. Chairman
13 and board members. My name is Mark Kraemer. I
14 live in Wilmette, Illinois. I work in downtown
15 Chicago and I'm a longtime CTA rider. I'd like to
16 comment on CTA's Charging Forward Program and
17 commend the CTA for working to electrify its bus
18 fleet and reduce harmful pollution caused by
19 current buses. However, I have grave concerns
20 about CTA's proposed purchase of 500 diesel-powered
21 buses over the next three years. I've commuted to
22 work on the CTA for the past forty years. And the
23 unfortunate reality is that all during that time
24 the CTA bus fleet has been diesel powered. We have



1 all seen the consequences. Polluted neighborhoods
2 and unhealthy air for Chicago residents to breathe
3 caused in large measure because of our
4 diesel-powered bus fleet. I have had to
5 occasionally drive behind these diesel-powered
6 buses and we all know that they are horribly
7 polluting. We don't have to settle for this.
8 Cities around the world are making rapid progress
9 towards electrifying their buses and cleaning their
10 air. Some cities are set to electrify their entire
11 bus fleet by 2030 just eight years from now. Even
12 more importantly, cities like Austin, Texas and
13 Seattle, Washington have committed to stop
14 purchasing new diesel buses altogether. This makes
15 total sense to me. Dirty diesel-powered buses are
16 ruining the air quality of those towns just as they
17 are ruining Chicago's air. It makes perfect
18 sense that Austin and Seattle would want to stop
19 the purchase of diesel buses. Transit officials
20 there are acting in the best interest of residents.
21 As you know, the CTA has proposed purchasing 500
22 brand new dirty diesel-powered buses over the next
23 three years. Buying new polluting buses now is
24 like pouring gasoline on our efforts to make our



1 air more healthy and reverse the harmful effects of
2 climate change. Those new dirty buses will be
3 operating during a time when we must be
4 significantly reducing our emissions, not
5 increasing them. After all, the intergovernmental
6 panel on climate change has stated that we have
7 eleven more years to significantly reduce carbon
8 emissions before drastically harmful changes in our
9 climate are irreversible. Diesel buses purchased
10 between now and 2025 will be polluting Chicago air
11 well past those eleven years. We have a
12 responsibility to reduce pollution and we can't
13 make the progress we need if we keep using the kind
14 of buses that got us into trouble in the first
15 place. To conclude, there are challenges to
16 electrification but they can be solved. As a CTA
17 rider, I would urge you to consider suggestions
18 made by Climate Reality Project analysts which
19 achieve full electrification of the CTA bus fleet
20 without purchasing those 500 dirty diesel buses.
21 These suggestions that avoid purchasing new dirty
22 buses deserve your careful consideration. So thank
23 you for your efforts at electrification of CTA's
24 bus fleet but for the good of our climate, for the



1 good of Chicagoland and for the health of all
2 Chicago residents, please, cancel the purchase of
3 those 500 dirty diesel buses. Thank you so much
4 for your consideration.

5 SECRETARY LONGHINI: Thank you, Mr. Kraemer.
6 Our next speaker will be Bruce Mainzer.
7 Mr. Mainzer?

8 MR. MAINZER: Thank you. Good morning. My
9 name is Bruce Mainzer and I'm a resident in the
10 River North neighborhood and I am Vice Chair of the
11 Chicago Chapter of the Climate Reality Project.
12 I'm a retired mass transit executive having worked
13 as a mass transit planner for the RTA, Illinois
14 Department of Transportation and Metro North
15 Commuter Railroad in New York. I have degree in
16 transportation planning from Northwestern. I
17 appreciate the opportunity to talk to you today
18 about CTA's bus electrification plan. I hope that
19 you have before you the slides I submitted to CTA
20 for you to follow along with my comments. We are
21 encouraged to see that CTA is committed to a
22 100 percent zero-emissions fleet by 2040. However,
23 we strongly object to a CTA transition plan that
24 includes purchasing 500 more diesel buses in 2023



1 through 2025. We have created this plan in front
2 of you today to avoid ordering these 500 new diesel
3 buses. Given the urgency of the climate crisis,
4 ordering another 500 diesel buses is simply not
5 acceptable. The plan you see before you utilized
6 more bus overhauls of the existing fleet and
7 allowed CTA to achieve a full no-emission fleet
8 status by 2037, three years earlier than the
9 existing deadline while saving a considerable
10 amount of greenhouse gas emissions over many years
11 in the decade of 2030. We urge the CTA to do what
12 Pace has already done and commit now to purchasing
13 no more diesel buses. We recognize that CTA has
14 critical issues with respect to retrofitting its
15 garages for electrification. Our alternate plan
16 can accommodate and increase transition to electric
17 buses with the requirement that CTA commits to a
18 new bus garage that will be completed by 2032.
19 This additional garage is included as possible in
20 the CTA charging forward plan adopted. Also
21 adequately capacity can also be found by effective
22 use of outdoor parking at the North Park and Forest
23 Glen Garages. Given the urgency of climate change,
24 we simply cannot afford to have these diesel buses



1 on the road for another fourteen years. As an
2 example of the advantage of our plan, it lessens
3 the number of diesel buses operating in 2034 by 885
4 buses. This avoids 50,000 metric tons of carbon
5 dioxide emissions annually. The equivalent of
6 taking almost 19,000 passenger cars off the road.
7 CTA exhibited leadership in the transit community
8 when it pioneered the demonstration of the first
9 electric transit buses in 2014. CTA is now falling
10 behind other cities like Los Angeles, New York and
11 Seattle in ramping up its electric bus usage.
12 There is no need to order 500 more diesel buses in
13 the next few years.

14 SECRETARY LONGHINI: Excuse me, Mr. Mainzer.

15 MR. MAINZER: Thank you for the opportunity --
16 I'm -- I'm finishing.

17 SECRETARY LONGHINI: Thank you.

18 MR. MAINZER: Thank you for the opportunity to
19 discuss Climate Reality's electric bus transition
20 plan.

21 SECRETARY LONGHINI: Thank you, Mr. Mainzer,
22 for addressing the Board and thank you for your
23 report that you submitted. Our next speaker will
24 be Ms. Lois Kimmelman. Ms. Kimmelman?



1 MS. KIMMELMAN: Hi. Good morning. I
2 appreciate the opportunity to make a public comment
3 at today's CTA Board Meeting about your bus
4 electrification plan Charging Forward. I'm a
5 resident of Chicago and a former environmental
6 protection specialist at the Federal Transit
7 Administration. Currently I'm a volunteer for
8 environmental groups including the Sierra Club.
9 CTA's plan to phase in electric buses over the next
10 several years is worthy of praise. However, I
11 don't believe it is aggressive enough in light of
12 the extreme disruptions to the health of our planet
13 due to climate change and the harm to human health
14 due to inhalation of toxic diesel exhaust. If
15 CTA's switch from diesel to electric buses is not
16 accelerated, I'm afraid that our urban area will
17 suffer from both climate change effects and
18 impaired health effects. As a senior citizen
19 living on the west side of Chicago, I would be
20 personally affected by a speedier changeover to
21 electric buses. The negative health effects of
22 diesel exhaust from buses are well known. And in
23 my opinion a substantial reduction in emissions is
24 long overdue. Breathing diesel exhaust is



1 particularly harmful to those of us who are
2 vulnerable to respiratory disease including
3 children and older people and it also hits
4 residents of low income communities especially hard
5 because their health is already compromised by
6 industrial pollution and the lack of access to good
7 medical care. Asthma prevalent in such communities
8 is exacerbated by exposure to diesel bus emissions
9 and diesel exhaust is tied to more serious health
10 effects like heart attack, stroke and lung cancer.
11 CTA's electrification plan calls for prioritizing
12 bus routes in neighborhoods especially vulnerable
13 to these types of diseases. Like Chicago's south
14 and west sides for example. When substituting
15 electric buses for diesel buses. Although those
16 priorities do align with public health concerns,
17 CTA's proposed timing is too slow. There are
18 quicker ways to reduce the proportion of diesel
19 buses in CTA's fleet as outlined in the plan drawn
20 up by the metro chapter of the Climate Reality
21 Project, CRP. If CTA is really serious about
22 addressing health disparities and improving
23 community well-being, it would commit now as other
24 cities and public transit agencies like Pace have



1 done. To not buy any further diesel buses and to
2 retrofitting current diesel buses to buses that run
3 on electricity instead. We can't afford to wait.
4 Thanks very much.

