

1
2 CHICAGO TRANSIT AUTHORITY

3 SEPTEMBER 2023

4 REGULAR BOARD MEETING

5
6 Held

7 on

8 September 22nd, 2023

9 at

10 10:09 a.m.

11 at

12 567 West Lake Street, 2nd Floor,

13 Chicago, Illinois 60661

14
15
16 STENOGRAPHIC REPORT OF PROCEEDINGS had in

17 the above-entitled cause held at the Chicago

18 Transit Authority Headquarters, 567 West

19 Lake Street, 2nd Floor, Chicago, Illinois,

20 Lester A. Barclay, presiding.

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

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;
3 REV. DR. BERNARD JAKES, Director;
4 MS. NEEMA JHA, Director;
5 REV. JOHNNY L. MILLER, Director;
6 MS. ROSA Y. ORTIZ, Director;
7 MR. DORVAL R. CARTER, JR., President;
8 MR. KENT S. RAY, General Counsel;
9 MS. GEORGETTE L. GREENLEE, Secretary.

10 ABSENT:

11 MS. MICHELE A. LEE, Director.

12 PUBLIC SPEAKERS:

13 MS. SYLVIA JONES
14 MS. MORGAN MADDEROM
15 MR. BILL MORTON
16 MS. KATANYA RABY(Via Zoom)
17 MS. ANDREA REED(Via Zoom)

18 PRESENTERS:

19 MR. WILLIAM MOONEY,
20 Chief Infrastructure Officer;
21 MR. JUANPABLO PRIETO,
22 Director, Diversity Programs.

23 ALSO PRESENT:

24 MS. VEDA DUFFIE, Electronic Communications;
MS. APRIL MORGAN,
Chief of Staff, Office of the Chairman;
MR. HERB NITZ,
Director, Technology Engineering.



1 (whereupon, the meeting
2 commenced at 10:09 a.m.
3 as follows:)

4 SECRETARY GREENLEE: Good morning. My name is
5 Georgette Greenlee. I'm Secretary of CTA's Transit
6 Board. And we are ready to begin our regular
7 meeting of the Transit Board for Friday,
8 September 22nd, 2023. Chairman Barclay?

9 CHAIRMAN BARCLAY: Good morning. I would like
10 to call to order the meeting of the Chicago Transit
11 Board for September 22nd, 2023. Georgette, please,
12 call the roll.

13 SECRETARY GREENLEE: Director Miller?

14 DIRECTOR MILLER: Here.

15 SECRETARY GREENLEE: Chairman Barclay?

16 CHAIRMAN BARCLAY: Here.

17 SECRETARY GREENLEE: Director Jakes?

18 DIRECTOR JAKES: Here.

19 SECRETARY GREENLEE: Director Ortiz?

20 DIRECTOR ORTIZ: Here.

21 SECRETARY GREENLEE: Director Jha?

22 DIRECTOR JHA: Here.

23 SECRETARY GREENLEE: Chairman Barclay, we do
24 have a quorum.



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

3 SECRETARY GREENLEE: Mr. Chairman, we have
4 registered eight public commenters this morning.
5 And we have three who are here, two who are on the
6 phone line to make their remarks by phone and three
7 that are written and that have been -- and that we
8 will distribute to the Board. The three that are
9 written are from John Paul Jones, Thomas Malthouse
10 and Brandon McFadden. I will call the first public
11 commenter who is present to speak. And that will
12 be Sylvia Jones. Ms. Jones, thank you for coming
13 today. We -- I'd like to remind you that you have
14 three minutes to speak. We ask that you not direct
15 your comments to any individual in this room in
16 particular or to any matters that -- any matters of
17 contract that are before the Board on today.

18 MS. JONES: First give an honor to God who is
19 the head my life.

20 DIRECTOR JAKES: Yes.

21 MS. JONES: Good morning, CTA Board, staff and
22 staff members. My name is Minister Sylvia Jones,
23 board member with the Red Line Extension TIF
24 coalition. I originally participated with



1 faith-based group developing communities project
2 and its Red Line coalition. I remain committed
3 alongside many far south side stakeholders and the
4 CTA President Carter project team in seeing built
5 Red Line extension. We agree with President Carter
6 that completing the final environmental impact
7 study and receiving a record of decision for the
8 Red Line Extension project is a major step forward.
9 The recent CTA Board's action to sign
10 intergovernmental agreements with the Cook County
11 Sheriff, Chicago Department of Public Health and to
12 help stabilize Greyhound, Inc. operations at
13 95th -- at the 95th Street terminal adds value to
14 service, delivery, cleanliness to the south side.
15 Today we wish to encourage the CTA and its Board to
16 beef up operations to ensure equity. That today's
17 ordinance relating relative to land acquisitions
18 will be used to introduce a host of resolutions to
19 direct staff and contractors to go beyond the norm
20 to build wealth to families while simultaneously
21 protecting property owners from harms through inept
22 real estate calculations. Furthermore, we
23 encourage CTA to utilize all available federal and
24 state grants to introduce added workforce



1 solutions, climate resiliency and other community
2 benefits for Red Line projects. Just like the man
3 in the Bible that said by -- sat by the pool for
4 thirty-eight years in John's fifth chapter, many
5 are awaiting the opportunity to be propelled
6 forward. Red Line district is a fifty-plus year
7 wait. Let's move together as a team to bring hope
8 and economic benefit to many through an array of
9 partnership and resources leveraging with area
10 institutions and organizations. Thank you for this
11 opportunity to speak and help propel the people
12 forward. To God be the glory. Thank you. Have a
13 blessed day and be well.

14 DIRECTOR MILLER: Thank you.

15 SECRETARY GREENLEE: Thank you. Our next
16 public commenter is Morgan Maddedom -- Madderom.

17 MS. MADDEROM: Madderom. My name is Morgan
18 Madderom and I'm a transportation planner for
19 Alder La Spata's Committee on Pedestrian and
20 Traffic Safety and I am a member of Commuters Take
21 Action. I'm unable to drive and as I heard
22 President Carter say, I'm a captive rider on the
23 CTA. I love the CTA and I use it for everything.
24 However, for the last two years I and many others



1 have been frustrated with the CTA. It's been one
2 year since Meeting the Moment has come out and the
3 moment has not been met. Pre-Covid the CTA would
4 run twenty-one trains per an hour in rush hour.
5 Now we're down to eight scheduled trains per an
6 hour but realistically it's maybe six or seven. We
7 all remember when you could walk up to the train
8 station in the morning and it would say two to
9 three minutes between trains. That feels like a
10 collective dream to the city now. As we shove
11 ourselves on to packed trains or are humiliated.
12 we let packed train after packed train pass as
13 we're just trying to go home. Stagnating operator
14 numbers are a sign that operators are unhappy with
15 their current position. Recently an article came
16 out where a CTA operator highlights the need for
17 more bathroom availability for bus drivers.
18 Something we've heard from many bus operators. And
19 in the same article CTA -- CTA publically refutes
20 these asks. Imagine simply asking for a basic need
21 like bathroom access and your employer publically
22 denying you that this is even an issue and
23 promising that they will never look into fixing
24 this problem for you. In my former position



1 working on development in the 40th ward office when
2 we were building transit-oriented development we
3 had community engagement around the process and
4 neighbors would come with opposition about the
5 increase in parking and traffic and we would reply
6 to them that this is transit-oriented development.
7 These folks will largely be using the CTA to get to
8 work, to home and -- and this is going to be
9 affordable housing for your community. All of
10 these are good things. Our neighbors would rightly
11 reply I know this is meant to be TOD but the bus
12 only comes every twenty minutes on Western now.
13 You really expect people to rely on that? In my
14 current job I'm working on pedestrian and cyclist
15 infrastructure planning and policy slowing streets
16 down to make it safer and more comfortable for
17 folks to live and travel sans car. I was recently
18 speaking with a traffic engineer and he said the
19 only increase that will increase safety on the
20 street is mode change. Getting people out of cars
21 and on to other modes of travel. The key piece of
22 both the housing and transportation puzzle is a
23 reliable and frequent transit system. Progress in
24 housing and transportation planning is being held



1 up by the refusal to admit there's a problem and by
2 refusing to admit that this is a problem within the
3 CTA President and Board's control to fix. If the
4 current President and Board are not able to admit
5 there is a problem and make innovative change, they
6 need to be replaced. Thank you.

