

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

5 Held via videoconference

6 on

7 September 14th, 2022

8 at

9 10:13 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
21
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. NEEMA JHA, Director;
5 REV. JOHNNY L. MILLER, Director;
6 MS. ROSA ORTIZ, Director;
7 MR. ALEJANDRO SILVA, Director;
8 MR. DORVAL R. CARTER, JR., President;
9 MR. GREGORY LONGHINI, Secretary;
10 MR. KENT RAY, General Counsel.

11 ABSENT:

12 MS. MICHELE A. LEE, Director.

13 SPEAKERS:

14 MR. ERIK MCINTOSH;
15 MS. CYNTHIA LINTON;
16 MR. BRUCE MAINZER;
17 MS. OLIVIA GAHAN.

18 PRESENTERS:

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

21 MR. WILLIAM MOONEY,
22 Chief Infrastructure Officer;

23 MR. JUANPABLO PRIETO,
24 Director, Diversity Programs.

PRESENT:

MS. VERONICA ALANIS,
Chief of Strategy, Data and Technology;

MS. DENISE BUNCH, Senior Administrator;

MR. DONALD BONDS, Chief Transit Officer;

MR. MARC BUHMANN, Videographer;

MR. CHRISTOPHER BUSHELL,
Senior Vice President, Infrastructure;

MR. MICHAEL CONNELLY, Chief Planning Officer;



1 PRESENT:(Continued)

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

3 MS. LAURA DE CASTRO, Senior Project Manager;

4 MS. VEDA DUFFIE, Electronic Communications;

5 MR. JEREMY FINE, Chief Financial Officer;

6 MR. ANDREW FULLER, Chief Internal Auditor;

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

9 MS. ELSA GUTIERREZ, Vice President, Planning;

10 MR. CHRISTOPHER HEGARTY, General Manager;

11 MS. HILLARY LARMAN, Second Chance Programs;

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

13 MR. THOMAS MCKONE,
14 Chief Administrative Officer;

15 MS. LEAH MOONEY,
Director of Strategic Planning and Policy;

16 MS. APRIL MORGAN, Chief of Staff;

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

19 MR. BRYAN ROBINSON, General Manager;

20 MS. LISA SMITH,
Director of Budget and Maintenance;

21 MR. SAMUEL SMITH,
22 Vice President of Legislative Affairs;

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



1 (whereupon, the following
2 proceedings commenced at
3 10:12 a.m. via Zoom)

4 SECRETARY LONGHINI: Good morning. We are now
5 ready to begin the regularly scheduled meeting of
6 the Chicago Transit Board for September. Chair --
7 Chairman Barclay?

8 CHAIRMAN BARCLAY: Good morning.

9 SECRETARY LONGHINI: Good morning.

10 CHAIRMAN BARCLAY: I would like to call to
11 order the regularly scheduled meeting of the
12 Chicago Transit -- Transit Board for
13 September 14th, 2022. Will the secretary, please,
14 call the roll?

15 SECRETARY LONGHINI: Yes. Director Jakes?

16 DIRECTOR JAKES: Here.

17 SECRETARY LONGHINI: Director Miller?

18 DIRECTOR MILLER: Here.

19 SECRETARY LONGHINI: Director Ortiz?

20 DIRECTOR ORTIZ: Here.

21 SECRETARY LONGHINI: Director Jha?

22 DIRECTOR JHA: Here.

23 SECRETARY LONGHINI: Director Lee will not be
24 here today. Director Silva?



1 DIRECTOR SILVA: Here.

2 SECRETARY LONGHINI: Chairman Barclay?

3 CHAIRMAN BARCLAY: Here.

4 SECRETARY LONGHINI: We have a quorum with six
5 members of the board present, sir.

6 CHAIRMAN BARCLAY: Our first order of business
7 this morning is public comments. Greg?

8 SECRETARY LONGHINI: Yes. We have a few public
9 comment speakers today. I would like to remind
10 them all that we ask them to, please, limit their
11 comments to three minutes or so. Our first speaker
12 will be Erik McIntosh. Mr. McIntosh, you may
13 begin.

14 MR. MCINTOSH: Good morning to everyone.
15 CTA -- CTA board members and all those present, are
16 you able to hear me?

17 SECRETARY LONGHINI: Yes, we are.

18 DIRECTOR MILLER: Yes.

19 DIRECTOR SILVA: Yes.

20 MR. MCINTOSH: Very good. My name is Erik
21 McIntosh. I'm a nurse practitioner at Rush
22 University Medical Center and an associate
23 professor in the College of Nursing At Rush. As a
24 nurse and a daily rider of the Blue Line for almost



1 twenty years, I would like to have Narcan
2 accessible at CTA Blue Line stations. A few months
3 ago after finishing one of my shifts at Rush, I
4 boarded the CTA Blue Line to head home. Within
5 minutes of the ride, a woman had gone unconscious
6 and riders called the CTA operator for help. I
7 assessed the woman and she was barely responsive.
8 She had pinpoint pupils, track marks in her hands
9 and a rider had reported that he saw her sniffing
10 something before she got in onto the train. So I
11 had highly suspected this was an opioid overdose.
12 Narcan is an opioid antagonist medication that is
13 usually given via nasal spray and it is used to
14 reverse an opioid overdose rapidly. It can quickly
15 restore breathing and brain function and save a
16 life of a person experiencing opioid overdose. I
17 asked the riders on the car if anyone had Narcan
18 available. No one did. I asked the -- the CTA
19 train operator if they had Narcan in the station
20 and she said no. We waited nearly ten minutes as
21 this poor woman's breathing slowed before EMS
22 eventually arrived. I've shared this story with my
23 friends and colleagues and I have been surprised on
24 how many have had similar stories to mine. In 2020



1 over 1300 people died of an opioid related overdose
2 in Chicago. This is an increase from 52 percent in
3 2019 and the highest every recorded in -- in
4 Chicago's history. 86 percent of those deaths
5 involve fentanyl which is an extremely potent opioid
6 that increases the risk of overdose. According to
7 the Chicago Department of Public Health, as of July
8 of this year 37 percent of the city-wide opioid
9 responses have occurred in communities the Blue
10 Line serves. This includes Austin, East Garfield
11 Park and West Garfield Park neighborhoods. Chicago
12 is responding to the opioid crisis already with
13 Narcan available -- availability in the public. In
14 the beginning of this year the Chicago Department
15 of Public Health provided Narcan to fourteen
16 library branches. Patrons and employees can easily
17 access Narcan and can take up as many kits as they
18 would like. The initial fourteen branches were
19 chosen on a geographic analysis of opioid related
20 overdoses conducted by the CDPH and includes
21 communities the Blue Line serves. Austin, West
22 Garfield, Englewood, West Town and Whitney Young.
23 The CTA is also responding to the health needs of
24 its riders with stop the bleed initiatives, a soon



1 to be Narcan vending machine at the 95th Station
2 and partnering with opioid overdose organizations
3 like The Night Ministry and Loyola Medicine which
4 provide Narcan for those in need. However, these
5 services are not available 24 7 and it does not
6 serve all CTA stations. My ask is that the CTA
7 make Narcan accessible to its riders by having
8 Narcan available at CTA stations. This ask is not
9 to increase the responsibility, workload or
10 liability of CTA or its employees. In fact, the
11 Illinois drug overdose prevention law empowers
12 non-medical professionals including family and
13 friends and other community members to administer
14 Narcan without any civil or criminal liability.
15 Through existing partnerships, the CTA can be
16 provided the Narcan and training free of charge.
17 And, please, also consider Rush to be one of those
18 partners. As a society we do not hesitate to
19 provide CPR or defibrillation to our community
20 members in need and the same should be for Narcan.
21 Thank you very much.

22 SECRETARY LONGHINI: Thank you, Mr. McIntosh,
23 for those words.

24 MR. NITZ: Greg, I have Cynthia in the waiting



1 room. I'm going to put her in the room.