5 SECRETARY LONGHINI: Thank you, Ms. Kimmelman.
6 And our final speaker today will be Ms. Olivia
7 Gahan. Ms. Gahan?

8 MS. GAHAN: Thank you, Board. Happy to be back
9 today. I'll just go ahead and read what I
10 submitted. Since January 2022 transit and buses
11 have been running with residual delay. There have
12 been no public plans or updates made beyond,
13 please, allow for longer than usual wait times.
14 I've submitted a public comment in April seeking
15 answers related to accurate schedules and vague
16 reasons for usual wait times. None of my questions
17 were answered and additional questions in regards
18 to the improvement that were raised. I left the
19 meeting disappointed by the lack of urgency
20 regarding this issue as well as the overall sense
21 of dissatisfaction by the riders. This April I
22 have continued to record my own late wait times and
23 set off on a mission to gather personal late train
24 and bus stories from other commuters. And you all



1 know the steps because you run this thing. So I
2 collected and attached in my e-mail to you all
3 ghost or late train and bus reports from over a
4 hundred riders and included various -- I've
5 included other comments here. I would like an
6 update on the CTA Board's recruitment and hiring
7 plan as well an update on the previously discussed
8 changes to the scheduling. That scheduler is meant
9 as the -- it was suggested I go back and listen to
10 an old board meeting where you all discussed this.
11 I think that was back in February. Riders are
12 still experiencing ghost and -- (inaudible). And,
13 additionally, I included screenshots here of a
14 Power BI tool that was created by another transit
15 enthusiast and you can see on specific dates
16 scheduled and actual percentages of how often the
17 train runs. So since the week of June 27th, the
18 Orange Line has the best percentage running at
19 83 percent on average and the Brown Line has the
20 worst running on average of 70 -- or I'm sorry.
21 47 percent of scheduled trains. These are not
22 done. We experience these delays on a daily basis
23 and the delays affect our ability to be on time for
24 work, pick up kids, visit family and have a sense



1 of dependable transportation. We know something is
2 up and it does not seem to be action coming from
3 those who can make a change. However, leaders are
4 eager to be a part of making a meaningful change to
5 the CTA. Almost everyone I've talked to was able
6 to offer their own ideas or solution to this issue.
7 The community wants to be a part of the solution
8 and are willing to put in an effort to help the CTA
9 in any way. We would like to know what the Board
10 is doing action-wise. We did see the Chicago
11 Tribune op-ed about the lack of service --

12 SECRETARY LONGHINI: Ms. Gahan? Ms. Gahan.
13 Excuse me.

14 MS. GAHAN: -- And how can there be more
15 transparent process --

16 SECRETARY LONGHINI: Ms. Gahan -- Ms. Gahan, I
17 want to thank you very much for your comments.
18 You're -- we have a three-minute limit. We
19 appreciate your comments. And as you mentioned,
20 President Carter's letter to the editor of the
21 Chicago Tribune within the last day or so
22 recognizes those problems and we are trying our
23 best to try to address them. But thank you and all
24 the people that you've worked with to bring this to



1 our attention and again thank you very much,
2 Ms. Gahan for contacting us. Chairman Barclay,
3 that concludes today's public comments section of
4 today's board meeting. Thank you.

5 CHAIRMAN BARCLAY: Thank you, Greg. And thank
6 you to all of our public comment speakers. Before
7 we move to our next order of business, I will turn
8 it over to President Carter to say a few words
9 about service.

10 PRESIDENT CARTER: Thank you, Chairman. Today
11 I want to update you regarding how CTA is
12 approaching what I consider to be some of the most
13 pressing issues and to discuss how we are working
14 to improve CTA's travel experience. As you are all
15 aware during the height of the pandemic when
16 ridership and revenues were at their lowest, CTA
17 provided as much service as possible to ensure that
18 our customers knew that they could rely upon us.
19 Those were difficult and unprecedented days. We
20 navigated them in height toward ensuring that our
21 most transit dependent riders knew that the bus and
22 train that they needed to successfully live their
23 lives was coming. Since then many of our riders
24 have begun return to public transit. with our



1 ridership tripling from a low of 225,000 to now
2 800,000 rides per day. The return of these
3 customers, however, has shown a light on new
4 challenges. As I have discussed with some of you
5 in recent days due to number of factors including
6 manpower shortages, some CTA customers are
7 currently experiencing inconsistent service such as
8 large gaps in service and unusually long wait
9 times. Our service challenges are not unlike many
10 of the challenges facing the airline industry and
11 other transportation companies today. I want to be
12 clear about something. I'm speaking to you today
13 because as president I know that I am responsible
14 for resolving these issues. And, moreover, I want
15 you all to know that myself and my team are working
16 to explore and identify additional ways to provide
17 more predictable service throughout the day. Like
18 transit agencies across the country, we find
19 ourselves facing a new normal that has presented
20 operational challenges that demand that we
21 reimagine how we provide public transit services to
22 our customers. With that said, I'd like to provide
23 you with the sense of what some of these issues are
24 and how we will be approaching them in the coming



1 weeks and months. We all know that the job market
2 has changed significantly during the pandemic,
3 steadily becoming more competitive even as many
4 short-tenured workers leave relatively new jobs in
5 favor of even newer opportunities. CTA has felt
6 the effects of this phenomenon. Especially in the
7 ranks of our bus drivers and train operators. And
8 as a result, our bus and rail services have been
9 significantly impacted. To address this need,
10 several months ago we started implementing an
11 aggressive, extensive and still ongoing recruitment
12 campaign with the goal of attracting more bus
13 drivers and training more rail operators. I'm
14 happy to inform you that many of these individuals
15 are completing their training and are expected to
16 go into service as early as next month. We're also
17 taking steps to improve our digital customer
18 communications. Most significantly upgrades to our
19 bus and train tracker programs. These upgrades in
20 combination with the other work CTA is doing will
21 improve the reliability of the travel information
22 for our customers and will reduce the likelihood of
23 inaccurate bus and train arrival times which we
24 know is a paramount concern to our customers today.



1 Next month I will unveil a new comprehensive action
2 plan that will provide details regarding how we
3 will affect the changes I am describing here today
4 and how we will confront other challenges to
5 improve and enhance travel on CTA. This plan will
6 guide our reimagining of how CTA improves the bus
7 and rail services for our customers and provide a
8 blueprint for moving forward with an eye towards
9 providing safe and reliable transit in a
10 post-pandemic Chicago.