7 SECRETARY GREENLEE: Thank you. Our next
8 public commentator is Bill Morton.

9 MR. MORTON: Thank you. Chair, Board,
10 President, staff, thank you for giving us the
11 opportunity to -- to speak publically. I've been
12 here many times before and my focus is the ADA
13 accessibility for the Red Line train. Specifically
14 Morse and Jarvis. I've come today representing one
15 of our constituents of the Rogers Park Chamber of
16 Commerce, Eva Strobeck. She wrote -- she wrote a
17 little story here. It will be -- it will be brief.
18 Eva says: I lived in Rogers Park for over twenty
19 years. My husband and I owned a condo on Farwell
20 and Ashland. I don't drive. For over ten years
21 when my late husband couldn't drive anymore because
22 of a stroke, I had the option to take the Red Line
23 to work at Malcolm X College. At first with
24 difficulty I could get up the stairs but soon with



1 my balance problem it became impossible. I didn't
2 qualify for paratransit for some reason so I was
3 forced to hire a driver to get to work or take a
4 Lyft which was expensive on a part-time tutor's
5 salary. I now live out of the city near my family
6 in a senior community that makes accommodations for
7 the fact that I have to use a walker. It would
8 have made my life much easier if Morse had an
9 elevator. Thank you for listening to my testimony.
10 Eva Strobeck. And I'm going to redact where
11 she -- where she's living at at the current time.
12 This is an issue. I believe I mentioned on my Can
13 TV show on channel 21, Community Unity Now, that I
14 believe that the squeaky wheel may get the oil. I
15 know that you're listening. I know that I have
16 your ears and I -- we really do need ADA
17 accessibility by law on the Red Line Morse Station
18 and the Jarvis Station. And I will continue to
19 represent our community and I will continue to
20 speak on behalf of our community as President of
21 the Rogers Park Chambers of Commerce.

22 DIRECTOR MILLER: Thank you.

23 SECRETARY GREENLEE: Thank you. Our next
24 public commentator is Andrea Green(sic) who is on



1 the phone line.

2 MR. NITZ: Ms. Reed, please, press star six to
3 unmute your line. Ms. Reed, I see you're unmuted
4 but we have no audio from you. Are you speaking?

5 CHAIRMAN BARCLAY: Georgette, can we come back
6 to her?

7 SECRETARY GREENLEE: Sure. Our next public
8 commentator is also on the phone line. Herb,
9 should we go to the -- our other commentator?

10 MR. NITZ: Yes. Katanya Raby.

11 SECRETARY GREENLEE: Yes.

12 MR. NITZ: Press star six on your line to
13 unmute.

14 MS. RABY: Good morning. Can you hear me?

15 SECRETARY GREENLEE: Yes.

16 MS. RABY: Okay. Good morning. My name is
17 Katanya Raby. I am an urban planner and I work in
18 the very far south area of the city doing a lot of
19 planning initiatives. And I'm calling in this
20 morning because I just wanted to share my
21 excited -- excitement about the Red Line extension
22 and it's coming to the far south side. As an
23 employee of Far South Community Development
24 Corporation, I can say that we have been champions



1 for the Red Line extension for many years and have
2 been looking forward to it coming and also
3 providing new opportunities for our residents.
4 We've been involved in some of the strategic
5 planning around this and been part of the process.
6 And so seeing it finally coming to fruition is one
7 of our great joys. And I'm personally very
8 delighted to be part of it. We're also really
9 excited to see that the request for proposals is
10 going to be coming out soon so we're looking
11 forward to seeing local minority businesses taking
12 part of that and being able to benefit from this
13 amazing addition to their very own community. So
14 as we move forward with this, we just encourage the
15 CTA to continue to make sure that the community is
16 prioritized and that we are continuing to be
17 involved in every facet of this -- this planning
18 process and -- and the development of the stations
19 and the track lines and all of that moving forward.
20 So we're really looking forward to
21 being -- continuing to be partners with the CTA and
22 are excited that our city is going to have so many
23 wonderful opportunities for residents of the very
24 far south. The very furthest south communities.



1 So thank you for allowing me to speak today and
2 share my excitement about the Red Line Extension.

3 SECRETARY GREENLEE: Thank you. Herb, is our
4 other public commentator able to address the Board?

5 MR. NITZ: We will attempt. So, Ms. Reed,
6 please, press star six to unmute your line and,
7 please, make sure that you also have unmuted your
8 phone in case you've muted the phone as well. Star
9 six to unmute the line, please.

10 MS. REED: Can you hear me?

11 SECRETARY GREENLEE: Yes.

12 MR. NITZ: Yes.

13 MS. REED: Great. Thank you. Good morning
14 everyone. Sorry for the mix-up. I'm Andrea Reed,
15 Executive Director for the Greater Roseland Chamber
16 of Commerce. The Greater Roseland Chamber of
17 Commerce strives to increase commerce in the
18 Roseland Community through networking, business
19 development, mentoring, educational workshops and
20 more. We work to play a supportive role in
21 providing the resources necessary to empower
22 existing businesses as well as aspiring
23 entrepreneurs to strengthen economic vitality
24 within our business community. I'm calling today



1 to express my support -- happily calling to -- to
2 express my support for the Red Line Extension
3 Program. And to relay my excitement for the recent
4 announcement regarding the 2 billion funding by the
5 Federal Transit Authority. As a supporter of this
6 project for many, many years, I am so pleased to
7 see this day come. This funding is necessary to
8 make the project a reality. And as this project
9 moves into reality, I am especially pleased that
10 CTA is hosting a workforce event at the Gately Park
11 on Tuesday, October 10th with workforce agencies
12 and representatives of the Building Trades Unions.
13 This event will help introduce and educate members
14 of our community on the jobs and careers that are
15 available not only on the Red Line Extension but on
16 other CTA projects now and well into the future.
17 This is something that is near and dear to my
18 heart. And time is of the essence to prepare the
19 young men and women of our community for these
20 opportunities. And I say that with a lot of -- a
21 lot of empathy and -- and strength that this has to
22 be done and cannot be overlooked. I want to
23 congratulate the team for their hard work at this
24 point and I'm counting on all of you to continue.



1 Thank you so very much for allowing me to speak
2 today.

3 SECRETARY GREENLEE: Thank you. Chairman
4 Barclay, that ends our -- those -- that ends our
5 public commentators.

6 CHAIRMAN BARCLAY: Thank you to all of our
7 public commentators. We appreciate your comments
8 and your time this morning. Our next order -- item
9 of business from the agenda is our President's
10 report which will be given by President Dorval
11 Carter.

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

14 MULTIPLE VOICES: Good morning.

15 PRESIDENT CARTER: Over the course of this past
16 month, CTA received a significant amount of very
17 good news and I'm very happy to discuss that with
18 you today. As you are aware and have heard, on
19 September 8th, Chicago Mayor Brandon Johnson,
20 Federal Transit Administration, the administrator
21 Nuria Fernandez, members of the Illinois
22 congressional delegation, several aldermen and
23 other community leaders joined me at a press
24 conference for the Federal Transit Administration's



1 announcement that the Red Line Extension project is
2 in line to receive 1.973 billion dollars in
3 critical grant funding needed to build it. Funding
4 is key to the success of this project. And I want
5 to once again thank and acknowledge the Chicago
6 City Council for its approval of the CTA transit
7 TIF which will make available 959 million in local
8 matching funds necessary for CTA to make this
9 important investment. The FTA also announced that
10 CTA may proceed with the engineering phase of the
11 project which includes further design and
12 engineering and identifies the additional federal
13 grant dollars that CTA can receive for the project
14 once the engineering phase is completed and
15 approved by FTA. It cannot be overstated that the
16 FTA's commitment is the most critical step forward
17 to date towards making RLE a reality. I want to
18 again thank you to United States Senator Dick
19 Durbin, Congress Mike Quigley, Congresswoman Robin
20 Kelly who joined us at the press conference as well
21 as Senator Tammy Duckworth who was unable to join
22 us but has been a staunch supporter of public
23 transit in Chicago for their continued support. I
24 also want to acknowledge the great work being done



1 by our RLE team which is tasked in part to
2 successfully move the project forward through the
3 long and detailed federal New Starts process.
4 Actually I should be clear. They are now
5 officially the award-winning RLE team. This month
6 the Illinois Chapter of the American Planning
7 Association announced that the RLE team has been
8 awarded its 2023 strategic plan award for its Red
9 Line Extension Transit Supportive Development Plan
10 or TSDP. The award recognizes CTA's vision and
11 plan for the transformational community impact
12 related to the RLE project. As you know, RLE is at
13 its core an equity-focused project. And it is a
14 tremendously important capital investment for CTA.
15 The TSDP fully flushes out issues like economic
16 development benefits, quality of life issues and
17 other areas and includes recommendations that will
18 serve as a guide for the City of Chicago as it
19 considers future development for communities in and
20 around the project footprint. I'm excited about
21 the projects we are making to fulfill the
22 unrealized promise that was made more than fifty
23 years ago that CTA rail service would one day be
24 extended to the city's southern edge. I look



1 forward to our continued work with the residents on
2 the far south side to make that vision a reality.
3 And once again let me emphasize that with the
4 commitment from the federal government this project
5 will happen.