2 SECRETARY LONGHINI: Okay. Thanks. Our
3 next speaking --

4 MR. NITZ: Cynthia, can you hear us?

5 MS. LINTON: Yes, I can.

6 MR. NITZ: Hi. You're our next speaker. Greg
7 Longhini wants to introduce you.

8 SECRETARY LONGHINI: Yes. Thank you.
9 Ms. Linton, you can address the board now, please.
10 Thank you.

11 MS. LINTON: Okay.

12 SECRETARY LONGHINI: We can hear you. Hello?

13 MS. LINTON: Good morning.

14 SECRETARY LONGHINI: Good morning.

15 MS. LINTON: Thank you. Thank you for the
16 opportunity to -- to speak to you today. My name
17 is Cynthia Linton and I live in Streeterville.
18 Because I live just a few blocks off
19 Michigan Avenue, the CTA buses are very convenient
20 for me. When I'm not hopping on a bus to go north
21 or south, I'm walking by them or upon occasion
22 driving alongside or behind them. Buses are
23 everywhere along this route and on some of the side
24 streets also. So every day it pains me to know



1 that these buses are contributing to the climate
2 crisis we are in and the bad air I have to breathe.
3 Chicago air has a failing grade in smog pollution
4 from the Respiratory Health Association. I
5 actually felt safer walking these routes when we
6 were all wearing masks during the height of the
7 pandemic. I know the CTA has committed to an all
8 electric fleet by 2040 and that's great. But we
9 can't wait until the 2030s to make that happen. We
10 need to begin to take serious action now because
11 global warming and the disruption of climate is
12 happening faster than predicted. In Chicago we are
13 feeling the effects in heat waves, heavy rains such
14 as we just had and rapidly rising and falling lake
15 levels. If you buy 500 more diesel buses in the
16 next few years and let them run out their natural
17 life span, they will still be on the streets well
18 into the 2030s polluting the air and contributing
19 to climate change which by then will be far worse
20 than it is now. I know the new diesel buses are
21 cleaner than the older ones but nowhere near as
22 free of pollutants and greenhouse gases as electric
23 buses. You had a couple of demonstrations of
24 electric buses several years ago and then bought



1 six more which you're running on the Route 66 now
2 and I recently read that you're using federal
3 infrastructure money to purchase ten more. And
4 kudos for that but given the CTA has more than 1800
5 buses, that is just a drop in the bucket. Other
6 cities are taking bolder action. The technology is
7 proven, the time is ripe and the need is great.
8 Our CTA should be asking for much more federal
9 money like LA and New York City did this year.
10 Don't miss out on this opportunity to get more
11 funds over the next couple of years. I urge you to
12 be more proactive in securing 100 percent electric
13 vehicles as quickly as you can. Take advantage of
14 all the state or federal money now available to buy
15 buses and setup charging infrastructure. All this
16 takes advanced planning. So, please, start that
17 planning now for a better, cleaner future. Thank
18 you.

19 SECRETARY LONGHINI: Thank you, Ms. Linton.
20 Our next speaker is Bruce Mainzer. Bruce?

21 MR. MAINZER: Good morning. My name is Bruce
22 Mainzer and I am a resident in River North. I'm
23 vice chair of the Chicago chapter of the Climate
24 Reality Project. I'm a retired mass transit



1 executive and I have a transportation planning
2 degree from Northwestern. As CTA builds a
3 no-emission fleet by 2040, it is essential that CTA
4 avoids buying diesel buses that will continue to
5 contribute to climate change. The 500 diesel buses
6 CTA is proposing to add to its fleet will emit
7 48,000 metric tons of carbon dioxide every year.
8 These 500 buses which are less than .03 percent of
9 all vehicles in Chicago will cause one percent of
10 all carbon dioxide emissions from all
11 transportation sources within the city of Chicago.
12 I last addressed the board at the July 13th
13 meeting. Since that meeting, we have had a meeting
14 with the CTA staff over the plan that Climate
15 Reality Project proposed. We learned from the CTA
16 staff that overhaul of all the new Flyer buses
17 acquired in 2006 to 2008 will not be possible. We
18 have therefore changed our plan and we will be
19 sending you a revised plan that will incorporate
20 the following three initiatives to minimize the
21 number of new diesel buses. One, CTA needs to
22 maximize outdoor spaces at all garages for electric
23 buses. While CTA's current plan properly
24 prioritizes the placement of E-buses first in



1 corridors where air quality is the worst, the
2 impact of greenhouse gas emissions affects planet
3 Earth equally regardless of whether carbon dioxide
4 is emitted on the south, west or north sides.
5 E-buses should be ordered now and placed wherever
6 they fit and then moved to the garages as retrofits
7 are completed. Outdoor charging stations can be
8 engineered and completed in less than two years and
9 can quickly ramp up capacity for accepting
10 bus -- E-buses. Two, CTA can use on-route charging
11 to charge buses before heading to the garage. This
12 is being used at several transit agencies like
13 Milwaukee and effectively avoids the need to charge
14 every electric bus at the garage. Three, CTA
15 should build a new garage now somewhere on the
16 south and west side rather than leave this
17 option -- as an option in future years as mentioned
18 in the charging forward plan. This garage is
19 needed now and having it completed sooner will
20 simplify the staging of buses as the older garages
21 are retrofit. The CTA needs to use all the tools
22 at its disposal to electrify the fleet as soon as
23 possible instead of waiting sequentially for each
24 garage to be retrofit. Maximizing E-bus



1 procurement will minimize greenhouse gas emissions
2 throughout the next two decades and achieve tens of
3 millions of dollars in operating cost savings that
4 are also key benefits of electric bus operations.
5 Thank you for this opportunity to present to you
6 today.

7 SECRETARY LONGHINI: Thank you, sir. Our final
8 speaker will be Olivia Gahan. Ms. Gahan.
9 Ms. Gahan, are you there? Herb, is Ms. Gahan
10 available?

11 MR. NITZ: Ms. Gahan, can you press star six to
12 unmute your line?

13 MS. GAHAN: Can you all hear me now?

14 MR. NITZ: Yes.

15 MS. GAHAN: Oh. Oh, okay. I'm so sorry about
16 that.

17 SECRETARY LONGHINI: Yes. We can. Thank you,
18 Ms. Gahan. Yes. We can hear you.

19 MS. GAHAN: Thank you. Okay. Great. Thank
20 you all for having me again today. I -- I -- I
21 have sent over a long public comment document and I
22 just wanted to make -- make some notes on some of
23 the highlights of that. This past month we were
24 able to gather over 800 individual late bus or



1 train reports. And so as stated my submitted
2 comment is not just mine. And it also included 385
3 individuals who commute and cannot rely on the CTA
4 to get home, arrive to work or school on time, are
5 at risk of losing their jobs, are disabled and
6 cannot physically wait for the bus to arrive or at
7 risk of missing their flights if they take the CTA
8 to the airport. The comment below summarizes the
9 late times for buses and trains very well. I
10 frequently wait over thirty minutes for a bus and
11 the buses are so infrequent that they get passed.
12 I'm worried I'm going to lose my job because of the
13 substantial inconsistency in service. In this past
14 month as I was going through comments folks had
15 left us, I noticed an increase of folks taking
16 Ubers and Lyfts in order to avoid being late to
17 work. And of course this is a bummer because
18 Chicago has CTA and the CTA should be reliable too.
19 It takes folks around the city where they need to
20 be. And we shouldn't have to rely on rideshare
21 programs to get us where we want to be on time. I
22 appreciate the attention the board has given to the
23 trackers and I know that there is work to be done
24 and there is work going on but continues to push to



1 make those as accurate -- just to make them
2 accurate. Not even to make them as accurate as
3 possible. They should just always be accurate. I
4 also noticed since the last board meeting looking
5 at the average train runs versus their scheduled
6 runs they have been down the past four weeks. So
7 over the past four weeks there have been an average
8 of 67 percent of scheduled trains were completed on
9 work days and 59 percent of scheduled trains on
10 weekends. And so again updating the schedules to
11 accurately reflect how folks and when folks can
12 rely on the CTA. I hope that you all give the rest
13 of the report a read. Like I mentioned, there are
14 385 individual comments from other commuters and
15 riders throughout the city, not just my own voice.
16 Thank you all for this opportunity to speak.

17 SECRETARY LONGHINI: Thank you, Ms. Gahan.
18 Chairman Barclay, Ms. Gahan was the last speaker
19 for today's public comments section.

20 CHAIRMAN BARCLAY: Thank you, Greg. First, I'd
21 like to acknowledge all of the speakers this
22 morning for sharing your concerns and we certainly
23 appreciate you doing so. I'd like to open it up to
24 any other board members who may have any comments



1 at this time based upon public comments. And thank
2 you very much all -- to all of our public speakers
3 this morning. Our next order of business is the
4 president's report. President Carter?

5 PRESIDENT CARTER: Thank you, Mr. Chairman.
6 Members of the board, good morning. As you are
7 aware, last month CTA unveiled its Meeting the
8 Moment: Transforming CTA's Post-Pandemic Future
9 Action Plan. It is our roadmap to addressing
10 service, workforce and technology challenges
11 created by the Covid-19 pandemic. Our action plan
12 highlights key elements of our strategy to include
13 bus and rail service, increase security across the
14 system and upgrade the technology our customers
15 rely upon like Ventra and our Transit Trackers
16 among other initiatives. At last month's board
17 meeting I assured you that my staff would move
18 forward aggressively on the initial steps of our
19 plan and today I'm excited to provide you with an
20 update on our progress. I would also point out
21 that it is my intention going forward to have an
22 update on progress towards this plan at every board
23 meeting along with additional data to support the
24 work that we are doing. Since the introduction of



1 our action plan, I have recognized that our
2 hardworking, frontline, essential employees are key
3 to customer experience and service that we are able
4 to provide. Our bus and rail operators have
5 important, difficult jobs and they deserve our
6 admiration and respect. But it's an inescapable
7 fact that a variety of factors have led to high
8 levels of employee attrition across the industry
9 resulting in the workforce shortage that we have
10 been confronting and we simply bottom line need
11 more bus and rail operators.