11 As I indicated at the beginning of my
12 remarks, while I believe CTA employees have done a
13 good job providing service to our customers
14 throughout this pandemic, I know that we have to do
15 better for our customers and I am excited about the
16 work already underway by our team to address our
17 customers' concerns. I also, however, want to
18 point out that this is a very complex issues
19 involving a number of factors and there will be no
20 quick and simple solution. Having said that, we do
21 recognize that improvement needs to start happening
22 quickly as some of the things that we are going to
23 be unveiling will produce immediate improvements
24 for our customers. Thank you, Mr. Chairman, for



1 the opportunity to speak to this issue. I'm happy
2 to answer any questions that you or the Board may
3 have.

4 CHAIRMAN BARCLAY: Thank you, President Carter.
5 I appreciate your responsiveness to the service
6 concerns raised by the customers and public
7 officials recently. I'm encouraged by the efforts
8 you and your team are making to address these
9 concerns and look forward to hearing more from you
10 and your team in the coming weeks. I will know
11 leave it open to any other board members for any
12 comments.

13 DIRECTOR ORTIZ: No comments. We recognize
14 that there are a lot of challenges. As you
15 mentioned, from the airline industry to just
16 hospitality and restaurants and just day-to-day
17 workforce challenges. So I -- I do hope that we
18 will find the right path and process forward to
19 alleviate and respond to the needs of the riders.
20 Thank you.

21 DIRECTOR MILLER: I just want to say thank you
22 and the team for what you're doing and thank you
23 for the update. You continue to do a good job and
24 we support you and say thank you.



1 DIRECTOR LEE: This is Michele Lee speaking. I
2 would agree with everything that's been said just
3 now but also I want to highlight that, you know,
4 people with disabilities and -- and also the most
5 vulnerable are the ones who -- who will be affected
6 the most by these kind of changes. So looking
7 forward to -- to having more reliable service and
8 obviously, you know, just improvements and overall.
9 But understanding the challenges. So I applaud
10 everyone's efforts here. Thank you.

11 PRESIDENT CARTER: Now before we move on,
12 Mr. Chairman, let me just say one other thing. I
13 hear what our customers are saying. And I also
14 understand that the level of service that we're
15 providing right now is not meeting the standards
16 that CTA has set -- you know, expects and sets for
17 itself in terms of what we believe is appropriate
18 service. We will fix this. We will make
19 improvements. We will also be transparent to our
20 customers about what we are doing and we will seek
21 feedback from our customers about how we continue
22 to improve our service. That will part of the plan
23 that I'll be laying out for you next month that I
24 think will not only start to address the concerns



1 that we're facing but also, as I indicated, lay the
2 foundation for what I need to fill that final gap
3 of between 800,000 riders per day to 1.4 million
4 riders a day which is what we used to have in a
5 pre-pandemic world. I understand that as
6 foundation to our overall ability to financially
7 meet our needs our ridership has to come back and
8 the ridership will not come back if the service is
9 not reliable and something they can understand and
10 depend on. We did that during the pandemic. We
11 will do it in a post-pandemic environment and we
12 will get through the challenges that we're facing
13 right now to make sure that the service we provide
14 for our customers and communities that we serve in
15 the future will meet their expectations.

16 CHAIRMAN BARCLAY: Thank you, President Carter.
17 Our next order of business is a presentation on the
18 One Summer Internship Program. Vice President of
19 Training and Workforce Development, Geisha Ester
20 will present.

21 MS. ESTER: Thank you, Chairman, board members
22 and President Carter. As said earlier, my name is
23 Geisha Ester and I have the pleasure of serving as
24 the Vice President of Training and Workforce



1 Development where I lead workforce development
2 initiatives including our internship programs. I
3 am joined here today with one of our One Summer
4 Chicago interns Peter Henderson who will speak with
5 the Board a little later on. As a former CTA high
6 school and college intern myself, I understand the
7 impact that internships can make. I understand how
8 life changing the experiences can be and
9 specifically here at CTA. I have the pleasure of
10 presenting a brief presentation here for you today
11 that I am certain that you will enjoy and -- and
12 really be proud of for offering opportunities in
13 our communities to our youth.

14 Next slide, please. This summer CTA had
15 the opportunity to welcome over 200 CTA One Summer
16 Chicago high school interns for a seven-week hybrid
17 paid internship opportunity. Our 2022 theme is
18 routes to success which I'll talk about shortly.
19 Our internship program is five days a week,
20 twenty-five hours a week. Our interns earn \$15 an
21 hour and most importantly for our interns, free
22 transportation. So they're excited to have the
23 opportunity to travel and explore the city of
24 Chicago as CTA employees for the summer for free



1 and it's a great benefit to our youth because we
2 know the access is important. In addition to that,
3 it was important for us as an organization to make
4 sure in a hybrid internship experience that our
5 students were supported. So CTA issued iPads and
6 internet access to every One Summer Chicago high
7 school intern that needed it and everyone received
8 telework supplies to be successful in their role.

9 Next slide, please. As I stated, our --
10 our theme for 2022 which have a theme every year
11 but this year's them is routes to success. And
12 this theme was really designed to empower our
13 interns to take control of their future. And
14 we're -- our job is to help them into the workforce
15 and set them on a path of success. So we set the
16 routes for success for our high school interns this
17 year. Next slide, please. I will go through our
18 routes to success for -- for the summer. They're
19 quite interested and quite impactful. So our Green
20 Line is our route to workforce. On our route to
21 workforce for our success we had our orientation
22 kickoff and it really was foundational for our high
23 school interns to really understand the telework
24 and hybrid experience. we talked to them about



1 telework. We distributed equipment as I said
2 earlier. We offered courses on professionalism in
3 communication etiquette because we knew that some
4 of our work would be on-line and we also had team
5 building activities with our cohort conductors
6 which I'll speak about a little bit later. Next
7 slide, please. Our yellow route line was our route
8 to career pathways. It's important to us that our
9 students learn about careers here at the CTA. Like
10 I mentioned earlier, I was once a high school
11 intern and fell in love with the CTA and -- and
12 here today. And I want that experience for our
13 high school interns. And so we make sure they know
14 about viable career paths here at the Chicago
15 Transit Authority. So this summer they'll learn
16 about safety and security in our control center
17 departments, our training and instruction group, as
18 well as our external communications through our
19 social media, graphics and signage department.

20 Next slide, please. Our Red Line is our
21 route to service. This year our interns will
22 participate in the City of Chicago's Youth Service
23 Corps will they will serve our community. But also
24 there's opportunities to learn about guiding



1 principles for the program and really take
2 ownership and learn how to lead and impact their
3 communities in Chicago in a positive way. Next
4 slide, please. So our Pink Line is our route to
5 professional development where our interns receive
6 training on leading. They receive -- some of our
7 interns were taught -- are being taught
8 photography. Others are learning about being able
9 to be accountable and bossing up their life. And
10 then some of our interns are taking field trips as
11 part of their professional development. Riding our
12 system safely. Going to some of our work locations
13 like our south shop and taking a trip to the Art
14 Institute in partnership. And we also went to
15 partner at Olive Harvey College for our
16 transportation and logistics training program. And
17 last but not least we're taking college tours.

18 So on our Blue Line we have the route to
19 higher education. This year our interns were able
20 to earn college credit while participating in CTA's
21 One Summer Chicago Program through our partnership
22 with City Colleges at Olive Harvey College.
23 Students had the opportunity to take college
24 courses. Either Criminal Justice 101 or Art 101.