6 I'm also very pleased to see continued
7 ridership growth on our system. Over the past
8 three weeks we have seen eight days where we have
9 surpassed one million rides system-wide. On
10 Thursday, September 7th, we had the highest
11 ridership of those eight days. CTA customers took
12 1,039,000 bus and train rides. The highest daily
13 ridership level to date since before the pandemic.
14 While special events due to returning to school and
15 other factors contributed towards these increases,
16 I want to thank our customers for making these
17 milestones possible. And I also want to publically
18 ask our customers to continue to take CTA. Public
19 transit recovery from the pandemic will require in
20 part continued increased ridership. To better
21 serve our riders, we have continued to hire new bus
22 operators and bus mechanics this year at a rate
23 that has now exceeded our expectations going into
24 2023. Additionally, both bus and rail operator



1 hiring is outpacing attrition year-to-date and I'm
2 very optimistic that that trend will continue.
3 Just last week we held another large scale one-stop
4 style job fair in support of our aggressive hiring
5 and recruitment marketing campaign with more to
6 come before the year's end. Thus far in 2023, CTA
7 hosted seven in-person job fairs with a cumulative
8 attendance of over 2700 interested applicants.

9 On the rail side while we have continued
10 to have some challenges, we currently have two rail
11 operator training cohorts underway with one of them
12 expected to be completed in October. We are
13 excited that these employees will soon join our
14 ranks as full-time rail operators and we are
15 committed to promoting and training as many rail
16 operators as we can. We also continue to explore
17 ways to accelerate the growth of our workforce
18 while obviously continuing to maintain a safe and
19 public transit system. Our current hiring trends
20 bodes well for our agency and are the result of a
21 lot of hard work by CTA staff across several
22 departments. Most notably my human resources,
23 operations training and workforce development
24 groups. As well as other departments that provide



1 logistical support as well as volunteers. Evidence
2 of their effort is reflected in the fact that we
3 anticipated bringing on 700 new bus operators this
4 year. CTA has already surpassed that mark and will
5 continue to do so as we continue to see consistent
6 vacancies.

7 It also is emblematic of the fact that in
8 the upcoming budget I will be announcing restoring
9 of service to allow us to take advantage of our
10 increased workforce. From the very beginning, I've
11 indicated that this was not something that was
12 going to be reversed quickly. And I realize that
13 it has taken a year or more to get us back to where
14 we want to be. I can tell you that none of us are
15 happy with the service that we're providing today.
16 We know that we need to do more and we know that we
17 have to do more if we're going to get our ridership
18 back. This isn't an issue of ignoring what is
19 going on. It's an issue of trying to manage as
20 best we can the challenges that were presented to
21 us not by any efforts or activities of anyone at
22 CTA but by an external pandemic that has ultimately
23 impacted our workforce in ways that none of us
24 could have imagined three years ago. Having said



1 that, we also understand that it is our
2 responsibility to fix this problem and to get CTA
3 back to the level that we were providing in a
4 pre-pandemic world. And we will continue to work
5 diligently to accomplish that as we move forward.

6 while we are always excited about the good
7 news regarding hiring, increased ridership and
8 funding, progress for new capital projects there
9 are certain issues that will always remain top of
10 mind for our agency. Especially the safety and
11 security of our customers and employees. Every day
12 we work closely with our primary law enforcement
13 partner the Chicago Police Department to improve
14 safety and to help implement new security
15 strategies across our system. That is why
16 statistics released earlier this month by CPD
17 demonstrate that crime has decreased system-wide in
18 the month of August. We're so encouraged. CPD
19 announced that overall transit crime was down
20 12 percent year-to-date and 35 percent for the
21 month of August compared to August of 2022. It
22 also noted that violent crime was down 16 percent
23 year-to-date and 13 percent for the month versus
24 August of 2022. This is a very -- this was very



1 welcomed news and we are very grateful to the
2 officers we work with every day who help to make a
3 difference on our system but we also know that we
4 will continue to work closely with CPD, invest in
5 new security technology if possible and
6 strategically together continue to find ways to be
7 effective in addressing the safety concerns of our
8 customers and our employees. From our contracted
9 security guards and canine units to our extensive
10 network of more than 32,000 security cameras and of
11 course our vigilant frontline employees, we will
12 continue seeking to help to keep our customers as
13 safe as possible and to deter any crime on or near
14 CTA properties.

15 Before I close, there are a few other
16 items I want to update you on relative to the work
17 that I've been doing over the past month. First
18 and probably foremost is my involvement with CMAP
19 on their PART report which you -- the Board got a
20 briefing on at the last Board meeting and which is
21 now moving forward for final approval by the -- by
22 CMAP and the policy committee. I attended a
23 meeting just a couple -- just a week ago where we
24 had the opportunity to express our thoughts about



1 the report and to give our -- our understanding of
2 how we're going to be moving forward. During that
3 meeting I made a number of comments that I want to
4 share with the Board today. My first comment has
5 to do with the funding problem. And one of the
6 points that I made was that from the very beginning
7 in 1983 when the funding formula was put in place
8 to fund CTA, Metra and Pace we never had a formula
9 that worked the way it was supposed to. And what
10 do I mean by that? The funding formula was set up
11 to create geographic boundaries between the funds
12 that CTA received versus the funds that Metra and
13 Pace were to receive. Those geographic boundaries
14 are somewhat aligned with the service areas that we
15 provide service in. In addition to that, the
16 formula was supposed to provide a discretionary pot
17 of money that would -- could be used to fund and
18 support various regional initiatives that were
19 deemed -- deemed important and that needed
20 additional financial support to be implemented.
21 The reality, however, is that 98 percent of that
22 discretionary money had to be given to CTA because
23 the formula that was set up never covered CTA's
24 annual operating costs. That is a problem that has



1 existed for the last forty years. And so the
2 formula that was supposed to create an excess of
3 funding to allow the type of innovation, the
4 collaboration, the cooperation that many of the
5 stakeholders have suggested has not occurred didn't
6 occur as a result of a governance problem. It
7 recurred -- it occurred as a result of a funding
8 problem. If I don't have the funds to do certain
9 things, if I have to worry about how I'm going to
10 balance my budget, particularly with a
11 50 percent recovery ratio for the entire region, it
12 is very hard for me to engage in other activities
13 that are not core to providing the day-to-day
14 service that CTA has to provide on a daily basis.
15 What surprises me is that we're providing as much
16 service as we are in spite of that.

17 What we do know is that when we have
18 additional money the opportunity to collaborate and
19 cooperate increases exponentially and you had no
20 better example of that than the items that you
21 voted on in your board meeting today. And that is
22 but one of many examples of what we have done over
23 the course of the past year as we continue to find
24 ways to not only grow our ridership but to make it



1 easier for our customers to use the system.
2 Initiatives that quite honestly would not have even
3 been possible three years ago. The lesson to be
4 learned from this is that adequate funding is the
5 key to addressing the service challenges of our
6 region going forward. That governance in my
7 opinion is a red herring used to hide the fact that
8 the funding has never, in fact, been available to
9 support this agency or my sister agencies the way
10 it should have which is why the one part of the
11 report that I am most pleased with is the
12 recommendation to increase the level of funding to
13 a level that would obviously allows us to do this
14 going forward.

15 I say all this to let you know that I'm
16 continuing to work with CMAP and -- and CMAP's
17 staff. I will be a part of the discussions on the
18 approval of that report in the next -- at the next
19 CMAP work meeting next month and obviously as we
20 head down to Springfield for the real conversation
21 about what's going to happen with funding, this
22 will be a significant part of my agenda moving
23 forward. At the end of the day if we don't fix the
24 funding problem for this region, we are not going



1 to be able to fix all the other issues that people
2 want. And if we want to have the type of world
3 class transit system that I've been advocating for
4 and that you've heard me speak to, we need the
5 founding to support that.

