

1  
2 CHICAGO TRANSIT AUTHORITY  
3 NOVEMBER 2022 FINANCE, AUDIT & BUDGET COMMITTEE  
4 BOARD MEETING

5  
6 Held via videoconference

7 on

8 November 15th, 2022

9 at

10 2:40 p.m.

11 at

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

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

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

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Director;

3 DR. L. BERNARD JAKES, Director;

4 MS. MICHELE A. LEE, Director;

5 REV. JOHNNY L. MILLER, Director;

6 MS. ROSA ORTIZ, Director;

7 MR. ALEJANDRO SILVA, Chairman;

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

9 MR. GREGORY LONGHINI, Secretary;

10 MR. KENT RAY, General Counsel.

11  
12 ABSENT:

13 MS. NEEMA JHA, Director;

14  
15 PRESENTERS:

16 MR. JEREMY FINE, Chief Financial Officer;

17 MS. MICHELLE CURRAN, Vice President,  
18 Budget & Capital Finance;

19 MR. WILLIAM MOONEY,  
20 Chief Infrastructure Officer;

21 MR. MICHAEL CONNELLY, Chief Planning Officer;

22 MR. THOMAS MCKONE,  
23 Chief Administrative Officer.  
24



1 ALSO PRESENT:

2 MR. DONALD BONDS, Chief Transit Officer;

3 MS. DENISE BUNCH, Board Liaison;

4 MS. STINA FISH,  
5 Senior Manager, Business Development;

6 MS. ELSA GUTIERREZ, Vice President, Planning;

7 MR. JEFFREY HULBERT, Vice President of Safety;

8 MS. NORA LEERHSEN, Chief of Staff;

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

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

13 MR. HERB NITZ,  
14 Director, Technology Engineering;

15 MS. MOLLY POPPE, Chief Innovation Officer;

16 MR. JUANPABLO PRIETO,  
17 Director, Diversity Programs;

18 MR. KEVIN RYAN, Vice President of Security;

19 MS. LISA SMITH, Director of Budget;

20 MR. BRIAN STEELE,  
21 Vice President of Communication and Marketing.  
22  
23  
24



1 (whereupon, the following  
2 proceedings commenced at  
3 2:40 p.m. via Zoom.)

4 SECRETARY LONGHINI: Good afternoon. I'm Greg  
5 Longhini of the Chicago Transit Board, Office of  
6 the Secretary. We are about -- we are about to  
7 begin the meetings for November 15th, 2022. On  
8 November 4th of this year, Office of the Secretary  
9 of the Chicago Transit Board issued a notice of  
10 changed format of meetings of the committee --  
11 committees and the board scheduled for  
12 November 15th, 2022 due to Covid-19 pandemic.  
13 There is currently in effect a state-wide disaster  
14 declaration as a result of the Covid-19 pandemic  
15 which has been renewed from month to month since  
16 the start of the pandemic. Pursuant to  
17 section 7(e) of the Open Meetings Act, virtual  
18 public meetings are permitted while the disaster  
19 proclamation remains in effect. Because the  
20 Governor's Disaster Proclamation remains in effect  
21 in the State of Illinois, the meetings on  
22 November 15th, 2022 are being held electrically or  
23 virtually for members of the public. Chairman  
24 Silva, we can begin the Finance, Audit and Budget



1 Committee Meeting.

2 CHAIRMAN SILVA: Good afternoon.

3 SECRETARY LONGHINI: Good afternoon.

4 CHAIRMAN SILVA: I would like to call to order  
5 the November 15th, 2022 meeting of the Committee on  
6 Finance, Audit and Budget. Will the secretary call  
7 the roll?

8 SECRETARY LONGHINI: Yes. Director Lee?

9 DIRECTOR LEE: Present.

10 SECRETARY LONGHINI: Director Ortiz?

11 DIRECTOR ORTIZ: Here.

12 SECRETARY LONGHINI: Director Miller?

13 DIRECTOR MILLER: Here.

14 SECRETARY LONGHINI: Director Jakes?

15 DIRECTOR JAKES: Here.

16 SECRETARY LONGHINI: Director Barclay?

17 DIRECTOR BARCLAY: Here.

18 SECRETARY LONGHINI: Director Silva?

19 CHAIRMAN SILVA: Here.

20 SECRETARY LONGHINI: Director Jha will not be  
21 here today. We have a quorum with six members of  
22 the committee present. You may proceed.