12 This morning I am pleased to inform you
13 that last month we expanded the CTA family of
14 employees by welcoming 80 new full-time bus
15 operators who are now part of the 250 bus operators
16 that we've hired so far this year. And that is
17 just the beginning. We continue our ongoing,
18 aggressive and multifaceted recruitment efforts
19 with more employees currently training to join CTA
20 over the coming months. I should point out,
21 however, responsibly training CTA bus and rail
22 operators to go into service is not a quick process
23 but I believe that we are on the right path. In
24 late August we took our first steps in our rail



1 service optimization proposal. Rail service
2 optimization on select routes we took action to
3 align our scheduled rail service with our currently
4 available workforce. The weekday service on the
5 Red, Blue and Purple Lines as well as weekend
6 service on the Red, Blue, Orange and Brown Lines
7 was amended to begin the process of closely
8 matching that service that CTA can reliably and
9 consistently deliver with our current workforce.
10 The early results of changes are already showing
11 some level of success. On the Blue Line instances
12 of large gaps in service which are more than triple
13 the scheduled interval dropped 61 percent. On the
14 Red Line large gaps in service dropped 31 percent.
15 While this is an important initial step to
16 stabilize our service and to help reduce instances
17 of large gaps, this is just a start. We recognize
18 that there is much more work that we need to do.
19 We also have an upcoming bus and rail employee
20 scheduling picks that are really going to be the
21 foundation to allow us to further improve service
22 reliability. The rail pick is already underway and
23 the bus pick will begin shortly. We are moving in
24 the right direction and we'll continue to make



1 additional adjustments to improve service. Our
2 ultimate goal is to build back our workforce which
3 is really the foundation of the service that we
4 need to provide that our transit service will
5 improve to a level that our customers expect and
6 deserve. And we will continue to keep the board
7 informed as we continue on the progress towards
8 that.

9 In another area, as you are aware CTA is
10 also just recently reintroduced K-9 units to our
11 system as part of our largest security enhancement
12 strategy. Our contractor Action K-9 is in the
13 process of deploying fifty unarmed K-9 teams
14 consisting of two unarmed guards and a K-9 to
15 patrol CTA's rail system each day. These units
16 will supplement the approximately 30 -- sorry.
17 Approximately 300 unarmed guards currently working
18 across the system and the K-9 teams'
19 responsibilities will include deployment near rail
20 station turnstiles to deter fare evasion and
21 increase an overall security presence. And of
22 course this is a supplement to the existing Chicago
23 Police Department transit -- mass transit unit that
24 is continuing to provide dedicated service to the



1 CTA and has also grown over the past several
2 months. With regards to CTA bus tracker, another
3 new customer feature that we have introduced is a
4 fully redesigned bus tracker web site. The new
5 site has a more modern design, is much easier to
6 use and will allow CTA to make future updates that
7 will result in more accurate and reliable bus
8 arrival times. The bottom line is this will help
9 us begin to eliminate ghost buses. In addition,
10 with a combination of service optimization and
11 future tracker updates we will see a reduction in
12 these ghost buses that have been a problem and have
13 been a source of numerous complaints by our
14 customers. Our designed improvements make the
15 tracker more adaptable to whatever device is being
16 used. Smart phones to desk top computers and new
17 navigation features allow for more detailed
18 information to be provided. Our new bus tracker
19 also helps customers to find nearby stops using
20 smart phones, GPS and provides modernized mapping
21 features for improved real-time viewing of buses
22 across the city. We've also begun to make key
23 investments in our workforce and I want to
24 highlight two things that directly impact our



1 frontline workers. First, were in the process of
2 installing new, more protective bus driver shields
3 across all CTA buses. A process that will continue
4 until they are outfitted aboard the entire bus
5 fleet. All new CTA bus purchases including -- will
6 include better protective barriers as well.
7 Additionally, this week we completed installation
8 of 173 new video screens at rail station employee
9 kiosks that our customer service attendants are
10 better able to monitor activity taking place in the
11 station. This will allow them to make faster,
12 better and informed decisions about steps to take
13 when disturbances of any sort occur at their work
14 location. We're also focused on initiatives to
15 recruit employees for key positions and to retain
16 established personnel. As a result, we're in
17 ongoing conversations with the unions right now
18 about additional ways we can better achieve these
19 goals. I will intend to keep the board apprised of
20 our progress by these goals and initiatives as we
21 move forward.

22 As many of you have seen in the media
23 reports, late last month we also unveiled our new
24 Ask CTA community engagement program which has



1 gotten an overwhelmingly positive public response.
2 By the end of the day we have completed eight
3 events and while we eventually plan to host
4 thirteen Ask CTA events through the end of October,
5 we have increased that number by five to a total of
6 eighteen events. Partially in response to requests
7 from elected officials who have asked us to visit
8 stations where their constituents live. Our Ask
9 CTA events provide our customers with an
10 opportunity to ask questions and discuss issues of
11 their choice with CTA senior staff including
12 department chiefs and vice presidents. They learn
13 more about employment opportunities from
14 representatives from our human resource department
15 and provide valuable feedback which is also useful
16 to our staff. These events are important to CTA.
17 People who may not be unhappy with our service who
18 otherwise would not normally contact us via on-line
19 feedback portals are sharing their thoughts and
20 giving us additional information about CTA programs
21 and services. In my view that connection makes
22 this effort invaluable. We post Ask CTA event
23 dates weekly on-line and I encourage anyone
24 interested in attending to join us. The data



1 station information can be found at
2 transitchicago.com/meetingthemoment. In addition
3 to the outreach we are doing across the city with
4 Ask CTA, we're also communicating our progress to
5 elected officials, the business community and
6 non-for-profits via a newsletter that we are
7 distributing electronically apprising them of our
8 progress. We want to ensure that we are advising
9 those stakeholders with a comprehensive look at how
10 CTA is improving. Also as part of our efforts to
11 expand service for our customers, we have
12 reintroduced the number X4 Cottage Grove express
13 bus route which serves our south side and far south
14 side customers. The number 4 Cottage Grove bus is
15 among our ten busiest routes systemwide. And we
16 are excited to make additional service available to
17 our customers that will help those traveling longer
18 distances to enjoy faster transit trips throughout
19 it express -- and through express service. The X4
20 is the third express route to be reintroduced to
21 our system along with the X9 Ashland and X49
22 Western express routes.

23 In addition, over the past month we have
24 installed 195 of a planned 1,340 tactile bus stop



1 signs as part of the new pilot effort to benefit
2 customers who are blind or have low vision or are
3 deaf-blind. The new signs feature the words bus
4 stop in Braille. They feature a raised -- they
5 feature a raised typeface. At this time the signs
6 can be found along the number 20 Madison route but
7 crews are installing additional signs at stops
8 along eleven additional routes over the next
9 several months. I want to note that this is a very
10 important initiative to me. And we want CTA to be
11 responsive to the needs of our customers with
12 disabilities. In addition, where possible I prefer
13 that we work with them collaboratively and hear
14 directly from them about their needs. That is why
15 it is especially gratifying that this initiative
16 was developed in conjunction with the blind and
17 vision-impaired customers as well as CTA's ADA
18 Advisory Committee.

19 In addition, today we are excited to also
20 unveil our new Meeting the Moment scorecard which
21 will be publicly available on our web site
22 following this meeting. This is a tracking tool
23 that we will -- that we would use to allow the
24 public to follow the progress we are making in key



1 areas of the action plan. As you can see, this is
2 a comprehensive tool that allows everyone from CTA
3 leadership staff, myself and the board to members
4 of the general public to follow -- follow our
5 accomplishments and the results of the steps that
6 we are taking across several vital areas like
7 ridership and bus and rail service reliability
8 trends. It would track areas including bus
9 operator hiring, tactile bus stop sign
10 installation, progress on refresh and renew of
11 station improvement projects, Ask CTA events and
12 employee investments. The scorecard will also
13 update on important work being done relative to
14 CTA's safety and security including K-9 unit
15 deployment progress and the number of code of
16 conduct violations issued by the Chicago Police
17 Department. The scorecard will be updated monthly.
18 Also highlighting our accomplishments
19 chronologically making it easier for the user to
20 follow what we are doing. I want to be clear that
21 this is one of many tools that we're using to
22 ensure our stakeholders, especially our customers,
23 are informed about our work that we're doing on
24 their behalf. And it is our intention that this



1 scorecard will be a living, breathing document that
2 will be updated and adjusted to reflect the ongoing
3 initiatives that we're pursuing as well as the
4 progress that we're making on various activities
5 that are identified as a priority by our customers,
6 by the board and by our employees.

7 In closing, I want to thank you for this
8 opportunity to address the board regarding our
9 progress and assure you that we will continue to
10 receive updates for the foreseeable future. It is
11 my intention as I indicated earlier for this to be
12 a regular part of our monthly board meetings and
13 will be -- will be presented to you with
14 opportunities to ask questions as we gather more
15 data and information as we move forward. As we
16 make these additional adjustments in some of the
17 areas I discussed here today, I will continue to
18 keep you apprised of our progress. I want to
19 reiterate that we are fully committed to improving
20 the CTA travel experience and promise you and our
21 riders that they will continue to see improvement
22 in the new initiatives in the months to come. At
23 this point I'm happy to answer any questions but,
24 Mr. Chairman, with your approval following any



1 questions that the directors may have and with your
2 leave, I would then like the opportunity to share
3 something very special with you.