6 The other thing that I wanted to mention
7 to you was the listening session that I had with
8 the Federal Transit administration -- Federal Transit
9 Administration and the US Department of
10 Transportation. The listening session was with the
11 AA and NHPI community groups which is Asian
12 American, native Hawaiian and Pacific Islanders.
13 It was a -- it was a listening session that was
14 sponsored by the US Department of Transportation
15 but that was held and hosted by CTA. Also in
16 attendance at that listening session were
17 Director Jha and Director Lee who participated in
18 the conversation. I can tell you that it was not
19 only a -- I think a welcome and informative
20 conversation between our customers and our
21 stakeholders but an opportunity to hear from a
22 particular portion of our community that doesn't
23 necessarily get the same attention as it always
24 should. I can tell you that it is my intention to



1 take advantage of what FTA and DOT did and find
2 other ways for us engage not just that community
3 group but other community groups going forward
4 to -- to engage in a thoughtful and appropriate
5 conversation with the customers that we serve to
6 hear what their concerns are, to hear what they are
7 happy about and hear what we can continue to
8 improve the services that we're providing to them.

9 In addition to that, over the course of
10 the past couple of weeks I've had meetings both
11 with the FTA administrator and with the FHWA
12 administrator promoting the projects for the I-290
13 corridor and Blue Line rehabilitation work. This
14 is a -- a series of meetings that we've had with
15 IDOT and other stakeholders here in the city to
16 ultimately advocate for the federal funding that we
17 need that would allow us to not only improve that
18 corridor from a road perspective but also that
19 corridor from the transit perspective. As you
20 know, the Forest Park branch of the Blue Line is
21 the last branch in the entire system to undergo any
22 sort of significant renovation. And while we are
23 doing a portion of that with the work that we're
24 doing on the Blue Line right now, we still have the



1 remainder of the branch to basically improve and
2 update to eliminate slow zones and improve the
3 quality of the stations and the accessibility of
4 the stations along that line. I'm very optimistic
5 that with the collaboration of all the partners in
6 this conversation to the Department of
7 Transportation we will have a very competitive
8 proposal that will ultimately hopefully provide us
9 with additional federal funding to support that
10 portion of our work. In addition to that, I was
11 recently in Washington, DC to both lobby for full
12 funding of the federal appropriations bill to
13 support CTA as well as the rest of the industry but
14 also to take a tour of WMATA's control center to
15 understand how they are taking advantage of the
16 latest technology and organizational adjustments to
17 improve and make their control center much more
18 effective. As you know, CTA is in the process
19 right now of designing and building a control
20 center for -- for our organization. And I think
21 there is a lot of opportunities for us to learn
22 from other transit systems as they implement
23 similar new buildings and operations that we can
24 then bring back to CTA and incorporate into the



1 work that we're doing. I'm looking forward to
2 staff engaging with WMATA to get their ideas and
3 ultimately incorporate those ideas and best
4 practices into what we will build here in Chicago.

5 Finally, I wanted to make you aware of
6 some ongoing conversations that I'm having with
7 regards to the bus manufacturing industry. As you
8 know, there's been a lot of discussion about
9 Proterra who is our bus manufacturer and the fact
10 that they are facing some financial difficulties.
11 Over the course of the past week, I have personally
12 met with every one of the bus manufacturers in this
13 industry to talk about what is going on in this
14 industry and how not only can CTA help stabilize
15 this industry but -- but the entire transit
16 industry as a whole in my role as Chair of APTA can
17 support them and ensure that we're not going to
18 face a situation where we don't have any bus
19 manufacturers to meet our ongoing bus needs.
20 Particularly as we work to convert to a zero
21 emission bus fleet. I'm pleased to say that we had
22 a very good conversation -- I'm pleased to say that
23 we had a very good conversation. I think there's a
24 lot of opportunity for us to move forward. I plan



1 to be talking with the Federal Transit
2 Administration in the next few days as well as the
3 white House to talk about what we can do to
4 basically make sure that we'll have a robust bus
5 manufacturing industry going forward that can meet
6 not only CTA's needs but the needs of all the
7 transit agencies as we continue to replace and
8 update our bus fleet to the expectations of our
9 customers.

10 with that, I want to thank you for the
11 opportunity to talk to all of you today and provide
12 you with some highlights of both what has gone on
13 both at CTA and with me as president over the past
14 month. I'm now happy to entertain any questions
15 that the Board may have about any of the items that
16 I discussed or any other matters that they wish to
17 bring up to my attention. Thank you.

18 CHAIRMAN BARCLAY: Thank you, President Carter,
19 for your report this morning. I'm very excited
20 about the developments. Particularly RLE. I
21 attended the announcement of the FTA grant. And it
22 was great to see the support and collaboration of
23 elected officials at every level of government and
24 representatives from the community as well. That



1 unified presence not only demonstrates the
2 significant impact of this project but the
3 collective -- but the collective recognition that
4 this long-awaited promise is finally becoming a
5 reality. I want to commend you and your team for
6 your advocacy for this project which was key in
7 CTA's award of this historic grant. Recognizing
8 and celebrating our achievements does not discount
9 those areas where we still need to improve. We can
10 and will acknowledge both. We know there's work
11 that still remains to be done and we will continue
12 to do that as a Board to make sure that we monitor
13 things to see the progress that we continue to
14 make. But as a result of some of the
15 implementations over the past year, we're seeing
16 significant progress as you've noted in your
17 report. The numbers are moving in the right
18 direction and that should encourage us to continue
19 that positive trend. It should also motivate us to
20 keep working at the areas we're struggling so we
21 can deliver progress to our riders. The progress
22 that they both expect and deserve. With that, I
23 want to thank you again for your report and I will
24 leave it open to any other Board members that may



1 have comments in response to President Carter's
2 report.

3 SECRETARY GREENLEE: Okay. Time for questions.
4 Director Jha?

5 DIRECTOR JHA: No question. Thank you. It was
6 a great report as always. I also want to say that
7 the listening session that we had was incredibly
8 impactful. Just being able to hear directly from
9 the experiences. And I know a lot of the things
10 that we work on doesn't get out to the public or
11 doesn't get highlighted often but I think as a
12 Board member to the CTA I am proud to sit here just
13 having the hiring project approved. It's -- thank
14 you. It means a lot from the community and we've
15 heard some of that today. So thank you.

16 SECRETARY GREENLEE: Director Ortiz?

17 DIRECTOR ORTIZ: Yeah. I just want to second
18 the sentiments of being able to secure the funds is
19 no easy task. Secure that level of funds is an
20 incredible task. So congratulations to you. The
21 award-winning team as you mentioned for that.
22 Congratulations. It's exciting. As many one -- as
23 many have mentioned today, it's been a long time
24 sort of in the pipeline and in the works so I'm



1 really excited to make that happen.

2 SECRETARY GREENLEE: Director Jakes?

3 DIRECTOR JAKES: No. No. No questions. No
4 questions but thank you.

5 SECRETARY GREENLEE: Okay. Director Miller?

6 DIRECTOR MILLER: I just want to say thank you
7 to President Carter and for the hard work of you
8 and your team and under these certain office
9 situations that we're going through now and the
10 country as a whole but to see that you are there
11 making headway in -- in your leadership. I just
12 want to say thank you.

13 SECRETARY GREENLEE: Chairman Barclay, there
14 are no further questions.

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

19 MR. RAY: Yes, Chairman.

20 SECRETARY GREENLEE: Chairman Barclay, perhaps
21 we might want to do the minutes.

22 CHAIRMAN BARCLAY: Ah. Sorry about that. Our
23 next order of business is the approval of the
24 minutes of the regular Board meeting of



1 August 29th, 2023. May I have a motion to approve?

2 DIRECTOR MILLER: So moved.

3 DIRECTOR ORTIZ: Second.

4 SECRETARY GREENLEE: It's been moved by
5 Director Miller. Seconded by Director Ortiz that
6 we approve the regular Board meeting minutes from
7 August 29th, 2023. we'll take a role call vote.
8 Director Jha?

9 DIRECTOR JHA: Yes.

10 SECRETARY GREENLEE: Director Ortiz?

11 DIRECTOR ORTIZ: Yes.

12 SECRETARY GREENLEE: Director Jakes?

13 DIRECTOR JAKES: Yes.

14 SECRETARY GREENLEE: Chairman Barclay?

15 CHAIRMAN BARCLAY: Yes.

16 SECRETARY GREENLEE: Director Miller?

17 DIRECTOR MILLER: Yes.

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

20 CHAIRMAN BARCLAY: Now our next order of
21 business is executive session. It's my
22 understanding, Kent, there's an executive session
23 today?

24 MR. RAY: Yes, Chairman. The Board will move



1 into executive session pursuant to the Illinois
2 Open Meetings Act, Section 2(c), Subsections 1, 11
3 and 21.