1 One of the elective courses. So the Blue Line is
2 our route to higher education. Next slide, please.
3 We know it's equally important to have an
4 experience of employment and working experience and
5 professional development. But it is equally
6 important to have wellness. So our Purple Line was
7 our route to wellness. And in our route to
8 wellness, we partnered with our CTA wellness team
9 to offer physical wellness activities virtually.
10 Our students participate in yoga classes, dance
11 classes, cardio classes to get them well making
12 sure that they're well and getting them moving but
13 we also focused for our high school interns on
14 their emotional health wellness as well. Through
15 workshops like managing the transition from the
16 pandemic but also setting purpose and priorities
17 and starting with you your wellness. So we wanted
18 to make sure our program is well-rounded and
19 comprehensive and we have a route to success for
20 their wellness.

21 Next slide, please. Our last two routes
22 for success is our Brown Line which is route to
23 financial freedom which really focused on
24 partnering with the Economic Awareness Council to



1 include programs about banking and direct deposit
2 and budgeting and how we build credit and
3 entrepreneurship. Today ironically enough is our
4 interns' first pay period and so our routes to
5 financial freedom is important for us. So our
6 interns understand how to save their money and how
7 to budget their money. Our last route is our
8 Orange Line which is our route to financial
9 freedom(sic). And it is a self-directed platform
10 that we partnered with My Chicago My Future to
11 allow our -- and the Economic Awareness Council to
12 allow our interns to take self-directive financial
13 literacy courses on-line.

14 Next slide. So obviously we do not do
15 this alone. We have a very robust program. Over
16 200 interns. Several routes to success. A lot of
17 moving pieces. We have partners. We have partners
18 externally and internally but our external partners
19 of whether they've helped us with getting the word
20 out around recruitment, whether they're offering
21 some of our professional development courses or
22 whether they're doing on-site work with us, we have
23 our partners. I'll just point out a few. Olive
24 Harvey College as I mentioned earlier. City



1 colleges of Chicago are really offering our interns
2 an opportunity to earn college credit while they
3 work here at the CTA. Chicago Public Schools has
4 assisted us with getting the word out in
5 recruitment. Mercy Home for Boys and Girls as well
6 as Youth Guidance. So we are thankful for our
7 external One Summer Chicago partners. Next slide,
8 please. And there's tons of internal partners that
9 we partner with to make sure our program is
10 successful from their onboarding with human
11 resources, from those 200 iPads, from our IT
12 department, from doing payroll with our treasury
13 department, our CTA wellness department that I
14 spoke of earlier but also some of interns are
15 working in some of our departments and our bus
16 maintenance and our training centers and EEO and
17 our facilities maintenance and our property
18 management. We're all grateful for these internal
19 partners that support our One Summer Chicago
20 interns and ensure that they have a robust
21 experience.

22 Next slide, please. In addition to our
23 internal and external partners, we have a unique
24 model. While we work with our college interns



1 which we call our cohort conductors. As you can
2 imagine two -- over 200 students are high school
3 students require a lot of coordination and we
4 elicit the help of our college interns to assist us
5 with our One Summer Chicago Program. And their job
6 really is to facilitate interactive virtual
7 workshops and in-person workshops for our high
8 school students. They not only help us. They are
9 developing their skills as well and having a robust
10 experience in their internship as college students.
11 They're learning facilitation tips and classroom
12 management. They're learning to do virtual ice
13 breakers and team building activities. They're
14 look -- looking to execute curriculum and they also
15 get peer-to-peer feedback as well as getting
16 opportunities to practice their planning and
17 communication skills but above all they are
18 learning and growing as leaders. And so we're
19 excited to have this model. That it's not just our
20 CTA employees. Our external or internal employees,
21 external or internal partners but also our college
22 interns who are assisting and working but at the
23 same time gaining the skills they need to be
24 successful as they move forward in their education



1 as well.

2 Next slide, please. I will just share a
3 few pictures with you. We are in week three of our
4 internship program. And we have already done lots
5 of things that I thought would be helpful to show
6 you. You'll see there's a few pictures about our
7 intern and mentor meet and greet. We wanted to
8 make sure that our mentors were supported as well.
9 So we made sure that they were training. You'll
10 see there's a virtual snapshot of our mentor
11 training to make sure we prepare them to be able to
12 support our interns as they go off and mentor them.
13 We had our orientation where our interns picked up
14 those telework packages as well as their iPads and
15 then there's another picture for our meet and
16 greet.

17 Next slide, please. So our last slide
18 is -- is really focused on some of our outings. I
19 said earlier in my presentation that our interns
20 had free transportation for the summer. And so we
21 are utilizing that and getting on at the Washington
22 and Wabash Station going on a field trip. We went
23 to the Chicago -- The Art Institute of Chicago.
24 You will also see some clips of us having our



1 professional development workshops virtually. But
2 also there's some shots of us taking a tour of our
3 headquarters building. So just a little bit of the
4 snapshots of the things we've done so far but
5 there's absolutely more to come. Next slide. At
6 this time I -- I will introduce you again to
7 Mr. Peter Henderson. Peterson(sic) is our -- one
8 of 2022 One Summer Chicago interns and he is proud
9 and wanted everyone to know that he is in the Brown
10 Line cohort. Mr. Henderson.

11 MR. HENDERSON: Thank you. Hello, CTA Board
12 and Mr. President Carter. My name is Peter
13 Henderson and I am a Chicago Transit Authority One
14 Summer Chicago high school intern in the wonderful
15 Brown Line cohort. This is my first summer with
16 the Chicago Transit Authority and so far I am
17 loving it. I graduated from Perspectives/IIT Math
18 and Science Academy as the class of 2022. I
19 current live in the West Loop. As a child, I was
20 always fascinated with CTA trains. My future
21 career with the CTA would be a RTO known as the
22 rapid transit operator or a bus operator. The best
23 thing I've experienced so far in this internship
24 program is the CTA career pathway ride that we have



1 every Monday. CTA employees share their career
2 journeys, organizational contributions and steps to
3 become a future employee. This Monday we heard
4 directly from essential workers at the North Park
5 Garage. I love the CTA pathway ride because it's
6 such on so many careers that CTA has to offer. I
7 also love the 101 sessions with my college cohort
8 conductor because she is very caring and really has
9 lots of advice to offer. This summer I am looking
10 forward to learning more about the CTA careers,
11 getting to know my cohort and meeting the CTA
12 leadership team. President Carter and CTA Board
13 members, on behalf of my fellow 200 CTA OSC high
14 school interns, college cohort conductors and
15 training and workforce development staff, we say
16 thank you for your investment into our routes to
17 success. Thank you.

18 MS. ESTER: Last but not least I want to
19 acknowledge our -- our department. We don't do
20 this alone. We have a team. It's small but
21 mighty. We have a director Dr. Brianetta
22 Hoosier. We have a manager Ms. Eboni Prince and we
23 have our coordinator Gabriela Fuentes. They are
24 dedicated to offering our high school interns a



1 robust experience and we appreciate all that they
2 do to make sure that our students just like Peter
3 have a great experience. So thank you, Board, for
4 giving us the time to present to you today.

5 CHAIRMAN BARCLAY: Thank you, Geisha and Peter,
6 for an excellent presentation. President Carter,
7 would you like to have a few words?