23 CHAIRMAN SILVA: Our first order of business is  
24 the approval of the committee -- committee minutes



1 of October 14, 2022. May I have a motion to  
2 approve?

3 DIRECTOR MILLER: So moved.

4 DIRECTOR JAKES: Second.

5 SECRETARY LONGHINI: Moved -- moved by Director  
6 Miller. Seconded by Director Jakes. Director Lee?

7 DIRECTOR LEE: Yes.

8 SECRETARY LONGHINI: Director Ortiz?

9 DIRECTOR ORTIZ: Yes.

10 SECRETARY LONGHINI: Director Miller?

11 DIRECTOR MILLER: Yes.

12 SECRETARY LONGHINI: Director Jakes?

13 DIRECTOR JAKES: Yes.

14 SECRETARY LONGHINI: Director Barclay?

15 DIRECTOR BARCLAY: Yes.

16 SECRETARY LONGHINI: Chairman Silva?

17 CHAIRMAN SILVA: Yes.

18 SECRETARY LONGHINI: That motion is approved  
19 with six yes votes.

20 CHAIRMAN SILVA: Our next order of business is  
21 the finance report. Jeremy Fine?

22 MR. FINE: Good afternoon. I'm Jeremy Fine and  
23 I'll present the -- the results for September.

24 with regard to our system generated revenues for



1 September, we see farebox and pass totals coming in  
2 \$600,000 to the positive. We see fare -- reduced  
3 fare subsidy coming in as expected. Albeit at  
4 lower than historic rates in previous years.  
5 Non-farebox totals coming in about \$600,000 to the  
6 positive leave us for the month of September  
7 positive by about 1.2 million dollars on both an  
8 amended budget and original budget basis. On the  
9 next page you see year-to-date revenue numbers.  
10 And again fare pass totals continue to be positive  
11 by 2.7 versus the amended budget and 2.1 versus the  
12 original budget. Reduced fare subsidy coming in as  
13 expected and non-farebox totals coming in better  
14 than budgeted by 4.4 million dollars on both an  
15 amended budget and original budget basis. This  
16 leaves us for year-to-date for system generated  
17 revenues positive by 7.1 million dollars to the  
18 amended budget and 6.5 million dollars to the  
19 original budget. But we're better than 50 million  
20 dollars than where we were this time last year.

21 with regard to our expenses, we see  
22 September expenses coming in better than expected  
23 both to the amended and original budgets. Labor  
24 we're positive by about 7.7 million dollars.



1 Materials about \$600,000. And fuel and power about  
2 half a million to 2 million on those respective  
3 lines. Injuries and damages coming in either as  
4 expected or slightly negative unfavorable to budget  
5 and then other expenses due to the timing of some  
6 invoices was negative by about 5 million which  
7 leaves us for the month of September positive to  
8 budget on the amended budget and original budget  
9 basis by 5.6 million dollars.

10 with regard to year-to-date numbers, we  
11 see year-to-date numbers following a similar type  
12 trend where we see positive favorability on most of  
13 the line items with some small negative variance on  
14 materials but overall year-to-date we see positive  
15 variance on the amended budget by 99 million  
16 dollars and on the original budget by 132 million  
17 dollars. So the positive variance that we see on  
18 our revenues -- system generated revenues coupled  
19 with the positive variance on expenses we'll now  
20 talk about the public funding numbers and the  
21 positive variance that we see there. Public  
22 funding for the month is coming in about  
23 4.7 million dollars to the positive on an amended  
24 budget basis and about 10.5 million dollars on an