4 CHAIRMAN BARCLAY: I will now entertain a
5 motion to recess into executive session for reasons
6 stated by counsel.

7 DIRECTOR MILLER: So moved.

8 DIRECTOR ORTIZ: Second.

9 SECRETARY GREENLEE: It's been moved by
10 Director Miller and seconded by Director Ortiz.
11 Director Miller?

12 DIRECTOR MILLER: Yes.

13 SECRETARY GREENLEE: Chairman Barclay?

14 CHAIRMAN BARCLAY: Yes.

15 SECRETARY GREENLEE: Director Jakes?

16 DIRECTOR JAKES: Yes.

17 SECRETARY GREENLEE: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 SECRETARY GREENLEE: Director Jha?

20 DIRECTOR JHA: Yes.

21 SECRETARY GREENLEE: The motion to move into
22 executive session passes.



1 (whereupon, the Board recessed
2 into Executive Session
3 at 10:48 a.m.)
4 (whereupon the meeting
5 reconvened at 11:34 a.m.
6 as follows:)

7 CHAIRMAN BARCLAY: We'll now entertain a motion
8 to return to open session.

9 DIRECTOR MILLER: So moved.

10 DIRECTOR ORTIZ: Second.

11 SECRETARY GREENLEE: It's been properly moved
12 and seconded by Director Miller and seconded by
13 Director Ortiz that we return to open session.
14 we'll take the roll call vote. Director Jha?

15 DIRECTOR JHA: Yes.

16 SECRETARY GREENLEE: Director Ortiz?

17 DIRECTOR ORTIZ: Yes.

18 SECRETARY GREENLEE: Director Jakes?

19 DIRECTOR JAKES: Yes.

20 SECRETARY GREENLEE: Chairman Barclay?

21 CHAIRMAN BARCLAY: Yes.

22 SECRETARY GREENLEE: Director Miller?

23 DIRECTOR MILLER: Yes.

24 SECRETARY GREENLEE: The motion passes.



1 CHAIRMAN BARCLAY: Kent, we will now address
2 Board agenda item 5-A.

3 MR. RAY: Thank you, Chairman. In item 5-A the
4 Board reviews -- reviewed the closed meeting
5 minutes from August 29th, 2023.

6 CHAIRMAN BARCLAY: Thank you, Kent. May I have
7 a motion to approve the closed minute -- closed
8 session minutes for August 29th, 2023?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR ORTIZ: Second.

11 SECRETARY GREENLEE: It's been moved by
12 Director Miller. Seconded by Director Ortiz that
13 we approve the closed session minutes from
14 August 29th, 2023. We'll take the roll call vote.
15 Director Jha?

16 DIRECTOR JHA: Yes.

17 SECRETARY GREENLEE: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 SECRETARY GREENLEE: Director Jakes?

20 DIRECTOR JAKES: Yes.

21 SECRETARY GREENLEE: Chairman Barclay?

22 CHAIRMAN BARCLAY: Yes.

23 SECRETARY GREENLEE: Director Miller?

24 DIRECTOR MILLER: Yes.



1 SECRETARY GREENLEE: The motion passes.

2 CHAIRMAN BARCLAY: We will now address Board
3 agenda item 5-B. Kent?

4 MR. RAY: Thank you, Chairman. With respect to
5 item 5-B and item 5-C, we are deferring those
6 matters to a future Board meeting. And we can move
7 on to Board agenda item 5-D.

8 CHAIRMAN BARCLAY: We will now address Board
9 agenda item 5-D.

10 MR. RAY: In item 5-D, Chairman, in closed
11 session the Board discussed the lawsuit of Nodulman
12 versus Myers and CTA which is pending in the
13 Circuit Court of Cook County. The litigation
14 involves an incident that occurred on August
15 the 23rd, 2018 in which a bus struck Mr. Nodulman.
16 The parties have negotiated a tentative settlement
17 subject to Board approval in the amount of
18 \$2,500,000.

19 CHAIRMAN BARCLAY: Thank you, Kent. May I have
20 a motion to approve a settlement in the case of
21 Carly Nodulman versus Myers and Chicago Transit
22 Authority in the amount \$2,500,000.

23 DIRECTOR MILLER: So moved.

24 DIRECTOR ORTIZ: Second.



1 SECRETARY GREENLEE: It's been moved by
2 Director Miller and seconded by Director Ortiz to
3 approve the recommended settlement amount in the
4 case of Carly Nodulman versus Myers. We'll take
5 the roll call vote. Director Jha?

6 DIRECTOR JHA: Yes.

7 SECRETARY GREENLEE: Director Ortiz?

8 DIRECTOR ORTIZ: Yes.

9 SECRETARY GREENLEE: Director Jakes?

10 DIRECTOR JAKES: Yes.

11 SECRETARY GREENLEE: Chairman Barclay?

12 CHAIRMAN BARCLAY: Yes.

13 SECRETARY GREENLEE: Director Miller?

14 DIRECTOR MILLER: Yes.

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

17 CHAIRMAN BARCLAY: The next order of business
18 is Board matters. Georgette, do we have any Board
19 matters?

20 SECRETARY GREENLEE: Chairman Barclay, we do
21 not have any Board matters for today.

22 CHAIRMAN BARCLAY: Our next order of business
23 is a report from the Committee on Finance, Audit
24 and Budget which will be presented by Director



1 Jakes.

2 DIRECTOR JAKES: Mr. Chairman, the committee
3 met earlier this morning and approved the
4 August 29th, 2023 committee minutes and reviewed
5 the finance report. The committee reviewed six
6 ordinances. A review of an ordinance authorizing a
7 co-promotional agreement with Pace Suburban bus. A
8 review of an ordinance authorizing an amendment to
9 the intergovernmental agreement with the regional
10 transportation authority for Ventra cards for RTA's
11 special fare programs. Review of an ordinance
12 authorizing an intergovernmental agreement with
13 Pace for free rides for riders affected by the
14 Forest Park branch rebuild project. A review of an
15 ordinance authorizing payment of relocation
16 expenses arising from the acquisitions of property
17 located at 35th(sic) west 115st Street in Chicago
18 for the Red Line Extension project. Review of an
19 ordinance authorizing an intergovernmental
20 agreement with the City of Chicago for the
21 acquisition of various parcels of property for the
22 Red Line Extension project. A review of an
23 ordinance authorizing an amendment to the contract
24 with Empower Retirement, LLC, a third-party



1 administration for the authority 401(k) and 457
2 plans. The committee also reviewed six contracts.
3 The committee -- committee placed the six
4 ordinances and six of the contracts on the omnibus.
5 The committee approved and recommended for Board
6 approval six ordinances and the six contracts. And
7 for our interpreters I'm sorry for going so fast.
8 And that concludes the report of the Finance, Audit
9 and Budget Committee.

10 CHAIRMAN BARCLAY: Thank you, Director Jakes.
11 I will now entertain a motion to approve the
12 omnibus.

13 DIRECTOR MILLER: So moved.

14 DIRECTOR ORTIZ: Second.

15 SECRETARY GREENLEE: It's been moved by
16 Director Miller and seconded by Director Ortiz that
17 the omnibus be approved. We'll take the roll call
18 vote. Director Jha?

19 DIRECTOR JHA: Yes.

20 SECRETARY GREENLEE: Director Ortiz?

21 DIRECTOR ORTIZ: Yes.

22 SECRETARY GREENLEE: Director Jakes?

23 DIRECTOR JAKES: Yes.

24 SECRETARY GREENLEE: Chairman Barclay?



1 CHAIRMAN BARCLAY: Yes.

2 SECRETARY GREENLEE: Director Miller?

3 DIRECTOR MILLER: Yes.

4 SECRETARY GREENLEE: The vote to approve the
5 omnibus passes.

6 CHAIRMAN BARCLAY: Our next order of business
7 is the construction report from Bill Mooney, our
8 Chief Infrastructure Officer, and JuanPablo Prieto,
9 our Director of Diversity Program.