8 PRESIDENT CARTER: I most certainly would.
9 Thank you, Mr. Chairman, and thank you, Geisha, for
10 all the work that both you and your team do to put
11 this program together every summer. I should point
12 out a couple of things. One I -- one of the board
13 members asked me earlier if we did this during the
14 pandemic and the answer to that is yes. Geisha's
15 commitment to do this and to find innovative ways
16 of doing it even during the middle of a pandemic
17 have a lot to keep this program going in spite of
18 the challenges that we have faced. The second
19 thing I want to point out is Geisha knows how near
20 and dear this program is to my heart. When we
21 first started doing it, I think we probably had
22 like fifty, maybe seventy-five interns. As you can
23 see, it's now grown to over 200. Every year I give
24 Geisha a new number I want her to hit in terms of



1 the size of the program. And every year not only
2 does she meet it but she exceeds it. But also as
3 she has continued to develop this program you can
4 see all the different pieces that we've added to
5 it. To the point where you will be glad to know
6 that as -- as many of you know, the One Summer
7 Chicago Program is a part of the mayor's bigger
8 program for youths over -- over the summer. It is
9 a program that the Mayor's Office expects every
10 department and -- and CTA to participate in. And I
11 love being able to go and brag to my colleagues
12 about how great our program is. And I know for a
13 fact that other departments and agencies including
14 the Mayor's Office have asked Geisha to speak on
15 the program we have in place and things that we're
16 doing with that. Not to mention the fact that
17 Geisha on a national level gets to talk and promote
18 the program and the work that she's doing here
19 along with our other great programs, the second
20 chance program that she also is very much very
21 close to. So Geisha is like my crown jewel. My
22 little hidden gem in CTA who continues to deliver
23 on me and make me look good and I'm so proud of the
24 work that she and her team have done. But I'm



1 equally proud of the work that these interns are
2 doing. You know, we talk about CTA as a family and
3 we believe that you're a part of this family. We
4 support you as a family. And I don't think there's
5 any better example of that than the work that not
6 only Geisha and her team put in but all the CTA
7 employees put in to supporting the youth in our
8 community. They are volunteering their time to do
9 this. This is not something that they're getting
10 paid for. But they believe in what we're trying to
11 do here. They believe in the good that comes from
12 supporting our youth and giving them opportunities
13 and more importantly showing them the path to
14 success which we want to continue to amplify and we
15 believe is an important part of being a good
16 neighbor and a good part of the community has been
17 served. So I am proud of the work that Geisha and
18 her team are doing. I'm excited at the fact that
19 we'll continue to do this. I look forward to next
20 year when I'll set a new goal that -- that Geisha
21 will surpass to fill that lobby up downstairs with
22 even more interns to present to the Board and to
23 let you know what they're doing and how proud we
24 are of them and I'll say even more importantly that



1 the future they hold for both CTA and the city of
2 Chicago as a whole.

3 CHAIRMAN BARCLAY: Great. Thank you, Dorval,
4 and again thank you, Geisha and Peter, for taking
5 time out to tell us about this impressive program.
6 Directors Ortiz, Miller and myself had the
7 opportunity to briefly meet with the One Summer
8 students this mornings for a photo op. And it was
9 great to get a chance to meet them in person.
10 Programs like these are very important to me and to
11 the Board. As I mentioned to the students this
12 morning, I got my start as a summer intern here at
13 CTA when I was in college and I think opportunities
14 like these are foundational to the future of our
15 young people. Congratulations on an excellent
16 program. And I want to say to you, Peter, you're
17 an impressive young man. I look forward to you
18 being a leader in our city when you come back from
19 Michigan State.

20 MR. HENDERSON: Thank you so much.

21 CHAIRMAN BARCLAY: Are there any other board
22 members that would like to take a moment to make
23 any comments?

24 DIRECTOR MILLER: Just thank you for that.



1 DIRECTOR ORTIZ: Yes. I think everything has
2 been said. Congratulations on all the great work
3 at hand. We're thankful for all of the youth that
4 is able to participate and all the best throughout
5 this best -- throughout the summer. Thank you.

6 CHAIRMAN BARCLAY: Thank you.

7 DIRECTOR JAKES: I would echo the sentiments of
8 everyone else. Ms. Ester a fabulous, fabulous,
9 fabulous, fabulous job that you've done with one
10 Summer Chicago. And, Mr. Henderson, I hope you
11 definitely know that you are the rule, not the
12 exception.

13 DIRECTOR MILLER: Okay.

14 MR. HENDERSON: Thank you for that.

15 DIRECTOR JAKES: Because one of the things that
16 has happened and been happening is that young men
17 like you will be considered the exception to the
18 rule and I just don't believe that. You are the
19 rule. And so I'm very proud of you. I know as a
20 Board we're proud of you. As a city we're proud of
21 you. Now I -- I don't know how proud I am that
22 you're going to Michigan State over Michigan but
23 that's okay. You know, that's okay. You know,
24 that's okay. We're good rivals. But, man, let me



1 tell you something. I'm very, very proud of you my
2 brother and -- and look forward to the greatness
3 that will come from you. You -- you give me hope
4 for our future. Thank you.

5 MR. HENDERSON: Thank you. Thank you
6 everybody.

7 DIRECTOR MILLER: Thanks.

8 CHAIRMAN BARCLAY: Okay. Moving right along.
9 Our next order of business is the approval of the
10 board members(sic). May I have a motion to approve
11 the minutes of the regular meeting of
12 June 8th, 2022?

13 DIRECTOR MILLER: So moved.

14 DIRECTOR LEE: Second.

15 SECRETARY LONGHINI: Seconded. I'll take the
16 vote. Director Miller?

17 DIRECTOR MILLER: Yes.

18 SECRETARY LONGHINI: Director Ortiz?

19 DIRECTOR ORTIZ: Yes.

20 SECRETARY LONGHINI: Director Lee?

21 DIRECTOR LEE: Yes.

22 SECRETARY LONGHINI: Director Jakes?

23 DIRECTOR JAKES: Yes.

24 SECRETARY LONGHINI: Chairman Barclay?



1 CHAIRMAN BARCLAY: Yes.

2 SECRETARY LONGHINI: That motion is approved,
3 sir, with five yes votes.

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

7 MR. RAY: Yes, Chairman. We will have a closed
8 session pursuant to Section 2, Paragraph 3,
9 Subparagraphs 1 and 11 of the Illinois Open
10 Meetings Act.

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

14 DIRECTOR MILLER. So moved.

15 DIRECTOR LEE: Second.

16 SECRETARY LONGHINI: And seconded. Director
17 Miller?

18 DIRECTOR MILLER: Yes.

19 SECRETARY LONGHINI: Director Ortiz?

20 DIRECTOR ORTIZ: Yes.

21 SECRETARY LONGHINI: Director Lee?

22 DIRECTOR LEE: Yes.

23 SECRETARY LONGHINI: Director Jakes?

24 DIRECTOR JAKES: Yes.



1 SECRETARY LONGHINI: Chairman Barclay?

2 CHAIRMAN BARCLAY: Yes.

3 SECRETARY LONGHINI: That motion is approved
4 with five yes votes, sir. We are recessed.

5 MR. NITZ: Greg, I need a minute to move people
6 out. Standby.

7 SECRETARY LONGHINI: Okay.

8 (Whereupon, the Board recessed
9 into Executive Session
10 at 10:59 a.m.)