1 original budget basis with the bulk of that coming  
2 from sales tax and -- and PTF, the public  
3 transportation fund, positive variance with some  
4 small offsets -- negative offsets from the RET  
5 collections for the month. we'll continue to keep  
6 an eye on this. Some of that negative variance may  
7 be due to the way that we spread the estimated  
8 revenues over the course of the year but it also  
9 may be an early indicator as to softness in the  
10 larger, you know, real estate market but we'll  
11 continue to keep the board apprised as we move  
12 forward. with regard to year-to-date numbers, we  
13 see positive variance across all line items here  
14 with a total accumulated positive variance on the  
15 amended budget of 29 million dollars and 76.6  
16 million dollars to the original budget. So  
17 the -- the three streams that we talked about with  
18 regard to the system generated revenues, our  
19 expenses and our public funding having allowed us  
20 to draw down less in public -- in -- in federal  
21 relief funding that we had originally estimated.  
22 For this month we're drawing down about 15 million  
23 dollars. This accumulates up to about 41 percent,  
24 41.4 percent of the total allocation that's been



1 drawn. This means that we have about 1.3 billion  
2 remaining. We'll talk about this in the next  
3 presentation about the '23 budget but we estimate  
4 that by the end of the year we'll still have about  
5 1.2 billion remaining of federal relief funding and  
6 that should carry us through 2025. With regard to  
7 the three commodities that we purchase, fuel, power  
8 and natural gas, we're where we want to be locked  
9 in for the foreseeable future all three  
10 commodities. We'll look for selective  
11 opportunities to buy in particular additional fuel  
12 purchases so that we get up to the 75 percent of  
13 the expected volume for those years for '24 and '5.  
14 But again our, you know, dedicated approach of  
15 buying, you know, when the market ebbs a little bit  
16 on fuel has really allowed us to lock in at very  
17 favorable pricing levels. For '23, '4 and '5 we're  
18 locked in for those hedge positions right now at  
19 about the \$2.80 range to \$2.90 range. So we'll  
20 be below what you see in the larger market. And again  
21 this has worked out well for us. We'll continue to  
22 look for selective purchases as we move forward.  
23 This concludes my report for September. Glad to  
24 answer any questions.



1 CHAIRMAN SILVA: The public funding is going to  
2 take us to what year?

3 MR. FINE: So the federal relief funding should  
4 take us through 2025 and into the -- the very early  
5 portion of 2026 based on current projections.

6 CHAIRMAN SILVA: So we're going to have  
7 1.3 billion?

8 MR. FINE: Well, we expect by the end of 2022  
9 to still have 1.2 billion remaining in federal  
10 relief funding. Currently we have 1.3 but based on  
11 the draws through the remaining portion of the year  
12 and that -- that extends into 2023 because of the  
13 way the public funding comes in, we expect to again  
14 have about 1.2 billion remaining at the end of 2022  
15 to cover short -- projected shortfalls for '23, '4,  
16 and '5.

17 CHAIRMAN SILVA: Thank you.

18 SECRETARY LONGHINI: Chairman Barclay, any  
19 questions?

20 CHAIRMAN BARCLAY: No questions.

21 SECRETARY LONGHINI: Reverend Miller?

22 DIRECTOR MILLER: No questions.

23 SECRETARY LONGHINI: Director Lee, Jakes or  
24 Ortiz, any questions for Jeremy?



1 DIRECTOR ORTIZ: No questions.

2 DIRECTOR JAKES: No questions.

3 DIRECTOR ORTIZ: Thank you.

4 DIRECTOR JAKES: Great job, Jeremy. Great job.

5 SECRETARY LONGHINI: Okay. Thank you. We may  
6 proceed to the next item, Chairman, number four.

7 CHAIRMAN SILVA: Going to -- our next order of  
8 business is an ordinance amending ordinance number  
9 021-119. Jeremy?

10 MR. FINE: Thank you. This is Jeremy Fine,  
11 your Chief Financial Officer. I'm joined by  
12 Michelle Curran who's Deputy CFO and Comptroller  
13 and she'll walk through the amendment here for the  
14 capital program.