10 MR. MOONEY: Good morning. Bill Mooney, your
11 Chief Infrastructure Officer again. I'm joined
12 by. . .

13 MR. PRIETO: Good morning. JuanPablo Prieto,
14 Director of Diversity Programs.

15 MR. MOONEY: we'll be providing your monthly
16 update on the construction program. We'll start
17 where we normally do. Our -- our CDOT Lake and
18 Damen Station. Most of the activity since we last
19 talked are focused on we're out of the ground.
20 we're building now. Right? So we're -- all the
21 focus really has been on development of the
22 stationhouse, the major bridge tower that connects
23 across as you've seen kind of coming up out of the
24 ground as well as the other side where we connect



1 on the north side of the structure. I think we can
2 move to some photos on that. So here you see
3 the -- the main station house. You can see they're
4 starting to form and pour out those interior walls
5 for the station that will be defining the space
6 more. You can see the main stairs going up there.
7 And you can see that major tower in the background.
8 Flip to the next slide. The other side they're
9 building the tower connection point. So this is on
10 the north side of the structure of Lake. So that
11 main tower that we've been showing you over the
12 last few months. We'll have the bridge that
13 connects to this side of the street and you'll see
14 that in the upcoming months as it continues to
15 build out and then they will connect the platform
16 from there. Next photo. Our next project is a
17 non-rev vehicle. Over the last few months we've
18 been showing you interior work. Really the focus
19 is on cleaning the inside of this facility. Move
20 to some photos here. And here you can see a lot of
21 our focus has been over the last month or so is
22 really on what we call the slab on grade pour. So
23 this is we build our foundations. We've connected
24 all our drainage underneath. This is the concrete



1 that ultimately all the work surfaces are on and
2 everything from there. We've poured about
3 three-quarters of the building at this point. The
4 only remaining area is for that foundation grade
5 pour is really the roadway they're using to bring
6 the equipment in and out of the facility. So that
7 will be the last piece that is poured while we
8 maintain that access point. Go to the next photo.
9 It gives you a little more of a bird's-eye view on
10 the interior size of this building. And you can
11 see kind of all the way on the far portions of the
12 photo all that slab that's been poured. Those pits
13 for inspection. Those vehicles that are made in
14 there and then the main roadway in the middle.

15 Next slide. This is our Canal, Barry,
16 Damen Substation project. It's a very active
17 period of time and we've got a lot of activity on
18 all three sites right now. Really at Damen the
19 focus has been we've -- we're up out of the ground.
20 we've got all our foundations in. We've been
21 pouring both the roof and multi-floor decks there.
22 Barry we've been doing all the subfoundation work,
23 all the duct bank work. And Haymarket we're
24 installing new equipment. So we can see a couple



1 photos of these activities. Here is a nice
2 bird-eye view of Damen Substation. One of the
3 unique features of this substation is you'll
4 actually be able to see into the substation from
5 the platform at Damen on the Blue Line. It
6 actually has a glass top to it. From that platform
7 you'll be able to look down into the equipment.
8 It's kind of a neat architectural feature. It will
9 be one of the first times we ever have that in a
10 substation. And you can see in this photo both the
11 roof and that second story and now we poured that
12 new concrete finish there last month and so you can
13 see some of that. Next slide. Here we are at
14 Haymarket. So I showed you some of the courtyard
15 rebuilding a few months ago. We started installing
16 equipment. We're installing what we call line up
17 number two which includes a rectifier which
18 converts the power from AC to DC as well as a
19 transformer that brings -- takes that power from
20 ComEd and changes the voltage before we convert it.
21 So here you see them moving and installing that
22 transformer and flying it into that courtyard.

23 Next slide. Here we are at Barry. So
24 we've got all the caissons in. We've got the grade



1 beams around the property. And -- and now they're
2 starting to build those internal duct banks to all
3 the cables that go kind of down to the sub
4 sublayers of this. It's a multilayer substation.
5 It also has a glass top to it and it has a really
6 pretty terra-cotta border around it that will glow
7 very lightly like a lamp at night. It's in the
8 middle of this neighborhood. It's really a neat
9 architectural feature of the substation that you'll
10 see as we -- as we get further along with the
11 building. But here is all the substructure work
12 and all the connection points for the traction
13 power cables as they come up through from the
14 tracks below as well as all the equipment above.

15 And next project, please. So our Forest
16 Park branch rebuild. There's a lot of activity
17 since we last reported to the Board on this
18 project. So we entered our major line cut
19 on -- that will be coming to completion on
20 October 8th as we come out of this. We've also
21 changed phases from both phase A to phase B. So
22 began the phase work at the end of July for that
23 first portion. And we can flip to some of the
24 photos we can start. And we've been focused on



1 building functional track. So here you can see the
2 completed track work as part of that phase A work.
3 So on August 24th we changed phases back into what
4 was the extended line cut from all the way from --
5 from LaSalle all the way out to Illinois Medical
6 District. We've shortened that line cut now up to
7 Halsted to Illinois Medical District. And so now
8 you're seeing the completion of that phase A work
9 which was completed within thirty days and it was
10 really successful and was really great track to
11 have there. It's very functional. Moving forward
12 a couple photos. And since then we -- here's
13 another stage A completion photo. We can flip
14 forward again. And then we continue to build
15 track. So here you see kind of the phases of the
16 effort. Within kind of the first twelve hours of
17 the line cut a lot of people comment about the fact
18 that all the track was missing. So we wasted no
19 time. It was very active. It's -- it's a 24 7
20 operation. Here you can see the track. The old
21 track is gone. It's been cut down all the way to
22 grade. This is near Illinois Medical District. So
23 this will be the subsurface area. From there we
24 bury in drainage and new traction power duct banks,



1 new signal duct banks. Move forward to another
2 photo. Here is close to Morgan Middle. So you
3 often hear us talk about us short turning trains to
4 facilitate service. Morgan Middle is just west of
5 Halsted and we use it as a key point to be able to
6 turn trains on the Blue Line. It's being
7 completely renovated as part of this project. It's
8 probably one of the most key infrastructure pieces
9 of infrastructure actually on the Blue Line. It's
10 a really big portion of the build. The track
11 actually goes all the way across wall to wall.
12 It's three different tracks there with this big
13 middle track.

14 Next slide. Here you can see some more of
15 that work. So now here you can see where all those
16 little orange cones are. They're digging duct bank
17 in. So they had to actually dig down into that mud
18 to be able then to start pouring in the concrete
19 and then we start building up from that point.

20 Next slide. Here's the opposite end. So this is
21 towards Racine Station. We also have fully
22 demolished the Racine station house entrance at
23 this point. So as part of this it's phase two
24 portion of this work. We are building the



1 subinfrastructure for the Racine Station ASAP
2 project. So they are putting in all the new
3 foundations for the new station house and so the
4 new -- and the station house itself was demolished
5 and they're in the process of building that
6 platform extension that goes to every station
7 house. Then the second contractor will take over
8 and you'll start seeing reporting on that separate
9 project to actually put the elevator in and
10 renovate that station forward. Next slide. And
11 here you can see some of those caissons I talked
12 about for that subfoundation over at Racine. It's
13 very similar to what you see on other projects
14 where we drill deep down into the bedrock to be
15 able to set the foundations for these -- these
16 pieces of infrastructure.

17 Next slide. And on to our refresh and
18 renew program. We continue moving forward. We can
19 flip forward a couple and we'll get to some photos
20 of the highlights. So we've done a lot of activity
21 really around the Mart and 35th on the Orange Line
22 and Indiana on the Green Line over the last month.
23 So here's some of the glamour shots from the
24 Merchandise Mart. And you can see the upgraded



1 clean and painted surfaces. New lighting. You can
2 flip forward. Here's the before and after of the
3 platform. I always find these to be the most
4 stark, contrasting photos about how much brighter
5 it is once you've got a clean surface there as well
6 as them having upgraded LED lighting. Next slide.
7 As part of 35th and Archer in many of the station
8 projects we take on we actually replace all the
9 signage. So you can see on the left of the view
10 here the faded kind of the signage that allows
11 customers to find their wayfinding throughout the
12 station. This is actually in a bus terminal
13 outside the station and it's been all upgraded to
14 new, clean signage. It really makes that path of
15 finding much more important.

16 Next slide. This is Sheridan. So
17 Sheridan last month we reported on a little bit but
18 we also did kind of a final piece of the doors. We
19 replaced the historical doors of these old wooden
20 doors that really didn't close anymore. They were
21 from the 1890's. And we actually salvaged the
22 storefronts out of the RPM stations before they
23 were demoed. So we actually put in the store --
24 storefronts at Bryn Mawr right before we had gone



1 into the project to replace some doors. We were
2 able to salvage those and repurpose them here to
3 actually upgrade the station use there at a -- at a
4 real value of savings. They're really, really nice
5 doors but they were hopefully a really nice feature
6 to the station.

7 So next slide. Here's some -- the walk up
8 at Indiana. So we always talk about kind of
9 that curb appeal and that sense of security outside
10 of the station. Lighting up that footprint in the
11 area directly around it so our customers and our
12 commuting at night have that ability to get there
13 safely. So here you can see some of that before
14 and after of that footprint and how much brighter
15 it is now. Next slide. Here's again that kind of
16 glamour shot at the platform level and the big
17 impact that lighting and those clean painted
18 surfaces do there. Next slide. And here's some of
19 the kind more infrastructure repairs we do here.
20 So here's at 54th and Cermak. We've done some
21 major concrete replacement that was cracked,
22 corroded outside of the station. This is an area
23 that you see a lot of salt damage to the concrete
24 as we -- as we salt the front of the station so



1 it's not an uncommon defect. So next slide. And
2 here's some more of that before, after kind of
3 lighting and painting appearances you get. We
4 actually had the opportunity to actually tour the
5 station with the Cook County Commissioner who was
6 very interested in the improvements we did there.
7 We were able to walk through it and -- and talk a
8 little bit with some of the other local electives
9 there. Some representatives from the village of
10 Cicero about the work and investment in that areas.