11 SECRETARY LONGHINI: We are ready to return to
12 the CTA regular open session meeting. Chairman
13 Barclay?

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

16 DIRECTOR MILLER: So moved.

17 DIRECTOR LEE: Second.

18 SECRETARY LONGHINI: Director -- Director Lee
19 seconds it. Director Miller?

20 DIRECTOR MILLER: Yes.

21 SECRETARY LONGHINI: Director Ortiz?

22 DIRECTOR ORTIZ: (Inaudible)

23 SECRETARY LONGHINI: Director Lee?

24 DIRECTOR LEE: Yes.



1 SECRETARY LONGHINI: Director Jakes?

2 DIRECTOR JAKES: Yes.

3 SECRETARY LONGHINI: Chairman Barclay?

4 CHAIRMAN BARCLAY: Yes.

5 SECRETARY LONGHINI: That motion is approved
6 with five yes votes, sir.

7 CHAIRMAN BARCLAY: We will now address board
8 item number 5. Kent?

9 MR. RAY: Thank you, Mr. Chairman. Item 5-A
10 involves the Board's review of the Section 28
11 Hearing Committee's recommendation regarding CTA's
12 discharge of Mr. Zachary Jenkins. Mr. Jenkins
13 requested a hearing to contest his discharge under
14 section 28 of the Metropolitan Transit Authority
15 Act. The hearing was held before a hearing
16 committee and after considering all of the evidence
17 presented in the hearing, the committee recommended
18 that this Board sustain Mr. Jenkins' discharge.
19 Thank you, Chairman.

20 CHAIRMAN BARCLAY: Thank you, Kent. May I have
21 a motion to approve an ordinance of sustaining the
22 discharge of Zachary Jenkins?

23 DIRECTOR MILLER: So moved.

24 DIRECTOR LEE: Second.



1 SECRETARY LONGHINI: Moved by -- moved by
2 Director Miller. Seconded by Director Lee.
3 Director Miller?

4 DIRECTOR MILLER: Yes.

5 SECRETARY LONGHINI: Director Ortiz?

6 DIRECTOR ORTIZ: Yes.

7 SECRETARY LONGHINI: Director Lee?

8 DIRECTOR LEE: Yes.

9 SECRETARY LONGHINI: Director Jakes?

10 DIRECTOR JAKES: Yes.

11 SECRETARY LONGHINI: Chairman Barclay?

12 CHAIRMAN BARCLAY: Yes.

13 SECRETARY LONGHINI: That motion is approved
14 with five yes votes, sir.

15 CHAIRMAN BARCLAY: Our next order of business
16 is board agenda item 6-A, an ordinance fixing the
17 salary of Michele A. Lee as a member of the Chicago
18 Transit Board. May I have a motion to approve?

19 DIRECTOR MILLER: So moved.

20 DIRECTOR JAKES: Second.

21 SECRETARY LONGHINI: Moved -- moved by Director
22 Miller and seconded by -- who was it?

23 DIRECTOR ORTIZ: Director Jakes.

24 SECRETARY LONGHINI: Director Jakes seconded?



1 DIRECTOR JAKES: Yes.

2 SECRETARY LONGHINI: I'll take a vote.

3 Director Miller?

4 DIRECTOR MILLER: Yes.

5 SECRETARY LONGHINI: Director Ortiz?

6 DIRECTOR ORTIZ: Yes.

7 SECRETARY LONGHINI: Director Jakes?

8 DIRECTOR JAKES: Yes.

9 SECRETARY LONGHINI: Director Lee?

10 DIRECTOR LEE: Sorry. Can I -- should I

11 abstain? I'm voting on myself.

12 SECRETARY LONGHINI: Yes?

13 DIRECTOR LEE: Okay. Abstain.

14 SECRETARY LONGHINI: Okay. Chairman Barclay?

15 DIRECTOR BARCLAY: Yes.

16 SECRETARY LONGHINI: That motion is approved

17 with four yes votes and one abstention by

18 Director Lee.

19 CHAIRMAN BARCLAY: Our next order of business

20 is board agenda item 6-B, an ordinance appointing a

21 trustee to the Board of Trustees of the retirement

22 plan for the Chicago Transit appointees. May I

23 have a motion to approve?

24 DIRECTOR MILLER: So moved.



1 SECRETARY LONGHINI: Moved by Director Miller.

2 DIRECTOR LEE: Second. I'm having a mute
3 issue, unmute issues. Sorry about that.

4 SECRETARY LONGHINI: Okay. And seconded.
5 Seconded by Director Lee. I'll take the vote.
6 Director Miller?

7 DIRECTOR MILLER: Yes.

8 SECRETARY LONGHINI: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY LONGHINI: Director Jakes?

11 DIRECTOR JAKES: Yes.

12 SECRETARY LONGHINI: Director Lee?

13 DIRECTOR LEE: Yes.

14 SECRETARY LONGHINI: Chairman Barclay?

15 CHAIRMAN BARCLAY: Yes.

16 SECRETARY LONGHINI: That motion is approved
17 with five yes votes.

18 CHAIRMAN BARCLAY: Our next order of business
19 is a report from the Committee of Finance, Audit
20 and Budget.

21 SECRETARY LONGHINI: Excuse me, Chairman.

22 CHAIRMAN BARCLAY: Sorry.

23 SECRETARY LONGHINI: I think we still need to
24 do number 6-C.



1 CHAIRMAN BARCLAY: I apologize.

2 SECRETARY: That's okay.

3 CHAIRMAN BARCLAY: Our next order of business
4 is board agenda item 6-C, an ordinance appointing a
5 trustee to the Board of Trustees of the Chicago
6 Transit Authority retiree healthcare trust. May I
7 have a motion to approve?

8 DIRECTOR MILLER: So moved.

9 DIRECTOR LEE: Second.

10 SECRETARY LONGHINI: Moved by Director Miller.
11 Seconded by Director Lee for 6-C. Director Miller?

12 DIRECTOR MILLER: Yes.

13 SECRETARY LONGHINI: Director Ortiz?

14 DIRECTOR ORTIZ: Yes.

15 SECRETARY LONGHINI: Director Lee?

16 DIRECTOR LEE: Yes.

17 SECRETARY LONGHINI: Director Jakes?

18 DIRECTOR JAKES: Yes.

19 SECRETARY LONGHINI: Chairman Barclay?

20 CHAIRMAN BARCLAY: Yes.

21 SECRETARY LONGHINI: That motion is approved
22 with five yes votes so we're finished with the
23 Board matters, sir.

24 CHAIRMAN BARCLAY: Our next order of business



1 is a report from the Committee of Finance, Audit
2 and Budget. Director Jakes?

3 DIRECTOR JAKES: I'm sorry.

4 SECRETARY LONGHINI: Just -- I can -- I can do
5 this, Director Jakes. It's just a committee
6 report. The Finance Committee met earlier this
7 morning. It approved the monthly finance report.
8 Also approved -- also approved the June minutes.
9 And it approved two ordinances. Let me find the
10 ordinances here. It approved an ordinance
11 authorizing the first amendment to purchase and
12 sale agreement with Sterling Racine, LLC for the
13 sale of the CTA property located at 120 North
14 Racine Avenue. And it approved an ordinance
15 authorizing a ground lease with Bickerdike
16 Redevelopment Corporation or its affiliates for CTA
17 property located at 2525 North Kedzie Boulevard,
18 Chicago, Illinois. The committee also approved
19 nine contracts. And it recommended Board approval
20 of all those contracts. And so that concludes the
21 Finance and Budget Committee report,
22 Chairman Barclay.

23 CHAIRMAN BARCLAY: And may I have a motion to
24 approve the omnibus as stated?



1 DIRECTOR MILLER: So moved.

2 DIRECTOR LEE: Second.

3 SECRETARY LONGHINI: So the motion to approve
4 the omnibus was moved by Director Miller. Seconded
5 by Director Lee. Director Miller?