15 MS. CURRAN: Thank you, Jeremy. Good  
16 afternoon. I'm Michelle Curran, Deputy CFO and  
17 Comptroller. I'm here today to present an -- an  
18 amendment to the 2022 to 2026 Capital Improvement  
19 Program or CIP. In November 2021, the board  
20 approved this 3.5 billion dollar CIP which was  
21 amended in March, June and August and we're now  
22 proposing the final closing amendment to  
23 incorporate additional known changes. First, FTA  
24 has awarded bus and bus facilities and low and



1 no-emission vehicle program funding of 28.2 million  
2 to CTA for a portion of the cost for -- of  
3 acquiring E-buses and modernizing the Chicago bus  
4 garage to support and accelerate the bus -- the  
5 electric bus fleet conversion. Second, CTA was  
6 awarded 5.6 million of congressionally directed  
7 spending for projects. The grant includes  
8 2.1 million dollars for elevator modernization  
9 throughout the system, 2 million for the  
10 103rd Street garage bus electrification  
11 implementation project and 1.5 million for the  
12 implementation of the workforce development plan  
13 for Red Line extension. Third, the City of Chicago  
14 through its Department of Planning and Development  
15 has up to 37.2 million of TIF funding to contribute  
16 to four CTA capital improvement initiatives. These  
17 include 8 million for the western Brown Line  
18 Station and bus turnaround, 5.7 for California Blue  
19 Line Station design, 2 million for the 43rd Street  
20 Station improvements and 21.6 million for Forest  
21 Park branch Blue Line track renewal. Fourth, the  
22 Department of Homeland Security has awarded CTA  
23 647,000 of fiscal year 2022 transit security grant  
24 program funds for the Chicago Police Department.



1 Fifth, FTA has awarded areas of persistent poverty  
2 program funds of 450,000 to CTA to develop a plan  
3 for locally led public engagement for the RLE  
4 project. Sixth, the CMAP has awarded section 5303  
5 unified work planning project funds of 625,000 for  
6 staff to develop and refine CTA's capital program  
7 for inclusion into the five-year transportation  
8 improvement program. And, finally, prior grants of  
9 Rebuild Illinois 2020 transportation bond funds of  
10 43.7 million are available to contribute funding  
11 for new training and control center, the  
12 43rd Street Green Line Station improvements, Forest  
13 Park branch track renewal and Kedzie bus garage  
14 building exterior work. The net increase in  
15 funding due to this amendment is 110.5 million  
16 bringing the final 2022 to 2026 CIP to 3.8 billion.  
17 I'll be happy to try to answer any questions you  
18 might have.

19 CHAIRMAN SILVA: I don't have a question.

20 SECRETARY LONGHINI: Mr. Barclay?

21 CHAIRMAN BARCLAY: No questions.

22 DIRECTOR MILLER: No questions.

23 SECRETARY LONGHINI: Director Ortiz, Lee or  
24 Jakes, any questions?



1 DIRECTOR LEE: No.

2 DIRECTOR JAKES: No questions.

3 DIRECTOR ORTIZ: No questions.

4 SECRETARY LONGHINI: All right.

5 MS. CURRAN: Thank you.

6 SECRETARY LONGHINI: No further questions,

7 Chairman Silva.

8 CHAIRMAN SILVA: May I now have leave to place

9 this item on the omnibus --

10 DIRECTOR MILLER: So moved.

11 CHAIRMAN SILVA: -- for board -- okay.

12 DIRECTOR JAKES: Second.

13 SECRETARY LONGHINI: Moved by Director Miller.

14 Seconded by Director Jakes. Chairman, we may move

15 to agenda item numbers five and six.

16 CHAIRMAN SILVA: Our next order of business are

17 two ordinances. An ordinance adopting a budget for

18 calendar year 2023 and financial plan for calendar

19 years 2024-25 and an ordinance approving the fiscal

20 year 2023 Capital Improvement Program. Jeremy?