11 Next slide. On to RPM. So since we last
12 talked -- Herb, you want to flip forward a couple
13 slides. The next one, please. Go through the
14 photos. We transitioned to stage B on the Lawrence
15 Bryn Mawr stretch. So over the last, you know,
16 eighteen months or so we've been showing you the
17 construction of the new segmental box bridge out
18 there. On July 28th we actually ran our first
19 ceremonial train through a ribbon out there
20 celebrating the opening of those tracks. So we are
21 now running on brand new track there on both what
22 we call tracks three and four. They typically are
23 the northbound Red and Purple tracks. We're using
24 one for northbound and one for southbound. And



1 we're working through new temporary stations at
2 Argyle and Bryn Mawr. And we are now in the
3 process of demolishing all the remaining embankment
4 that we've been running on for the last two years.
5 So this was a pretty monumental moment in the
6 project. A huge milestone. It was really
7 exciting. President Carter was there for the event
8 as well as some of the local electives and we
9 really -- you know, it was very hot but it was a
10 really, really exciting moment in time. It was the
11 first time since 1993 we actually ran a train
12 through a ribbon which is kind of a fun portion of
13 the event as well. Next slide. And here
14 you -- you can see the next big phase change. So
15 in the upcoming months we'll be actually making a
16 change at the other end of this project in the Red
17 Purple bypass area as we prepare what we be running
18 on the new structure there. In November we'll be
19 making kind of a cut over into that new structure
20 as we demolish the last of the historical structure
21 between Belmont and Addison. As I've been showing
22 you a lot of the rebuild that's going on there.
23 You can see some of that work in progress.

24 Next slide. And then since we've started



1 running on the new track, you can see the picture
2 of that -- of that segmental box there that is
3 housing our train service right now. We've been
4 demolishing the embankment. You can almost see
5 multiple blocks ahead of you now. It's wide open.
6 It's amazing the difference that decision to remove
7 the embankment. On here you see all the earth
8 moving and they're using a big cutting wheel to
9 demolish that gravity wall that has held up that
10 embankment for over 100 years.

11 Next slide. And here is the viaduct demo.
12 So as you saw in phase A where we demolished part
13 of the viaduct so this new structure here is the
14 last of the viaduct. So this is off near Ardmore
15 where we come in for street closures for either a
16 weekend or an overnight. So we'll actually clear
17 out and demolish an entire viaduct structure that
18 held the various trains across the street for many
19 years. And now we've made those -- those points of
20 access on those streets about an extra eight feet
21 taller and -- and significantly wider than they've
22 ever been. So a big, big impact for access in that
23 community. Next slide. And here you can see some
24 of that embankment. It's a ton of dirt that's



1 being moved out and dug out. They built haul roads
2 as they build to kind of dig out all the way around
3 and then take the walls down.

4 Next slide. And we've been very active in
5 the community. As we -- we started this phase
6 change we did a lot of preparatory work prepping
7 the community on -- on that as well as we did a
8 series of community meetings on station identifiers
9 up in the LBMM corridor. So we brought in an
10 artistic artist. It was an interactive community
11 meeting where committee members to talk a little
12 bit about what those stations mean to the
13 community. And how they identify those stations
14 and tie them to the community. The artist started
15 making renderings of concepts. Each one of the
16 stations the Board has awarded public art contracts
17 for commission public art. We'll also have these
18 station identifier spots. So this artist will
19 actually be developing a very unique piece for the
20 station that ties it to the community that it
21 serves. And so we had, you know, anywhere between
22 40 and 60 people joining these meetings throwing
23 out their ideas about how they see the station and
24 it's relationship to the community and really



1 what -- what are the defining features of this
2 community. And the artist will be coming up with a
3 unique identifier that will be attached to the
4 exterior of the station. Those of you that are
5 familiar with Garfield we have some cut metal out
6 there that talks about the neighborhood that we
7 serve there. On the Green Line it will be very
8 similar to that. But really ties that these are
9 community stations and really is part of that
10 partnership. And with that, I'll turn it over to
11 JuanPablo.

12 MR. PRIETO: Thanks, Bill. Since we last met,
13 we held our quarter three workforce outreach event
14 on August 8th and that was at -- oh, sorry. So we
15 have held that -- that community meeting where we
16 had not just the RPM contractors and -- and staff
17 talk about opportunities there but they talked
18 about opportunities on other infrastructure
19 projects that we have going on and of course Red
20 Line extension to get folks excited and ready for
21 that. We had our workforce partners there to help
22 connect individuals with resources so that they can
23 pursue a career in construction. As was mentioned
24 earlier during the public comment phase, we'll be



1 having another outreach event for workforce on
2 October 10th. This one will be at Gately Park
3 which is in the RLE footprint. Again we'll be
4 bringing staff from the RPM project, our
5 infrastructure, core infrastructure team and the
6 RLE team to talk about current opportunities and
7 upcoming opportunities through CTA. We'll have all
8 of our workforce partners present so that
9 individuals can get those resources and then we'll
10 have representatives from the building trades so
11 that individuals can understand how to get into the
12 building trades, what the processes are. We'll
13 have some of the building trades which have
14 openings in October for their apprentice programs
15 there so that individuals can get information on
16 how to apply to those apprentice programs.

17 Our DBE and workforce numbers as of
18 August 31st we've awarded over 243 million dollars
19 to DBEs. That's ninety-six unique DBEs. Forty of
20 which had never done business with CTA before RPM.
21 Again we're really proud of those numbers and
22 continue as Walsh-Fluor awards the last packages
23 here on RPM to push on the DBE side and make sure
24 that we're maximizing every opportunity. On the



1 workforce side over 1.3 million labor hours have
2 been worked by over 1900 individuals. And they've
3 earned over 80.9 million dollars. So those are
4 real great middle class wages that -- that we're
5 helping individuals from economically disadvantaged
6 areas find those opportunities. We're connecting
7 them with the workforce partners so that when the
8 contractor has hiring needs they're connecting them
9 with those opportunities. And now we're going to
10 show you the next installment in our monthly video
11 series in which we highlight the RPM project's
12 ambitious workforce and DBE goals. Today you'll
13 hear from the founder of a DBE certified business
14 Smelly Fresh. The owner's name is Steven James and
15 he's a subcontractor on RPM.

16 (Video played.)

17 MR. MOONEY: JuanPablo and I are happy to take
18 any questions at this time.

19 CHAIRMAN BARCLAY: Any questions?

20 DIRECTOR MILLER: I don't have any.

21 SECRETARY GREENLEE: Director Jha?

22 DIRECTOR JHA: No questions. Thank you.

23 SECRETARY GREENLEE: Director Ortiz?

24 DIRECTOR ORTIZ: Thank you for all your great



1 work.

2 SECRETARY GREENLEE: Director Jakes?

3 DIRECTOR JAKES: I do. How did this gentleman
4 get introduced to Walsh-Fluor and RPM?

5 MR. PRIETO: Through our outreach programs. So
6 he came to an early RPM outreach program where he
7 was asking about janitorial opportunities. We told
8 him, you know, connect with the contractors. At
9 that point it was still three contractors that were
10 competing for the opportunity and he started
11 building a relationship with -- with Walsh-Fluor.
12 So when they ended up winning the contract, they
13 brought him on to clean the project office.

14 DIRECTOR JAKES: Do you have a each one reach
15 one approach where he is successful obviously that
16 he then goes and reaches out and -- and helps bring
17 someone else along?

18 MR. PRIETO: So we -- we regularly encourage
19 our DBEs to -- to reach back and help just like
20 they got the assistance. What we do is also
21 welcome them back to our small business educational
22 series where we have firms that may have never done
23 business with CTA and they're trying to learn how.
24 And we have DBEs that have been successful come and



1 talk to them about how they got their first
2 opportunity. Any -- any bumps along the road
3 that -- that they want other small businesses to
4 avoid. So the businesses that are in the cohort
5 are learning from businesses that have competed
6 for, have won and have grown from CTA work.

7 DIRECTOR JAKES: Then my last question,
8 JuanPablo, is: How -- how aggressive will you and
9 your team be to make sure that minority-owned
10 contractors have what I'd like to see a huge stake
11 in the RLE project?