6 DIRECTOR MILLER: Yes.

7 SECRETARY LONGHINI: Director Ortiz?

8 DIRECTOR ORTIZ: Yes.

9 SECRETARY LONGHINI: Director Lee?

10 DIRECTOR LEE: Yes.

11 SECRETARY LONGHINI: Director Jakes?

12 DIRECTOR JAKES: Yes.

13 SECRETARY LONGHINI: Chairman Barclay?

14 DIRECTOR BARCLAY: Yes.

15 SECRETARY LONGHINI: That motion to approve the
16 omnibus is approved with five yes votes, sir.

17 CHAIRMAN BARCLAY: The next order of business
18 is the construction report presented by Bill
19 Mooney.

20 MR. MOONEY: Good morning, Directors. Bill
21 Mooney, your Chief Infrastructure Officer, and I'm
22 here with your monthly construction project update
23 as well as your RPM update. Move forward to our
24 first project, please. As we normally start, we'll



1 be talking about our Jefferson Park O'Hare singles
2 update project. It remains on budget and tight to
3 schedule. We've moved into the cutover at Rosemont
4 West relay house and we're in the process of
5 getting the equipment together for Rosemont East
6 which will be the last leg of this race. So move
7 to some of these photos. So here's some of the
8 similar typical things you've seen with these other
9 cutovers. So this is wayside installation of the
10 switch machine. The switch machine allows us to
11 move trains from one track to the other and in this
12 case it's a new switch machine was installed with
13 the signal cutover and it's being wired up in the
14 field. Next photo. This is the installation of
15 what we called a Cadweld. It's where we actually
16 take a little piece of molten metal and actually
17 affix it to the rail and a wire which allows us to
18 have a direct connection from the rail themselves
19 to the -- the signal communication system.

20 So next slide. This is a worker ahead
21 installation. So as part of our -- our safety
22 features on our right-of-way we have a flashing
23 light that can be activated by workers throughout
24 the right-of-way that also reduces the speed of the



1 allowable train approaching. That allows the
2 workers to be better protected out there. So we
3 are upgrading that system as part of the signal
4 upgrade here. So this is part of the commissioning
5 of that worker ahead lamp at Rosemont West. Next
6 slide, please. And this is something you've seen a
7 lot of during this project. This is the spaghetti
8 of wires that it takes to wire up all the wayside
9 or apparatuses and connect them back to the relay
10 house. So this is part of the terminating of the
11 new house at Rosemont West. So this is a junction
12 box at a field location and all the wires that are
13 actually brought into that location, stripped and
14 connected that actually go to other wires that go
15 back to the relay house. So this is a complicated,
16 very tedious portion of this is each wire has to be
17 tagged and tracked back to its other end and tagged
18 on the other end so down the line as we need to
19 make repairs or troubleshoot things we have an
20 accurate location and direction for all these
21 wires.

22 Next slide. My next project is the Irving
23 Park Station escalator and canopy replacement
24 project. It moves forward on schedule and on



1 budget. We have completed the work at Irving Park.
2 Move to the first slide there. On the Irving Park
3 entrance for the station the new escalator is in
4 service. It's running without an issue. It's a
5 significant improvement over the historical
6 escalator that dated back to 1980s. This is a
7 Cadillac in comparison. And it was very, very
8 quiet. A very, very smooth ride. We also made
9 some station house improvements. Painting. Some,
10 you know, cleaning up of the lighting and other
11 such things. And the work mostly focuses on the
12 platform level canopy at the Pulaski entrance now
13 which is currently closed to allow for the
14 reinstallation of an escalator at that entrance.
15 That escalator had to be decommissioned because it
16 was structurally unstable with its age and we had
17 to put a stairwell in its place. So move to the
18 next slide. Here's a picture of that new canopy
19 going in. So about half the platform is covered
20 with canopy at this point. They continue to work
21 nightly on that installation. It's -- it's a huge
22 improvement over the historical kind of greyed out
23 bubbles. The translucent blue as you've seen on
24 many of our projects makes a really, really big



1 difference when you enter that station. It really
2 makes it feel much more warm and friendly. Next
3 slide. And our next project is our Kedvale,
4 Edmunds and Sacramento Substation. We've completed
5 all the work on the traction power equipment at
6 Kedvale so all three line-ups are fully installed
7 and commissioned at this point. And we're running
8 on the new robust equipment. And that work has
9 shifted to Sacramento where there's -- there's a
10 significant amount of work kind of into upgrading
11 the equipment itself in the building as well as
12 some masonry repairs. And then kind of the last
13 leg of this there's an AC breaker replacement.
14 This is the -- similar to the breakers you have in
15 your house but the big breakers we use to
16 facilitate the ComEd power into the building. So
17 that will kind of be in the last leg of this race.
18 Next slide, please. So here's some of the
19 completed work at Kedvale. This is a new
20 transformer going into the building where it
21 connects with the rectifier and kind of the closed
22 up repaired brickwork around it. Next slide. And
23 here's that new line-up there at Kedvale. That's
24 the other side of that picture. So that this would



1 be the new rectifier which ultimately converts into
2 DC power. Next slide, please. My next project is
3 our non-revenue rail vehicle facility down at 63rd
4 and Calumet. We have moved forward into utility
5 work in the ground as well as our underground and
6 starting to move towards our foundation work. So
7 we'll move to some photos of that. So here they
8 are demolishing the existing concrete slabs that
9 are on the site. At one point in time we used to
10 have a very large crane that maneuvered around this
11 sight. And so it had a foundation that supported
12 its movement and so that all has to be cleared out
13 and broken out and removed from the site. Next
14 slide. Here are some of the underground water
15 work. So actually there is some old water and
16 sewer work on the site that has to be capped and
17 removed and ultimately we're installing a new storm
18 retention system on this site. It's part of our
19 commitment in sustainability on this building. We
20 are -- we are holding on site better than what we
21 were required to per the ordinance. It's
22 like 1.5 percent more. And this -- this big
23 tubular structure allows us to do that. And that
24 actually is a great improvement for the area as a



1 whole as -- as major rain events they'll still see
2 actually less flooding on the street and back up in
3 their sewer systems as we'll be able to divert some
4 of that water on site. Next slide. So this is our
5 traction power upgrades at Canal Tie House, Barry
6 and Damen. Most of the work right now is focusing
7 at -- at Damen. We move forward to those photos.
8 As we prep that site to begin the foundational
9 work. So here they are taking down the existing
10 fencing and putting up construction fencing for the
11 site. Next slide. And they started breaking up
12 the topping slab and removing certain portions of
13 this paved over area. And then the last slide here
14 shows you bringing in temporary power to the site
15 to power the work equipment and other things on
16 there while they're building the building out. So
17 they're wiring up a new Commonwealth Edison feed to
18 be able to facilitate power on the site. My last
19 project today is a refreshed and renewed. We've
20 complete eight of our twenty-eight stations for the
21 year. Most notably Kedzie on the Brown Line,
22 Cermak-Chinatown Red Line and UIC Halsted. And
23 we're currently working at Morgan, California and
24 we'll be at Harlem on the Blue Line and Fullerton



1 on the Red Line shortly. We also advance our SBE
2 painting program with 57 of the 92 stations
3 complete to date which is a significant portion of
4 the earlier contracts and what's really left is
5 the -- the recent contracts approved by the Board
6 in the past couple months.