21 MR. FINE: Thank you again. Jeremy Fine, your

22 Chief Financial Officer. With regard to the 2023

23 operating budget, as you'll see on the next page,

24 this is a 1.8 billion dollar budget. It is



1 anticipating using 390 million of federal relief  
2 funds to close the projected gap that is caused by  
3 the overhang of the 2019 -- the Covid-19 pandemic  
4 that continues to impact public transportation.  
5 Ridership is expected to grow 9.3 percent compared  
6 to the 2022 forecast. And to put it in perspective  
7 to 2019 levels, ridership is expected to grow from  
8 approximately 53 percent in 2022 to 59 percent in  
9 2023. The CTA received 2.2 billion of federal  
10 relief funding which will cover the projected gaps  
11 through 2025. The highlights of the budget include  
12 maintaining full service along with continuing past  
13 price reductions. Fully integrating the 1, 3 and  
14 7-day passes with Pace. Continuing to explore  
15 partnerships with both Metra and Pace as we  
16 implemented the Regional Connect Pass in 2022. The  
17 really underpinnings and guideposts for the budget  
18 were encapsulated in the meeting the moment action  
19 plan which focuses on delivering reliable and  
20 consistent service, enhancing safety and security,  
21 improving the customer experience at our  
22 facilities, upgrading digital tools to improve  
23 communications with our customers and investing in  
24 our employees. On the next page we have an



1 overview of the 2022 forecast. It's stronger than  
2 public -- stronger public funding revenues and  
3 lower expenses have allowed us to extend the life  
4 of the federal relief funds. The 2022 forecast  
5 requires 258 million dollars less of federal relief  
6 funding than originally budgeted. The higher  
7 system generated revenues of 6.2 million are driven  
8 by higher farebox revenues and advertising  
9 revenues. Public funding is forecasted at  
10 103.8 million higher than budgeted which is driven  
11 by sales taxes continuing to outperform  
12 expectations in part due to the expansion of the  
13 tax base to include on-line sales as well as PTF  
14 being fully restored in 2021. And then the  
15 expenses are estimated to be about 147.8 million  
16 less than budget due to the positive variance on  
17 labor, fuel and power and contracts. 2022 forecast  
18 include 197 million dollars of federal relief funds  
19 which again is substantially less than what we had  
20 originally estimated in our budget. On the next  
21 page you see that the 2023 operating budget is a  
22 fiscally prudent budget. We see operating revenues  
23 excluding federal relief funds are expected to  
24 increase by about 11.3 percent in 2023. Driven by



1 system generated revenues, you know, increasing by  
2 6.7 percent than the 2022 budget which is driven  
3 from higher estimated ridership and related farebox  
4 revenues. Public funding marks which are set by  
5 the RTA are projected to be 121.6 million or about  
6 13.2 percent higher than the prior year's budget.  
7 This is -- public funding marks are set by the RTA  
8 are projected to be, you know, higher by -- because  
9 of the sales tax revenues, incorporating on-line  
10 sales, the continuation of the full PTF receipts.  
11 No on-line -- no additional state cuts are also  
12 expected. And we also have recovery ratio relief  
13 through 2023. Expenses are expected to increase by  
14 about 81 million dollars or 4.6 percent. And this  
15 expense growth rate compared to the 2022 budget is  
16 less than the revenue growth rate of 11.3 percent  
17 and also below what you see in inflation estimates  
18 out there in the current market. On the next page  
19 you see the bar chart here that represents, you  
20 know, the estimated revenues and expenses with the  
21 gaps in revenues highlighted in red on the left  
22 hand -- upper left-hand corner of each set of bar  
23 charts. Again the 1.2 billion dollars of federal  
24 relief funding will be used to balance the budget