12 MR. PRIETO: So you seen the numbers and the
13 success we had with RPM. We want to replicate that
14 if not do better on RLE. We're bringing the same
15 aggressive approach to outreach. We've already
16 done a number of road shows on RLE where we brought
17 the three short listed firms or the teams to
18 different assist agencies to meet with the
19 membership and start building those relationships.
20 we've held our own outreach. I know the teams are
21 holding their own outreach. We made the commitment
22 just like we did on RPM once we award RLE to bring
23 the selected team back around and do the same type
24 of road show where we introduce the project again



1 but at that point we turn it over to the selected
2 team and say you need to tell them how they're
3 going to compete for these opportunities,
4 what -- what resources you're going to provide for
5 DBEs. Again to not just bid and win a job but to
6 be successful on the program and then grow from it
7 and start competing for more work. How to enter
8 into mentor protege agreements with -- with them
9 like we did on RPM so that we can expand the
10 capacity and expand the capability. As the Board
11 knows, we piloted the building small businesses
12 program through RPM. It's now a full program
13 with -- with CTA. And we celebrated one year in
14 July of that program. So we're helping firms
15 access this capital that they need to be able to
16 compete. So I think we're creating a stronger
17 subcontracting pool that the RLE team whoever wins
18 that contract is going to be able to tap into and
19 help them grow even more.

20 PRESIDENT CARTER: Okay. Thank you.

21 MR. PRIETO: Thank you.

22 PRESIDENT CARTER: Director Jakes?

23 DIRECTOR JAKES: Yes.

24 PRESIDENT CARTER: It's also probably worth



1 noting the construction management contract that
2 you just approved one of the members of that team
3 is a DBE.

4 MR. PRIETO: Correct.

5 PRESIDENT CARTER: I forget the name of the
6 company.

7 MR. PRIETO: Infrastructure Engineering.

8 PRESIDENT CARTER: Thank you. Infrastructure
9 Engineering. It's owned by Michael Sutton.
10 Michael is well known to me and a lot of other
11 people here at CTA. He's been doing engineering
12 work for our transportation projects for a number
13 of years. But Michael is also a former resident of
14 Altgeld Gardens. And so this project and the
15 opportunity to be on this project is not only
16 emblematic of -- of something personal to him and I
17 think also emblematic of the commitment that we've
18 seen that's already starting to play itself out
19 even before we -- we award the construction
20 contract with our construction management contract
21 in that they understood at the very beginning that
22 we want -- that this is, one, an equity project
23 and, two, that we expect the benefits from this
24 project to have an equitable component to it. And



1 the -- the joint venture that got put together for
2 this certainly was taken advantage of Michael
3 Sutton's expertise and knowledge and not just
4 bringing him in as a DBE sub but making him a full
5 partner in the joint venture. And I -- I expect
6 you will hear from Michael at some point in time in
7 the future but we're setting the tone with RLE from
8 the very beginning. And that tone got started long
9 before these contracts were being awarded by the
10 conversations that I had with the Board and
11 the -- and the direction the Board gave to me about
12 what the expectations were around the projects in
13 the community. But we're going to live up to those
14 expectations as this project moves forward. You're
15 seeing the first taste of it today but as we bring
16 the rest of the contracts with this Board and as
17 you start to hear the numbers around DBE
18 participation and workforce development that we'll
19 start to generate as the project moves forward
20 you're going to see another really good story of
21 how we're not only impacting the transportation
22 options for these communities but also the lives of
23 the people in these communities for the work that's
24 being offered as we go forward.



1 DIRECTOR JAKES: And -- and, President Carter,
2 I'm glad you said that for the record. You know,
3 Bill, shared that with me yesterday but I think
4 that people need to hear it so that way it is
5 public information. That CTA and its governing
6 board are not just, you know, saying, oh, well,
7 just build the Red Line Extension and let it go
8 south and we'll celebrate that. That there has
9 been some conversations for years about being
10 intentional about making sure that minority-owned
11 business get their fair share. And especially with
12 Michael Sutton having come out of Altgeld Gardens.
13 So hopefully as I said to Bill yesterday or the day
14 before yesterday during our briefing that that will
15 get put out. Because as we've been talking about
16 we've got to share our story.

17 PRESIDENT CARTER: Yeah.

18 DIRECTOR JAKES: And stop letting other people
19 create our narrative. And so that narrative needs
20 to be shared. So thank you for saying it
21 publically.

22 PRESIDENT CARTER: You're welcome. And we
23 will -- and we will get that narrative out.

24 DIRECTOR JAKES: Good.



1 PRESIDENT CARTER: We'll hear more about that.

2 DIRECTOR JAKES: Good. Thank you.

3 CHAIRMAN BARCLAY: JuanPablo, I know you have
4 an event in October. But can you send that to the
5 Board members so we can get that out to our public
6 network --

7 MR. PRIETO: Yes.

8 CHAIRMAN BARCLAY: -- as well?

9 MR. PRIETO: Definitely. We have a DBE event
10 in October. October 5th. And then we have our
11 workforce event October 10th. So two
12 different -- we'll get you both flyers.

13 CHAIRMAN BARCLAY: Yeah. Yeah.

14 MR. PRIETO: Thank you.

15 CHAIRMAN BARCLAY: All right. Any further
16 questions from any other Board members?

17 DIRECTOR JHA: Thank you.

18 CHAIRMAN BARCLAY: Thank you. And the, Bill,
19 the Blue Line is coming along.

20 MR. MOONEY: Ain't it? It is, sir. You know,
21 it's a -- there is nothing more I love than a good
22 track job and -- and it's exciting to see. I go
23 out there every --

24 CHAIRMAN BARCLAY: I have more exciting things.



1 MR. MOONEY: Oh, there's nothing better than
2 functional tracks. So yeah. We walk it. I have a
3 group that goes out every Wednesday morning. We
4 were out there but the track it's pretty dark now.
5 But early in the summer it wasn't as big an issue.
6 We walk it and see the progress week by week. It
7 moves. Minutes are weeks, weeks are months, months
8 are years at this point in this job. It moves so
9 fast. And so it's -- it's really exciting and I'm
10 happy to see it open in a few weeks.

11 CHAIRMAN BARCLAY: Thank you so much. I
12 appreciate it. Our final order of business is new
13 business. Georgette?

14 SECRETARY GREENLEE: There is no new business,
15 Chairman Barclay.

16 CHAIRMAN BARCLAY: Any further comments from
17 any Board members at this time?

18 DIRECTOR JAKES: Yeah. What did you get for
19 lunch?

20 DIRECTOR ORTIZ: I do.

21 CHAIRMAN BARCLAY: We have one comment.

22 DIRECTOR ORTIZ: Yes. I want to acknowledge
23 that we are in Hispanic Heritage Month.

24 CHAIRMAN BARCLAY: Yes.



1 DIRECTOR ORTIZ: So I just really want to take
2 the time to thank all of our employees for bringing
3 your professional and your lived experiences for
4 everyone. I also want to thank our partners. I
5 think JuanPablo mentioned a lot of our partnerships
6 are in place and so I want to thank our
7 partners -- partner agencies as well and their
8 employees and then also really want to thank our
9 writers and our users of our CTA particularly for
10 just being part of this larger family. So
11 congratulations. I just want to celebrate all of
12 our diversity and just acknowledge and celebrate
13 Hispanic heritage month. So thank you.

14 CHAIRMAN BARCLAY: Thank you, Director Ortiz.
15 Since there's no further business to come before
16 the Board, may I have a motion to adjourn the
17 Chicago Transit Board meeting of
18 September 22nd, 2023?

19 DIRECTOR MILLER: So moved.

20 DIRECTOR ORTIZ: Second.

21 SECRETARY GREENLEE: It's been moved and
22 seconded that the Board meeting for
23 September 22nd, 2023 be adjourned. We'll take a
24 roll call vote. Director Jha?



1 DIRECTOR JHA: Yes.
2 SECRETARY GREENLEE: Director Ortiz?
3 DIRECTOR ORTIZ: Yes.
4 SECRETARY GREENLEE: Director Jakes?
5 DIRECTOR JAKES: Yes.
6 SECRETARY GREENLEE: Chairman Barclay?
7 CHAIRMAN BARCLAY: Yes.
8 SECRETARY GREENLEE: Director Miller?
9 DIRECTOR MILLER: Yes.
10 CHAIRMAN BARCLAY: We're adjourned.
11 SECRETARY GREENLEE: Chairman Barclay, the
12 motion passes.

13 CHAIRMAN BARCLAY: We're adjourned.
14 (Whereupon, the meeting
15 adjourned at 12:07 p.m.)
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