4 CHAIRMAN BARCLAY: Thank you, President Carter,
5 for the update. As I mentioned in briefings, I'm
6 encouraged by the positive feedback that we've
7 received from the public so far. Especially the
8 Ask The CTA Program. I think that went over very
9 well. And looking forward to further comments from
10 the general public over the months to come. We
11 still have a lot of work to do and we all know that
12 and we recognize that but I want to commend you and
13 your team for the hard work that you've done so far
14 rolling out the meeting of -- of the moments
15 initiative and we look forward to future updates.
16 I'd like to open it up to any other board members
17 who may have questions at this time or comments for
18 President Carter.

19 DIRECTOR MILLER: I'd like to join also and
20 just say thank you President Carter and the team.
21 Good information and I'm glad this segment will be
22 part of our board meeting going forward. This
23 helps us out as we meet people and also listen to
24 our customers that are riding and we just want to



1 say thank you. And yeah. Keep up the good work.
2 It also shows the in depth and the hard work that
3 is being done behind the scenes on -- on a daily
4 basis. So thank you and the team.

5 DIRECTOR ORTIZ: I agree. I appreciate all of
6 the information that's been put together. And
7 we're in really challenging times and still looking
8 forward to making sure that there is progress and
9 there is transparency. So I appreciate all of the
10 efforts being done on that end as well as the
11 comments that were done from the public earlier. I
12 think some of these start to address them and
13 overall I just want to thank you for your
14 leadership and the team as well for all the hard
15 work. Thank you.

16 CHAIRMAN BARCLAY: If there's no further
17 comments, I'll turn it back over to you.

18 PRESIDENT CARTER: Thank you, Mr. Chairman.
19 I -- I -- I do want to say a couple more things
20 before I go to the next section which is I think
21 it's important for everyone to understand that we
22 do understand that we have to be accountable to
23 both the public and to our board about how we
24 address this problem. My staff is working hard



1 every day to try to improve the situation and I can
2 tell you that I review data around this issue on a
3 daily basis as we continue to try to identify new
4 approaches, new strategies, new ways in which we
5 can correct what is a very extremely difficult
6 problem for us. And as I've mentioned before for
7 every transit system around the country right now.
8 I hear the complaints. Believe me. I hear them
9 just as much as all of you do. And I am not happy
10 with where we are right now. I know we have to do
11 better. As I've indicated in the past, I'm
12 committed to doing better but I'm also committed to
13 making sure the public knows what we are doing and
14 that they can see the progress that we're making on
15 these. We believe that it's very important that we
16 have performance metrics that measure our success
17 and that we can be held accountable to and you're
18 going to see more of that as we move forward. At
19 the end of the day it's in everyone's best interest
20 that we resolve this as quickly as possible and we
21 get CTA back up to the level and quality of service
22 that our customers and the public demand. My staff
23 is committed to doing that. I'm committed to doing
24 that. I know that the Board is committed to doing



1 that and we will continue to keep the public and
2 the board aware of what we're doing as we're moving
3 forward.

4 CHAIRMAN BARCLAY: Thank you very much.

5 PRESIDENT CARTER: So at this time I would like
6 to discuss the challenges that we are currently
7 facing around our action plan. I'm reminded that
8 during a once-in-a-lifetime pandemic CTA was also
9 able to provide robust bus and rail service to
10 provide a lifeline to our most transit dependent
11 customers only because of CTA's frontline essential
12 employees who showed up during one of the most
13 challenging times in our nation's recent history.
14 Their performance was a study in commitment to
15 public service and they deserve our undying
16 respect. In a broader sense, their
17 determine -- their determination also reminds each
18 of us the commitment and responsibility that comes
19 with being a CTA employee. Today I have the
20 privilege of introducing you to some of our most
21 outstanding employees who we are recognizing for
22 their professional excellence, work ethic and
23 commitment to serving this agency and our
24 customers. Joining us today are CTA bus operators



1 and rail customer service assistants who have
2 received three or more commendations from our
3 customers since March of 2020. Each of these
4 employees have delivered such stellar service that
5 CTA customers have repeatedly contacted our
6 customer service department to let us know how much
7 their great work is appreciated. All of you being
8 recognized today are the first point of contact for
9 our customers. In addition to operating buses and
10 trains and running our stations, you are also CTA's
11 frontline ambassadors creating a powerful first
12 impression of our agency. The way you treat our
13 customers, answer their questions and help them to
14 get to their destinations directly affects how they
15 feel about our organization and impacts the
16 public's perception of the CTA. So I am proud to
17 have you with us here today as we acknowledge your
18 efforts. I know that it is not always easy to be
19 cheerful, polite and patient so I want you to know
20 your efforts are acknowledged and appreciated.
21 Please, come stand behind our board members when
22 your name is called and remain standing until we
23 finish reading all the names so we can take a group
24 photo at the end. For each employee that we



1 recognize today, I will be indicating their work
2 location, years of service and number of
3 commendations received today. And I'll begin with
4 Eric Brown who is a bus operator at the North Park
5 Garage who has five years of service and five
6 commendations. Next is Elliott Dejan, bus operator
7 at Chicago Avenue garage who has five years of
8 service and three commendations. Next is Orquidia
9 Flores, bus operator North Park Garage,
10 forty years of service and five commendations.
11 Joseph Gray, bus operator North Park Garage, nine
12 years of service and three commendations. Thejoal
13 Hope, bus operator at Kedzie Garage, twenty-one
14 years of service and five commendations. Barshica
15 Lyons bus operator, Chicago Avenue Garage, seven
16 years of service and three commendations. Courtney
17 Ryan, bus operator at North Park Garage,
18 twenty-seven years of service and three
19 commendations. Joey Taylor, bus operator at Kedzie
20 Garage, twenty-six years of service and three
21 commendations. Michael Toomey-Beckert, bus
22 operator Forest Glen Garage, eighteen years of
23 service and seven commendations. These bus -- bus
24 operators have the awesome responsibility of



1 navigating large vehicles through challenging
2 traffic and weather conditions. In addition to
3 being bus operators, these employees also are often
4 impromptu tour guides, traffic reporters and more
5 all while treating our customers with grace,
6 patience and kindness. Once again, thank you for
7 your exceptional customer service both to the CTA
8 and to our customers.

9 (Applause)

10 PRESIDENT CARTER: I would also like to
11 congratulate the following two remarkable rail
12 operations employees who have consistently gone
13 beyond -- above and beyond their duties to provide
14 our customers with excellent service. Please, come
15 stand with the rest of your colleagues when your
16 name is called. Alicia Smith, Harrison Red Line
17 Station, twenty-seven years of service and four
18 commendations. Alan Kubicz, Damen Pink Line
19 Station, twenty-six years of service and three
20 commendations. We are proud of the way each of you
21 help ensure our riders get where they need to go by
22 offering travel information, assisting in Ventra
23 questions and simply greeting customers with a
24 smile and a kind word. Once again thank you for



1 your service, hard work and commitment to CTA.

2 (Applause)

3 CHAIRMAN BARCLAY: Thank you, Mr. President.
4 Congratulations to each of you for your exemplary
5 service to the Chicago Transit Authority. You're
6 literally what makes the agency run. Each of you
7 play a critical role in moving our city and your
8 professionalism and dedication are greatly
9 appreciated. Particularly as CTA works to restore
10 our ridership impacted by the pandemic. You guys
11 have done a masterful job. Continue the hard work.
12 Thank you very much. I'd like to open it up to any
13 other board members who may have comments at this
14 time.

15 DIRECTOR JAKES: Mr. Chairman, is there a
16 way that -- I don't know if there is a camera
17 operator in the room or if it's done by remote.
18 That we can get a tighter shot of the awardees just
19 so we can -- we can see them on-line.

20 UNIDENTIFIED MALE VOICE: We're working on it
21 right now, Director.

22 CHAIRMAN BARCLAY: And -- and do I need to move
23 out of the way to get a clear shot?

24 DIRECTOR JAKES: No. No. Actually, you know,



1 we needed to see your beautiful face in there.
2 Okay. Now yeah. There we go. Well,
3 congratulations to each of you. I'm Director Jakes
4 and, you know, it's -- thank you so much for your
5 service. I'm -- I'm going to assume because you
6 have on your CTA apparel that President Dorval
7 Carter did not say that what comes with that award
8 is a day off with pay. Huh?

9 MR. CARTER: I remind you -- I remind you the
10 service challenges that I'm still dealing with.

11 DIRECTOR JAKES: Okay. Right. That's why.
12 No. Congratulations everyone. Awesome job. And
13 thank you so much for your service. Thank you so
14 much.

15 MULTIPLE VOICES: Thank you.

16 DIRECTOR MILLER: I'd just like to join also
17 and say thank you. Thank you so much. We know
18 that your job and what you do daily is not easy but
19 thank you and we congratulate you on doing a great
20 job. Keep up the good work. Thanks.