1 from 2023 through 2025 by the remaining federal  
2 relief funding that we have that will close those  
3 400 million dollars or so gaps in each of those  
4 years. Total expense increases of 4.2 and 3.7 for  
5 2024 and 2025 are projected and system generated  
6 revenue increases for '24 and '5 are estimated to  
7 be about 6.4 percent. Public funding marks will  
8 increase by about 2.8 percent for '24 and about 3.9  
9 for '25. On the next page you see ridership  
10 related information and really focusing on the fact  
11 that we anticipate ridership to increase by about  
12 9.3 percent from 2022 levels. 2022 ridership is  
13 rebounding and forecasted to finish the year about  
14 23 percent higher than 2021's levels. And the 2023  
15 ridership is expected to grow again by about  
16 9.3 percent from 2022 or end up about 58 percent of  
17 2019 levels. While the rate of rebound in the  
18 industry is slower than originally anticipated due  
19 to the Covid-19 outbreak, work-from-home policies  
20 and changing behaviors, again the federal funding  
21 is a critical component on allowing us to bridge  
22 into higher ridership levels by utilizing those  
23 fundings as we showed on the prior pages. I'll now  
24 turn it over to Michelle Curran to walk through the



1 2023 through 2027 Capital Improvement Program.

2 MS. CURRAN: Thank you, Jeremy. Again I'm  
3 Michelle Curran, Deputy CFO and Comptroller. Next  
4 slide, please. The 2023 to 2027 CIP is a  
5 3.4 billion dollar program that funds major  
6 projects including the Red Line extension, the All  
7 Stations Accessibility Program, conversion to an  
8 electric bus fleet and bus -- and bus and rail  
9 fleet modernization. The funding sources for the  
10 CIP include federal funds, state PAYGO funds from  
11 motor fuel tax revenues and CTA bonds. We'll also  
12 continue to seek additional FTA discretionary grant  
13 fund awards as they come available. Particularly  
14 to accelerate the ASAP and bus electrification  
15 programs. And we'll also be requesting funding  
16 from new starts program for the RLE project. Next  
17 slide, please. So the next several slides here  
18 include some of the details around specific  
19 projects in the CIP. First is the Red Line  
20 extension to the south which is estimated to cost  
21 3.6 billion dollars. The Red Line extension would  
22 extend the rail line 5.6 miles from the 95th Street  
23 terminal to 130th Street including four new  
24 stations, park and ride facilities and a storage



1 yard and maintenance facility. We're currently in  
2 the project development phase and expect to enter  
3 into the project engineering phase later this year.  
4 We also expect to request City Council approval in  
5 December for a new TIF district to provide the  
6 local match funding for the project. Next slide,  
7 please. The all -- All Stations Accessibility  
8 Program or ASAP is a comprehensive twenty-year  
9 program to make all stations vertically accessible.  
10 103 of CTA's 145 stations are 73 percent are  
11 already accessible. Phase one of the plan which is  
12 fully funded includes nine more stations to be made  
13 fully accessible including the four Red Line  
14 stations as part of RPM, the Austin Green Line  
15 Station, California, Montrose and Racine Stations  
16 on the Blue Line and the State and Lake Elevated  
17 station. The 2023 to 2027 CIP includes funding for  
18 phase two of the program including design for six  
19 stations for Irving Park, Belmont, Division and  
20 Chicago on the Blue Line and Oak Park and Ridgeland  
21 on the Green Line. It also completes construction  
22 funding for Irving Park and Belmont and provides  
23 initial funding for Oak Park and Ridgeland. With  
24 the completion of these additional stations, the



1 rail system will be 81 percent accessible. The  
2 program also includes upgrades or replacements of  
3 existing elevators. Next slide, please. The CIP  
4 includes funding of 257 million for conversion to  
5 electric buses. This will complete the funding  
6 needs to modernize the Chicago Avenue garage for  
7 E-buses and begin funding for upgrades to  
8 the 103rd Street garage or to begin funding  
9 construction for a new garage. It also funds  
10 142.5 million towards the next E-bus purchase.  
11 Including previously granted and awarded funds, CTA  
12 will have over 415 million invested in the  
13 conversion to bus electrification. Next slide,  
14 please. The CIP also invests in the bus and rail  
15 fleet modernization. Bus improvements include  
16 purchasing the remaining new standard buses,  
17 providing funding for new E-buses to replace the  
18 4000 series buses and perform overhauls on existing  
19 buses. On the rail side, we funded the purchase of  
20 the new 7000 series rail cars and the overhaul work  
21 on the existing 5000, 3200 and 2600 series rail  
22 cars. We also continue to invest in capital  
23 maintenance and equipment to target needs between  
24 overhaul cycles for both bus and rail cars. Next