7 Next slides. So here is an updated series
8 of signage as part of the painting and lighting
9 upgrades in the exterior of the station. So this
10 is kind of the curb appeal. So you've got that
11 refreshed look with -- with removing all kind of
12 the faded signage that have been sun faded as well
13 as damage from graffiti and abuse and upgraded to
14 kind of a new -- new refreshed look. Next slide.
15 Here at UIC Halsted you can see that interior
16 lighting upgrade from the existing T8s to the LEDs
17 and how much brighter and cleaner look as -- as
18 we've shown you a couple times. Here's another
19 photo from the outside. Next slide, please. And
20 this is the ramp going down from the head house
21 station to the platform. Again you can -- you can
22 clearly see how much brighter that station looks
23 with that upgrade. Next slide. Here's some of
24 the -- the touch-up painting. So you can see the



1 refreshed kind of paint on the stairs and how that
2 cleans up that look as well. Here's Kedzie on the
3 Brown line. Again an LED lighting upgrade.
4 These -- these lights are high ceiling lights and
5 they're really tough to get in and change out so
6 having long-lasting LEDs really benefits from a
7 maintenance standpoint as well. Next slide.
8 Here's the platform. You can see kind of that huge
9 impact of -- of light output in that direct area
10 over the platform. It makes -- it makes those
11 lines of sight much more open and bright and clear
12 and a much safer feeling. Next slide. Here's some
13 of the SBE painting. The excellent work that those
14 teams of contractors are doing out there so. More
15 examples here. This is a curtain wall at
16 Roosevelt. And at this point I'll pause and I'll
17 be glad to take any questions on the core projects.

18 SECRETARY LONGHINI: Any questions?

19 DIRECTOR ORTIZ: No questions. They look
20 great.

21 SECRETARY LONGHINI: No. Bill, there's no
22 questions.

23 MR. MOONEY: I'll continue on with our RPM
24 update for the month. I'm filling in for Chris



1 this month. So we can move forward with the
2 project update slide -- or next slide. The project
3 remains, you know, tight to schedule but on budget
4 with most of the focus in the RPB area being on
5 what Chris has typically talked about as the bridge
6 under. So the flyover being in service but now
7 rebuilding that section of the north mainline
8 between Addison and Belmont to a new modern
9 standard with a new alignment. And then up in the
10 LBMM corridor we continue with the installation of
11 the segmental box girders in preparation for those
12 new track installations, the caissons that support
13 them and ultimately the segments and then the track
14 that goes on top of it. So I'll move to some
15 examples of the work. So this is a new column cap
16 and -- and columns that have been installed for
17 that north mainline work that I discussed kind of
18 between that and over that as the Belmont area. So
19 this will actually accommodate new preformed
20 concrete beams that will be the basis for that new
21 substructure for that new track and alignment
22 there. So you can see a similar -- a similar
23 appearance to what we had on the RPB flyover
24 columns and -- and kind of the -- the tulip look



1 there and this is a little bit of an ornamental
2 look to -- to those columns. Next slide. Here is
3 up in the LBMMs. So we've shown you lots of
4 caissons being drilled and this is the upper liner
5 in preparation for one of those columns being
6 poured and being loaded into place. Next slide.
7 Here's another example of the segmental box. I
8 think this is a really neat photo because you can
9 see the building in the adjacent kind of edge of
10 the photo there which is a seven-story building.
11 It gives you some sense of how large this piece of
12 equipment that's installing these segments are.
13 It's an exceptionally interesting operation. It's
14 a lot of fun to watch and -- and -- and even from
15 ground level but up above. But as they lower these
16 different segments in place, cure them and epoxy
17 them and then ultimately tension them with the high
18 tension cables. Next slide. Here's kind
19 of a newer operation that's coming into effect
20 here. As part of the installation of the segmental
21 boxes, you've seen photos of the yellow transporter
22 that helps move the pieces from where they're
23 loaded up on to the structure down to the launching
24 gantry to be put in place. And so we had to remove



1 a section of rebar where there was -- the segments
2 were cast without a section of rebar in place to
3 allow the wheels of that transport to move back and
4 forth. Now that the work is done in those areas,
5 the contractor is coming back to install those ears
6 ultimately where you see kind of the drill holes in
7 the photo that will ultimately be the basis for the
8 installation of the plinths for the track. So
9 they're getting ready to start pouring the track on
10 the segments that have already been installed and
11 placed. And this is kind of another big milestone
12 in this progress as we move forward in completing
13 this space. Next slide. And the community
14 activities have been vibrant and -- and very
15 active. We continue providing updates to the
16 44th ward, the 48th ward, as well as various
17 businesses. Most notable in the Wilson Broadway
18 area. As well as kind of -- you know, we're
19 actively out there with our open for business
20 program. You know, we've added banners around
21 Clark Street as various impacts to businesses in
22 those areas as construction moves forward. And we
23 also participated with a series of FTA officials
24 with a project tour toward the end of May. It's a



1 great success. And as we've kind of talked a
2 couple times as the art -- as the art and festival
3 season is being kicked, we're making regular
4 appearances in those festivals. Most notably with
5 the Uptown Art Fest. And with that I'll turn it
6 over to JuanPablo.

7 MR. PRIETO: Thanks, Bill. Good morning,
8 Directors. JuanPablo Prieto, Director of Diversity
9 Programs. CTA diversity continues to meet with the
10 contractor monthly to discuss DBE and workforce
11 outreach and compliance. We also continue to send
12 out opportunities from Walsh-Fluor to the DBE
13 community so they're aware of the trade packages
14 and how to submit their bids. And also to
15 open -- open career opportunities with the prime
16 and their subs to our workforce partners Chicago
17 Cook workforce Partnership and Hire 360 so they can
18 refer interested and qualified candidates that meet
19 our workforce goals. As of June 30th, DBEs have
20 been awarded over 228 million dollars between the
21 design and construction packages. This accounts
22 for 84 unique DBE firms. Thirty-two of them new to
23 CTA. On the workforce side as of June 30th, over
24 1500 unique individuals have worked over 773,000



1 labor hours and earned over 44 million dollars.
2 Once again I would like to commend the hard work of
3 the diversity staff, the RPM team and the prime
4 contractor for getting the word out to so many DBEs
5 and individuals looking for a career in
6 construction to give them the opportunity to
7 compete for work on RPM. That concludes my portion
8 of the report. Happy to answer any questions.

9 MR. MOONEY: If there's any questions for
10 JuanPablo or I on RPM?

11 SECRETARY LONGHINI: Any questions?

12 DIRECTOR MILLER: I have none.

13 CHAIRMAN BARCLAY: No questions.

14 DIRECTOR ORTIZ: None at this time. Thank you.

15 SECRETARY LONGHINI: Thank you, Bill and
16 JuanPablo. No further questions, Chairman.

17 CHAIRMAN BARCLAY: Our next order of business
18 is new business. Greg, is there any new business?

19 SECRETARY LONGHINI: No, sir.

20 CHAIRMAN BARCLAY: Since there is no further
21 business to come before the Board, may I have a
22 motion to adjourn the Chicago Transit Board Meeting
23 of July 13th, 2000 -- 2022?

24 DIRECTOR MILLER: So moved.



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DIRECTOR LEE: Second.

SECRETARY LONGHINI: Moved by Director Miller.

Seconded by Director Lee. Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY LONGHINI: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY LONGHINI: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY LONGHINI: That motion is approved
with five yes votes, sir. We are adjourned.

(whereupon, the meeting
adjourned at 11:56 a.m.)





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