21 MULTIPLE VOICES: Thank you.

22 DIRECTOR ORTIZ: Yes. Congratulations as well.
23 we're so thankful for every day that you're out
24 there and supporting all of our city of Chicago and



1 other regions. Thank you for your help. We
2 greatly appreciate it. We're thankful for you and
3 thank you.

4 MULTIPLE VOICES: Thank you.

5 DIRECTOR SILVA: Congratulations to everybody,
6 okay, in many years, okay, how the -- how you're --
7 you're doing your job. Okay. And congratulations.
8 Thanks very much.

9 MULTIPLE VOICES: Thank you.

10 PRESIDENT CARTER: So do you want to get a
11 picture?

12 UNIDENTIFIED FEMALE VOICE: Yes.

13 PRESIDENT CARTER: Okay.

14 UNIDENTIFIED FEMALE VOICE: Thank you.

15 PRESIDENT CARTER: -- taking pictures -- okay.
16 All right.

17 (multiple voices)

18 CHAIRMAN BARCLAY: Thank you very much.

19 MULTIPLE VOICES: Thank you.

20 CHAIRMAN BARCLAY: Take care. Bye-bye.

21 (applause)

22 CHAIRMAN BARCLAY: Thank you. Before we
23 continue on, I just want to just go off script a
24 little bit and just say this is a special moment



1 that we -- we don't see -- that the public doesn't
2 always see these individuals that sacrifice and
3 work every day and do a good job. And, Dorval, I'm
4 really appreciative for your team organizing this
5 and working to recognize those individuals
6 who -- who do this.

7 PRESIDENT CARTER: You know, I'm -- I'm glad
8 you said that, Chairman. We were doing this before
9 the pandemic hit. And when the pandemic hit, we
10 basically suspended bringing them in. But we were
11 still recognizing our employees but we weren't
12 doing this type of ceremony around that. One of
13 the things that I've really tasked my -- my HR
14 department to do is -- is a lot more employee
15 appreciation activity including events like this.
16 Celebrating our -- our graduating class of new
17 employees who are coming on to CTA. Recognizing
18 the work that our employees are doing not just at
19 department floors but at the garage level and the
20 terminal level because I really do want them to
21 understand how much we appreciate the hard work
22 that goes into running a system of this size every
23 day. And you will see more events coming forward
24 of this nature with the board in the coming months.



1 CHAIRMAN BARCLAY: Good. Thank you so much.
2 Our next order of business is the approval of the
3 minutes of the regular board meeting of
4 August 10th, 2022. May I have a motion to approve?

5 DIRECTOR ORTIZ: So moved.

6 DIRECTOR MILLER: Second.

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

9 DIRECTOR JAKES: Yes.

10 SECRETARY LONGHINI: Director Miller?

11 DIRECTOR MILLER: Yes.

12 SECRETARY LONGHINI: Director Ortiz?

13 DIRECTOR ORTIZ: Yes.

14 SECRETARY LONGHINI: Director Jha?

15 DIRECTOR JHA: Abstain.

16 SECRETARY LONGHINI: Abstain. Abstain.

17 Director Silva?

18 DIRECTOR SILVA: Yes.

19 SECRETARY LONGHINI: Chairman Barclay?

20 CHAIRMAN BARCLAY: Yes.

21 SECRETARY LONGHINI: That motion is approved
22 with five yes votes and one abstention by Ms. Jha.

23 CHAIRMAN BARCLAY: Our next order of business
24 is executive session. It's my understanding, Kent,



1 there is an executive -- executive session today.

2 MR. RAY: Yes, Chairman. We will have a closed
3 session pursuant to Illinois Open Meeting Act
4 Section 2C, Subsections 2 -- 1, 2, 5, 11 and 21.

5 DIRECTOR BARCLAY: Thanks, Kent. I will now
6 entertain a motion to recess into executive session
7 for reasons stated by counsel.

8 DIRECTOR ORTIZ: So moved.

9 DIRECTOR MILLER: Second.

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

12 DIRECTOR JAKES: Yes.

13 SECRETARY LONGHINI: Director Miller?

14 DIRECTOR MILLER: Yes.

15 SECRETARY LONGHINI: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY LONGHINI: Director Jha?

18 DIRECTOR JHA: Yes.

19 SECRETARY LONGHINI: Director Silva?

20 DIRECTOR SILVA: Yes.

21 SECRETARY LONGHINI: Chairman Barclay?

22 CHAIRMAN BARCLAY: Yes.

23 SECRETARY LONGHINI: So that motion is approved
24 with six yes votes and we are now recessed.



1 (whereupon, the Board recessed
2 into Executive Session
3 at 10:58 a.m.)

4 (whereupon, the following
5 proceedings resumed at
6 11:45 a.m.)

7 SECRETARY LONGHINI: Good afternoon. We are
8 ready to go back to the regular board meeting.
9 Chairman Barclay?

10 CHAIRMAN BARCLAY: Thank you. I will now
11 entertain a motion to return to open session.

12 DIRECTOR ORTIZ: So moved.

13 DIRECTOR MILLER: Second.

14 SECRETARY LONGHINI: Moved by Director Ortiz.
15 Seconded by Director Miller. Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY LONGHINI: Director Jha?

18 DIRECTOR JHA: Yes.

19 SECRETARY LONGHINI: Director Silva?

20 DIRECTOR SILVA: Yes.

21 SECRETARY LONGHINI: Director Barclay?
22 Chairman Barclay?

23 CHAIRMAN BARCLAY: Yes.

24 SECRETARY LONGHINI: We have -- that vote



1 passes --

2 DIRECTOR SILVA: Yes.

3 SECRETARY LONGHINI: -- with five yes votes.

4 Oh, Director Silva? Yes.

5 DIRECTOR SILVA: Yes.

6 SECRETARY LONGHINI: Yes. That vote

7 pass -- that motion passes with five yes votes.

8 Let the record show that Director Jakes has left
9 the meeting and Director Lee is not here. So we're
10 back in open session, sir.

11 CHAIRMAN BARCLAY: I will now address executive
12 session agenda items 6A, 6B, 6C. Kent?

13 MR. RAY: Thank you, Chairman. Item 6A
14 involves the proposed acquisition of real property
15 located at 3863 West Kinzie Street and 9439 and 41
16 South Burnside Avenue, Chicago, Illinois from the
17 Cook County Land Bank Authority.

18 CHAIRMAN BARCLAY: Thank you. Greg?

19 SECRETARY LONGHINI: Yes. We need a motion
20 to -- we need a motion to approve.

21 DIRECTOR ORTIZ: So moved.

22 DIRECTOR MILLER: Second.

23 SECRETARY LONGHINI: Approved by Director
24 Ortiz. Seconded by Director Miller. Director



1 Miller?

2 DIRECTOR MILLER: Yes.

3 SECRETARY LONGHINI: Director Jha?

4 DIRECTOR JHA: Yes.

5 SECRETARY LONGHINI: Director Ortiz?

6 DIRECTOR ORTIZ: Yes.

7 SECRETARY LONGHINI: Director Silva?

8 DIRECTOR SILVA: Yes.

9 SECRETARY LONGHINI: Chairman Barclay?

10 CHAIRMAN BARCLAY: Yes.

11 SECRETARY LONGHINI: That motion is approved
12 with five yes votes.

13 CHAIRMAN BARCLAY: We will now address board
14 agenda item 6B. Kent?

15 MR. RAY: Thank you. Item 6B involves the
16 Board's review of a Section 28 hearing committee's
17 recommendation regarding CTA's discharge of
18 Ms. Jamie Cabrera. Ms. Cabrera requested a hearing
19 to contest her discharge under Section 28 of the
20 Metropolitan Transit Authority Act. A hearing was
21 held before an appointed hearing committee and
22 after considering all of the evidence presented in
23 the hearing, the committee recommends that this
24 board sustain Ms. Cabrera's discharge.



1 CHAIRMAN BARCLAY: Thank you, Kent. May I now
2 have a motion to approve an ordinance sustaining
3 the discharge of Jamie Cabrera?

4 DIRECTOR ORTIZ: So moved.

5 CHAIRMAN MILLER: Second.

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

8 DIRECTOR MILLER: Yes.

9 SECRETARY LONGHINI: Director Jha?

10 DIRECTOR JHA: Yes.

11 SECRETARY LONGHINI: Director Silva?

12 DIRECTOR SILVA: Yes.

13 SECRETARY LONGHINI: Director Ortiz?

14 DIRECTOR ORTIZ: Yes.

15 SECRETARY LONGHINI: Chairman Barclay?

16 CHAIRMAN BARCLAY: Yes.

17 SECRETARY LONGHINI: That motion is approved
18 with five yes votes, sir.

19 CHAIRMAN BARCLAY: Thank you, Kent. Our next
20 order of business is agenda item business 6C.
21 Kent?

22 MR. RAY: Thank you, Chairman. Item 6C
23 involves the Board's review of closed session
24 minutes for the purpose of whether they need -- the



1 need for confidentiality still applies with respect
2 to those minutes and whether those minutes or
3 portions thereof can be made available for public
4 inspection.