1 slide, please. Finally, while already funded and  
2 not included in the 2023 to 2027 CIP, the  
3 Red-Purple Modernization project is the largest  
4 project undertaken by CTA to date and phase one is  
5 well underway. RPM will improve capacity, travel  
6 times, ride quality and safety on one of CTA's  
7 highest ridership corridors. Phase one is  
8 2.1 billion dollars and includes three major  
9 components. The Red-Purple bypass bridge,  
10 Lawrence, Argyle, Berwyn and Bryn Mawr Stations and  
11 a new signal system between Belmont and Howard  
12 Stations. Phase one is expected to be completed in  
13 2025 and future phases of RPM are in the planning  
14 stage. This concludes our presentation and we'd be  
15 happy to answer any questions you have.

16 SECRETARY LONGHINI: Chairman, any questions?  
17 Chairman Silva?

18 CHAIRMAN SILVA: Can you repeat, okay, the  
19 ridership, okay, that you projected? 9.3?

20 MR. FINE: Yeah. So the -- the ridership  
21 growth, you know, we're expecting to increase  
22 9.3 percent from 2022 levels.

23 CHAIRMAN SILVA: And you are comfortable with  
24 the number? Right?



1 MR. FINE: Yes. You know, I believe that this  
2 is an attainable number. You know, we're kind  
3 of -- to put it in perspective, you know, we're  
4 currently running on a -- on a day-to-day basis  
5 about that level. This is an analyzed number. So,  
6 you know, again we're -- we're heading into a flu,  
7 Covid, RSV season that could have a negative impact  
8 on ridership. But again I think that this is an  
9 achievable number as we move into 2023. Hopefully  
10 we outperform this number but, you know, again from  
11 a budgeting standpoint, you know, we believe that  
12 this is a -- that this is an achievable number as  
13 we continue to move forward on regaining our  
14 ridership post-Covid.

15 CHAIRMAN SILVA: Where are you going to be  
16 focused?

17 MR. FINE: I -- I'm sorry. Can you repeat the  
18 question?

19 CHAIRMAN SILVA: What are you going to be  
20 focused, okay, to make the --

21 MR. FINE: Yeah. So we continue, you know,  
22 again marketing the system as we constantly do  
23 partnering with different events as we have  
24 throughout the -- the last several years but as



1 we've ramped back up in the post-Covid, you know,  
2 kind of era so to speak, you know, we'll be  
3 continuing to look for those opportunities. We  
4 also, you know, have been partnering with the other  
5 service boards on making sure that the -- that the  
6 price point on the passes are, you know,  
7 appropriate. And like I mentioned in the -- in the  
8 prepared remarks, as part of the '23 budget, you  
9 know, we're looking to fully integrate the 1, 3 and  
10 7-day passes with CTA and Pace. We did -- we  
11 rolled out the Regional Connect Pass, you know, in  
12 2022. You know, we're -- we're able to  
13 meet -- have more seamless interconnectivity  
14 between CTA, Pace and Metra and that -- those --  
15 those different things have inspired -- that we've  
16 done in the past have inspired additional ridership  
17 through 2022. And again I think that this further  
18 integration, further marketing and further getting  
19 people back into kind of a regular routine will  
20 inspire additional ridership. Again the meeting  
21 the moment action plan really is all geared around  
22 all of these factors. You know, making sure  
23 that -- that the system is -- is convenient and  
24 can -- in delivering consistent service. You know,



1 increasing focus on safety and security, increasing  
2 the customer amenities and allowing people to  
3 understand when the trains are coming through  
4 technological improvements, you know, and -- and  
5 focusing on our workforce. Again we'll hopefully  
6 continue to drive the increased ridership that  
7 we've seen to date and -- and continuing to drive  
8 us forward on regaining and attaining not only 2019  
9 levels but, you know, levels in excess of that that  
10 will help us drive additional revenues and close  
11 those budget gaps as we talked about in the  
12 presentation.