5 CHAIRMAN BARCLAY: Thank you. I move that the
6 Chicago Transit Board authorize a release of all
7 closed session minutes for the years 2015 through
8 2020 with the exception of the minutes of July 2019
9 and January 2020. And all minutes or portions of
10 minutes concerning litigation and settlement of
11 litigation in section 28 hearings. All released
12 items will be available for public inspection.
13 Greg?

14 SECRETARY LONGHINI: Yes. Do we have a motion?

15 DIRECTOR ORTIZ: So moved.

16 DIRECTOR MILLER: Second.

17 SECRETARY LONGHINI: Moved by Director Ortiz.

18 Seconded by Director Miller. Director Miller?

19 DIRECTOR MILLER: Yes.

20 SECRETARY LONGHINI: Director Jha?

21 DIRECTOR JHA: Yes.

22 SECRETARY LONGHINI: Director Silva?

23 DIRECTOR SILVA: Yes.

24 SECRETARY LONGHINI: Director Ortiz?



1 DIRECTOR ORTIZ: Yes.

2 SECRETARY LONGHINI: Chairman Barclay?

3 CHAIRMAN BARCLAY: Yes.

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

6 CHAIRMAN BARCLAY: Our next order of business
7 is board matters, agenda item 7A. May I have a
8 motion to approve an ordinance fixing the salary of
9 Neema Jha as temporary member of the Chicago
10 Transit Board.

11 DIRECTOR ORTIZ: So moved.

12 DIRECTOR MILLER: Second.

13 SECRETARY LONGHINI: Moved by Director Ortiz
14 and by Director Miller. Director Miller?

15 DIRECTOR MILLER: Yes.

16 SECRETARY LONGHINI: Director Jha?

17 DIRECTOR JHA: Abstain.

18 SECRETARY LONGHINI: Abstain. Director Silva?

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Ortiz?

21 DIRECTOR ORTIZ: Yes.

22 SECRETARY LONGHINI: Chairman Barclay?

23 CHAIRMAN BARCLAY: Yes.

24 SECRETARY LONGHINI: That motion is approved



1 with four yes votes and one abstention.

2 CHAIRMAN BARCLAY: Our next order of business
3 is agenda item 7B. May I have a motion to approve
4 an ordinance appointing members and chairs to
5 certain standing committees of the Chicago Transit
6 Board?

7 DIRECTOR ORTIZ: So moved.

8 DIRECTOR MILLER: Second.

9 SECRETARY LONGHINI: Moved by Director Ortiz.
10 Seconded by Director Miller. Director Miller?

11 DIRECTOR MILLER: Yes.

12 SECRETARY LONGHINI: Director Jha?

13 DIRECTOR JHA: Yes.

14 SECRETARY LONGHINI: Director Silva?

15 DIRECTOR SILVA: Yes.

16 SECRETARY LONGHINI: Director Ortiz?

17 DIRECTOR ORTIZ: Yes.

18 SECRETARY LONGHINI: Chairman Barclay?

19 CHAIRMAN BARCLAY: Yes.

20 SECRETARY LONGHINI: That motion is approved
21 with five yes votes.

22 CHAIRMAN BARCLAY: Our next order of business
23 is agenda item number 8. An ordinance authorizing
24 amendments to the Authority's public transit agency



1 rail and bus safety plans. Our presenter is Nancy
2 Ellen-Zusman. Nancy Ellen?

3 MS. ZUSMAN: Thank you, Chairman. I'm Nancy
4 Ellen-Zusman, the Chief safety and Security Officer
5 for CTA. Before the board are two agency safety
6 plans. One for rail and one for bus. Both agency
7 safety plans are required to be approved by the
8 Board before they can be finalized. They've
9 received conditional approval from the state safety
10 oversight agency Illinois DOT. As well as review
11 and concurrence by the Joint Labor Safety Committee
12 last month. I don't have -- any additional
13 question -- is there any questions by the directors
14 or the chairman?

15 CHAIRMAN BARCLAY: Questions?

16 DIRECTOR JHA: No questions.

17 DIRECTOR MILLER: No questions or no question.

18 DIRECTOR ORTIZ: No question.

19 CHAIRMAN BARCLAY: Thank you. May I now have a
20 motion to approve an ordinance authorizing
21 amendments to the Authority's public transportation
22 agency and bus safety plans?

23 DIRECTOR ORTIZ: So moved.

24 CHAIRMAN BARCLAY: Greg?



1 SECRETARY LONGHINI: Moved by Director Ortiz.

2 DIRECTOR MILLER: Second.

3 SECRETARY LONGHINI: Seconded by Director
4 Miller. Director Miller?

5 DIRECTOR MILLER: Yes.

6 SECRETARY LONGHINI: Director Jha?

7 DIRECTOR JHA: Yes.

8 SECRETARY LONGHINI: Director Silva?

9 DIRECTOR SILVA: Yes.

10 SECRETARY LONGHINI: Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 SECRETARY LONGHINI: Chairman Barclay?

13 CHAIRMAN BARCLAY: Yes.

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

16 CHAIRMAN BARCLAY: Our next order of business
17 is a report from the Committee on Strategic
18 Planning and Service Delivery. Director Miller?

19 DIRECTOR MILLER: Thank you, Chairman Barclay.
20 The Committee on Strategic Planning and Service
21 Delivery was called to order earlier this morning.
22 The committee approved the June 8th, 2022 committee
23 minutes. The presentation from staff regarding the
24 new farebox procurement was deferred and that



1 concludes my report, Mr. Chairman.

2 SECRETARY LONGHINI: Thank you, Director
3 Miller. Our next order of business is a report
4 from the Committee on Finance, Audit and Budget.
5 Director Silva?

6 DIRECTOR SILVA: The Finance, Audit and Budget
7 Committee met earlier this morning. The committee
8 approved the August 2022 committee minutes and
9 reviewed the finance report. The committee
10 reviewed and approved thirteen contracts. The
11 committee placed the thirteen contracts on the
12 omnibus and recommended board approval of the
13 omnibus. And that includes my -- that concludes my
14 report, Chairman Barclay.

15 CHAIRMAN BARCLAY: Thank you, Director Silva.
16 I will now entertain a motion to approve the
17 omnibus as stated by Director Silva.

18 DIRECTOR ORTIZ: So moved.

19 DIRECTOR MILLER: Second.

20 SECRETARY LONGHINI: Moved by Director Ortiz.
21 Seconded by Director Miller. Director Miller?

22 DIRECTOR MILLER: Yes.

23 SECRETARY LONGHINI: Director Jha?

24 DIRECTOR JHA: Yes.



1 SECRETARY LONGHINI: Director Ortiz?

2 DIRECTOR ORTIZ: Yes.

3 SECRETARY LONGHINI: Director Silva?

4 DIRECTOR SILVA: Yes.

5 SECRETARY LONGHINI: And Chairman Barclay?

6 CHAIRMAN BARCLAY: Yes.

7 SECRETARY LONGHINI: The motion is approved
8 with five yes votes.

9 CHAIRMAN BARCLAY: Our next order of business
10 is the construction report by Bill Mooney and
11 JuanPablo Prieto.

12 MR. MOONEY: Good morning. Bill Mooney, your
13 Chief Infrastructure Officer with your monthly
14 construction update. We can move towards our first
15 project. Our Your New Blue signals project between
16 Jefferson Park and O'Hare. The project remains
17 tight to schedule and on budget. We have completed
18 the last of kind of the -- the stand-alone wayside
19 interlocking cutovers at Rosemont West. I'm
20 showing you some -- some of the work out there in
21 the recent couple months and we've started the
22 cutover at Rosemont East which is the last major
23 piece of work for this project. It's a pretty
24 significant milestone to be at in the relief and we



1 can move to some of the pictures to show you what's
2 going on here. So similar to what we talked about
3 when we did O'Hare, Rosemont East is actually a
4 relay room and not a house so part of the challenge
5 here is we had to install a temporary signal system
6 that we could operate on while we decommissioned
7 the old one, demoed out all the equipment and then
8 rebuilt the room with the new equipment. What
9 you're seeing on the photo on the right side of the
10 screen is that -- that build out of that room and
11 my typical spaghetti photos where you get
12 the -- the bundles of wires coming out of the room
13 or into the room, out to a junction box in the
14 field where they get terminated and they get
15 terminated into a different set of wires that go to
16 a wayside apparatus. So it's very atypical of what
17 you've seen in all the other cutovers. We can move
18 on to the next photo. And what's kind used to
19 though is part of the opportunity is we had the
20 interlocking out of service. We had sections of a
21 yard out of service as well to be able to
22 facilitate the work that was going on there and it
23 was kind of locked out from access. And so we
24 actually had the contractor come and do some track



1 work for us as well. The switches in the yard get
2 heavily used to facilitate movement in and out of
3 our shop and the photo on the left you can actually
4 see the maintenance shop in the background. And
5 they're really hard to be able to get access and
6 take apart to be able to do the tie renewals so
7 it's an inopportune time to be able to do work as
8 well. So here's some of the track work. Next
9 slide. And then this is kind of another
10 interesting portion of it. So the photo on the
11 right is of the -- the tower control panel. So
12 this is actually where we have a person operate
13 this panel and pushes buttons and -- and this is
14 how they route the train. So we make this -- that
15 person makes decisions about whether or not trains
16 are coming into the yard, out of the yard, going
17 towards O'Hare, coming down from O'Hare into the
18 station and they have to provide routing out of
19 that and this panel allows them to do that. We had
20 a historical panel here that was being upgraded as
21 part of the project and the only way to get it up
22 there was to -- to take it up the stairs so they
23 came up with kind of a ball and chain method where
24 they -- they would level it and twist it, locate it



1 up to the next flight of stairs. This was
2 ultimately five flights of stairs they had to get
3 up to get to the tower panel. It was a fair bit of
4 effort but that's the new panel in place there.

5 Next slide. Our next project is our
6 Irving Park Station escalator and canopy
7 replacement. This is quickly coming to a close.
8 We can move on to kind of the photos. The Pulaski
9 escalator is in -- in place. It's fully
10 operational. It's been commissioned at this point
11 and witnessed by the City of Chicago for its
12 clearance of inspection. We're just kind of
13 wrapping up the final things around that and we'll
14 be hopefully opening up that station entrance
15 shortly.

16 Next slide. And here's your canopy. So
17 most of the canopy is installed at this point and
18 we are just doing a waterproof testing. Though we
19 did have a good test of it on Sunday. I think the
20 canopy actually makes a huge world of difference on
21 this platform. It really brightens it up. Even on
22 cloudier days. That blue really make -- makes the
23 environment feel more welcoming. Next slide. And
24 here's some of the -- the modules that actually



1 drive that -- that escalator. So this is the
2 controller for the escalator and the technician in
3 the process of configuring and as part of the
4 commissioning process. Next slide. So this is our
5 traction power upgrades project at Kedvale, Edmunds
6 and Sacramento substations. Most of the work is
7 solely focused at Sacramento at this point and it
8 is pretty quickly leaving the traction power phase
9 and going on to the site work which includes
10 roofing so we can move on to some of those photos.
11 So here is the last lineup going in place
12 at -- this is transporter number three at
13 Sacramento. It's the last piece of traction power
14 work on the project there. And everything else is
15 tied to roofing and masonry work. So we can move
16 to the next slide. Here's some of the masonry
17 work. So -- so the courtyard wall for this
18 exterior area for the transformer was a brick wall
19 that actually was structurally unstable so as part
20 of the project we're removing the wall and
21 rebuilding it. And so that -- that's a work focus
22 right now. Now that equipment is in place they're
23 rebuilding the wall around it. And they're
24 finishing up the roof there.



1 So my next projects are non-rev vehicle
2 shop. We are in the ground there and most of the
3 work on site is tied to foundational work. I've
4 shown you some of the -- the water retention on
5 site recently in months as well as some of the
6 H-piles we put in for the site. So here is -- if
7 we can move to some of the photos. They're really
8 working on the grade beams and the exterior
9 foundational wall. So here they -- on the photo on
10 the left you can see all the H-piles that
11 I've -- we were drilling over the pre- -- previous
12 months with the rebar caps formed in them and then
13 what they do there is they excavate out around them
14 for certain dimensional width of what would be the
15 grade beam. And so the exterior of the building
16 will have a large concrete framed grade beam that's
17 on the floor that's connected to it and floated on
18 top and it's part of the foundational structure for
19 the slab.

20 Next slide. And again here is
21 some -- some examples of those helical piles and
22 the caps there. And they're putting out subgrade
23 in preparation for actually forming out those
24 gradients. Next slide. Our Barry, Damen, Canal



1 substation project is moving forward with most of
2 the activity right now focused at Damen. We have
3 also been starting to do some of the prep work
4 around the Canal tie house which is actually in the
5 subway. Move on to some of the photos. So here is
6 the old foundation removal. So the site that
7 actually we're building the substation on was a
8 historical substation site and there's actually a
9 bunch of underground foundations from that building
10 still in place and so the contractor has to dig all
11 that out in preparation for their foundation
12 installation. So here is some of that work going
13 on here.

14 Next slide. And this is the Canal tie
15 house. So this is actually kind of unique. So in
16 the Dearborn subway they had -- when they built the
17 subway, they had actually built two sections that
18 turned off to ultimately become a subway on
19 Lake Street at one point in time and they were
20 looking to build a subway down Lake Street and
21 these tunnels never were fully built out and -- and
22 they're very short distance but they're these kind
23 of abandoned sections of subway there. And we're
24 actually taking advantage of one of those areas and



1 we'll be putting in the tie house. Now the tie
2 house is a little different than a substation in
3 the fact that we don't actually generate new power.
4 what we do is we actually borrow power from all the
5 other power sections. So we'll share power on the
6 different tracks with the Blue Line. And then if
7 you want to flip to the next slide. And it
8 actually will go up to the Green Line right above
9 it and -- and will actually borrow power and share
10 power from the Green Line. So it transfers power
11 between the various sections of track based on
12 where the trains are moving at that moment in time
13 and where the demand of power is. So it's kind of
14 an easier way to bring in that opportunity when
15 there is robust power kind of available but it just
16 needs to be shared at peak moments on one direction
17 or another.

18 So every once in a while I like to bring
19 in a project for just a single kind of month.
20 These are one of our short-lived Mid-Con projects.
21 This is the Evanston central -- Evanston Station at
22 Central. And this is a stair replacement. So we
23 can move kind of just to pictures. I can explain a
24 little bit. So this is the historical stairs for



1 the station. The stairs were structurally
2 compromised and had required a lot of shoring and
3 maintenance over time. And I think I have another
4 photo here of them. It gives you a better sense of
5 it. Here's the underside of the stairs. You can
6 see kind of that rust and deterioration. And, you
7 know, so it was a pretty significant effort to keep
8 them in service and they were pushing the very end
9 of their useful life. So we came in with a quick
10 project. It was a 2.4 million dollar project for a
11 Mid-Con program. We issued a construction contract
12 to Kiewit Construction to do -- it was 1.6 million
13 dollars of construction work here. And completely
14 rebuild and restore these historical stairs. We
15 actually had to change the flow of the station
16 temporarily, open up a -- we built a temporary
17 station entrance that we -- we went through an
18 exit-only area where we created new fare structures
19 to be able to facilitate entrance in the station
20 while we took apart these stairs over -- it was
21 about a, you know, four month period. We can flip
22 to the next slide. So here's the new stairs going
23 in progress. These are new -- new steel cast
24 stairs and treads. You can see kind of on the left



1 the first floor landing of those and then on
2 the -- on the right that second floor. And next
3 slide. And here's the completed project. So in
4 some cases it's not as -- as magnificent as some of
5 these bigger projects we talk about every month but
6 a really important aspect of keeping our system
7 operational and -- and I like to highlight these
8 from time to time as they come up. We do a lot of
9 work outside of the main -- the main projects just
10 to keep the base business and the state of good
11 repair work going. So this is again kind of a
12 really neat little project and I just wanted to
13 take a minute to share with you.

14 And moving on to refresh and renew. We
15 can continue forward with the main stations and
16 we've completed work at Harlem, Fullerton and
17 Library in the recent month and we're in process at
18 California, Midway and Central at this point. And
19 our last round of the SBE painting contracts
20 are -- are working their way through and we
21 continue to kind of see great progress on those.
22 So here's some examples of our typical lighting
23 upgrades at Fullerton. Again as we look at the
24 opportunities for the station, we look outside



1 the -- the interior of the station. We try to deal
2 with the approaches and that out -- output. So
3 this is the LED upgrade over Fullerton Avenue on
4 the Brown-Red Line right there. I think the
5 pictures speak for themselves what a big impact is
6 of that upgrade. And here is some interior photos.
7 A very similar kind of -- you can see that
8 difference and -- you know, and creating warmth and
9 a sense of security around that which is a lighting
10 upgrade.

11 Next slide. And this one I -- is great.
12 So this is the historical station entrance
13 for -- for Fullerton. As part of the
14 reconstruction in the 2000s, the two headhouses
15 which were historical elements had to be salvaged
16 as part of the project and they became exit-only or
17 axillary entrance stations to the main entrances.
18 You can see on the left was the -- the brickwork
19 hadn't been touch since that project in -- in the
20 mid-2000s and on the right we gave it a good
21 cleaning, some restoration and updated the painting
22 and what a difference kind of what that -- that
23 appearance is. And it really, really punches out
24 again. It gives it back some of its architectural



1 glory. The -- the detail work and the stone and
2 trim work it's just amazing here. So being able to
3 really highlight that and bring it back to some
4 great appearance is wonderful so.

5 And then, you know, some of the other
6 aspects that we've -- I've shown you from time to
7 time is kind of we go outside the footprint of the
8 station and the bus turnarounds at Harlem on the
9 O'Hare branch where we're doing it and so this is
10 the safety line. So not only about the curb lines
11 here that are painted yellow but the crosswalk
12 line. So taking advantage of the weather and being
13 able to get out to those bus turnarounds and -- and
14 relying on all that while the weather is in our
15 favor. And this is Library. So again we're
16 getting into some more fundamental infrastructure.
17 We at one point in time had some water damage here.
18 This is street level underneath kind of the main
19 station platforms. They actually took down a
20 portion of the ceiling, repaired the plaster and
21 then restored it as part of the project.

22 And then we'll move on to RPM now. So the
23 project proceeds ahead of schedule and on budget.
24 We continue to move forward in RPB with the north



1 main line reconstruction stage two work there and
2 we actually are really focused on starting to form
3 out the deck work and finishing the installation of
4 the beams and the last grouping of caissons and
5 micropiles that support that new structure there.
6 We also continue to do restoration of the existing
7 steel on the Brown Line structure going out from
8 Clark junction there on the LBMM corridor. We
9 continue to work forward with the precast segment
10 installations and we actually hit a pretty
11 significant milestone as we -- we drilled our last
12 caisson at stage A work up there which is a huge
13 effort there and -- and, you know, we've seen a lot
14 of photos of those caissons as they've been
15 occurring and -- and it's an important part of the
16 process but, you know, it's a big, big win for us
17 to get to that point. We can move on to some of
18 the photos here. So here on the RPB side is one of
19 the caissons being drilled for -- this is the north
20 main line stage two work. The area between kind of
21 Addison and Belmont on the Red-Purple Lines and
22 those two-track corridor. Our four-track corridor
23 there. Next slide. And here's that same area with
24 the precast beams that I've shown you being



1 installed over the previous month and they're
2 starting to build out the formwork for what
3 ultimately would be the concrete deck that the ties
4 and rails will be installed upon. And the next
5 photo showed you some of that formwork now up top
6 and close so you can see actually the -- the geared
7 up rebar that's part of the foundation of
8 the -- the beams that ultimately the concrete deck
9 gets poured and cast into and ties that whole
10 system together. Next slide. Here we are up on
11 LBMM. This is building up the columns and concrete
12 caps. As I mentioned, we finished the last of the
13 caissons and from -- at -- once the caissons are
14 poured in the ground then we start building up
15 those columns and caps which is ultimately where
16 the segments end up landing. Next -- next slide.
17 And here's the segments. So what -- what's
18 interesting in this photo is actually this is the
19 only area where we have the middle track up here.
20 And what happens is they actually build the
21 segments for the middle track, fully build that
22 section and they place them on a beam and then they
23 slowly slide them over from underneath the gantry
24 into their position in the middle track. So it



1 takes a little longer to actually move through this
2 section because there are two sets of spans that
3 they're building for each -- each block but
4 they -- they continue. We also are operating a
5 night shift here. This is an exceptionally quiet
6 operation and -- and keeping to push that
7 production rate going forward.

8 Next slide. And then on -- on the far end
9 of the project where we've already installed all of
10 our -- our concrete segments is they've started
11 forming track and they've now formed, you know,
12 about a thousand feet of track on each track for
13 both track three and track four and they're
14 beginning to prep it for installation of rail and
15 as they continue to work south pouring new track.
16 And we move on kind of to the outreach efforts. So
17 we continue our coordination with the 44th ward and
18 the 48th wards around the projects. We also
19 regularly host virtual office hours for
20 constituents to be able to engage with our staff
21 and talk about the project or raise issues and
22 concerns. We continue to push forward with our
23 open for business campaign. We've been doing a
24 series of Facebook live promos. The most recent



1 one was the African Safari Imports. You can
2 actually -- you can actually watch these videos.
3 They're really great. We have a host that comes in
4 and does -- does an interview with the business
5 owner, talks about kind of the experience at the
6 store and how they're set up and the opportunities
7 there. If you get an opportunity to check out any
8 of these business. I most recently was in there
9 with my family at the African Safari Imports. It's
10 a really neat store. It's actually just a fun
11 experience in and of itself to be able to go take
12 some trips and experience some of those stores in
13 that area. We've done a couple local tours for MIT
14 research assistants who are under internships for
15 the summer with us. As well as we've participated
16 in the Goudy Elementary back to school bash. So
17 some of you may remember the -- the Goudy
18 Elementary kids. We've had a partnership as
19 they're directly adjacent to project footprint and
20 they actually were the -- the group of kids who
21 named the gantry and were participating in the name
22 the gantry contest. So we were out there for their
23 back to school event handing out some -- some
24 tokens relevant to the project and just being there



1 and coordination with the community. With that,
2 I'll turn it over to JuanPablo.

3 MR. PRIETO: Thanks, Bill. Good morning,
4 Directors. JuanPablo Prieto, Director of Diversity
5 Programs. CTA continues to meet with the
6 contractor monthly to discuss DBE and workforce
7 outreach and compliance. We continue to send out
8 opportunities along with the -- from the prime
9 contractor to the DBE community so they're aware of
10 the trade package and how to submit their bids.
11 Open career opportunities with the prime and their
12 subs are sent to our workforce partner Chicago
13 Workforce Partnership and Hire 360 so they can
14 refer interested and qualified candidates that meet
15 our workforce goals. In August both of our
16 workforce partners hosted outreach events
17 highlighting careers in the construction trades and
18 potential pathways to workforce opportunities on
19 RPM. Both events featured presentations on the
20 building trades, the RPM project, introductions to
21 the organizations involved in the workforce
22 referral process and networking opportunities for
23 the attendees. The partnerships event was held
24 August 17th at the West Side Job Center and Hire



1 360's event was held August 31st at Saint Augustine
2 College. CTA also attended the Paul Simon Job
3 Corps Center graduation on August 19th to support
4 Natalie Juarez-Morocho(phonetic) as she graduated
5 as a carpentry pre-apprentice. Natalie heard about
6 Job Corps through her brother who participated in
7 the RPM Tracks-to-Trades Program through Senn High
8 School. We look forward to connecting Natalie to
9 contractors on RPM and other CTA projects that are
10 looking for carpenter apprentices. And we will
11 continue to find opportunities to connect
12 individuals that qualify with Job Corps to pursue
13 their career paths. As of August 31st, DBEs have
14 been awarded over 228 million dollars between the
15 design and construction packages. This accounts
16 for 84 unique DBE firms. 32 of which are new to
17 CTA. On the workforce side as of August 31st, 1594
18 unique individuals have worked over 823,000 labor
19 hours and earned over 47 million dollars. That
20 concludes my portion of the report. We're happy to
21 answer any questions.

22 MR. MOONEY: I don't know if there are any
23 questions for JuanPablo or myself at this time.

24 SECRETARY LONGHINI: Chairman Barclay, any



1 questions?

2 CHAIRMAN BARCLAY: No questions.

3 DIRECTOR ORTIZ: No questions.

4 DIRECTOR MILLER: No question. Good job. Good
5 job. Thank you.

6 CHAIRMAN BARCLAY: Bill, I do have one
7 question. Did you say there was a subway tunnel
8 under Lake Street?

9 MR. MOONEY: No. So what they -- they -- when
10 they built the Dearborn subway, Mr. Chairman,
11 they -- they had intended to actually divert and
12 have a transition and ultimately build a subway all
13 the way down Lake Street and it never actually came
14 to fruition. It was part of kind of the master
15 transportation plan for the city at the time. And
16 so there's a little turn off in the Dearborn subway
17 that was intended to be that connection point. And
18 that's where were actually going to be building
19 our -- our breaker room for Canal tie house.

20 CHAIRMAN BARCLAY: Okay. All right. Good.

21 SECRETARY LONGHINI: We're not running a secret
22 subway service.

23 CHAIRMAN BARCLAY: Thank you. I never took
24 that route before. Thank you. Okay. Our



1 next -- Greg, may I?

2 SECRETARY LONGHINI: Yes. Oh, yes. I'm sorry.
3 Yes. Continue, sir.

4 CHAIRMAN BARCLAY: Our final order of business
5 is new business. Greg, is there any new business?

6 SECRETARY LONGHINI: Oh, no, sir.

7 CHAIRMAN BARCLAY: Since there is no further
8 business to come before the -- the board, may I
9 have a motion to adjourn the Chicago Transit Board
10 meeting of September 14th, 2022?

11 DIRECTOR ORTIZ: So moved.

12 DIRECTOR MILLER: Second.

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

15 DIRECTOR MILLER: Yes.

16 SECRETARY LONGHINI: Director Jha?

17 DIRECTOR JHA: Yes.

18 SECRETARY LONGHINI: Director Silva?

19 DIRECTOR SILVA: Yes.

20 SECRETARY LONGHINI: Director Ortiz?

21 DIRECTOR ORTIZ: Yes.

22 SECRETARY LONGHINI: Chairman Barclay?

23 CHAIRMAN BARCLAY: Yes.

24 SECRETARY LONGHINI: That motion passes with



1 five yes votes. We're adjourned, sir.

2 CHAIRMAN BARCLAY: Thank you.

3 (Whereupon, the meeting
4 adjourned at 12:22 p.m.)

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