13 CHAIRMAN SILVA: Thank you. Keep it up.

14 PRESIDENT CARTER: Mr. Chairman, for -- before  
15 we leave that topic, let me just amplify a little  
16 bit more of what Jeremy was saying. I -- I -- I  
17 agree completely with everything Jeremy said. That  
18 really our meeting the moment plan is really  
19 focused on exactly that issue. How do we get our  
20 ridership back? How do we get our customers back  
21 on CTA? And certainly that covers a -- a broad  
22 swath of activities that we're going to be engaging  
23 in. The other focus that I would -- would -- would  
24 mention is that we're also going to be looking at



1 our bus service in a much broader way looking at  
2 ridership patterns, looking at where people are  
3 going, where -- where they want to go and how to  
4 start bus service aligned with that to determine if  
5 there are things we should be doing with the way in  
6 which we can provide our service that can  
7 ultimately also provide additional ridership gains  
8 for CTA. To some degree a lot of what we -- we do  
9 will still be dependent upon what's happening with  
10 the city as a whole. Jeremy's comments about a  
11 second wave of Covid or other issues in the winter  
12 will obviously -- can have an impact on the CTA.  
13 As does in a more indirect way what's going on with  
14 Metra and Pace and their ridership. The  
15 transferability between our systems is obviously  
16 something we're improving but to some degree we're  
17 also hopeful that they will start to see ridership  
18 gains as well which will result in -- in  
19 transferable ridership to CTA. So I think there's  
20 a CTA focused part of this. There is also a  
21 regional focused part of this that is going to  
22 ultimately result in us getting back to a much more  
23 healthier level in ridership than we're at today.  
24 And -- and hopefully as Jeremy indicated we've seen



1 continuous growth over this year. We're optimistic  
2 that we'll continue to see continuous growth over  
3 the next year. And then see where we are  
4 particularly as we're heading in to the  
5 years -- you know, the final couple of years of  
6 having the -- the federal funding that's allowed us  
7 to basically -- to continue to operate with our  
8 ridership level being much lower than we normally  
9 would have.

10 CHAIRMAN SILVA: Good. Thanks very much.

11 SECRETARY LONGHINI: Chairman Barclay?

12 CHAIRMAN BARCLAY: No questions.

13 SECRETARY LONGHINI: Director Miller?

14 DIRECTOR MILLER: No questions.

15 SECRETARY LONGHINI: Director Jakes?

16 DIRECTOR JAKES: No questions.

17 SECRETARY LONGHINI: Director Ortiz?

18 DIRECTOR ORTIZ: No questions. Thank you.

19 SECRETARY LONGHINI: Director Lee?

20 DIRECTOR LEE: No questions.

21 SECRETARY LONGHINI: Chairman Silva, there are  
22 no further questions or issues on this matter.

23 CHAIRMAN SILVA: Number seven.

24 SECRETARY LONGHINI: We need to put these two



1 ordinances on the omnibus, sir. We just need leave  
2 to place these two items, agenda item number five  
3 and agenda item number six on the omnibus for board  
4 approval. That's all.

5 CHAIRMAN SILVA: Five and six. Okay. May I  
6 now have leave to place these two items on the  
7 omnibus for board approval?

8 DIRECTOR MILLER: So moved.

9 DIRECTOR JAKES: Second.

10 SECRETARY LONGHINI: Moved by Director Miller.  
11 Seconded by Director Jakes. Sir, we can go to  
12 agenda item number seven now.

13 CHAIRMAN SILVA: Our next -- next ordinance of  
14 business is an amendment to license agreement with  
15 MobileQubes. Jeremy?

16 MR. FINE: Thank you. Good afternoon. I'm  
17 Jeremy Fine, your Chief Financial Officer. And  
18 today I'll present for your consideration an  
19 amendment to the license agreement with  
20 MobileQubes, LLC. The license agreement which was  
21 approved by the Board in February of 2019  
22 authorizes MobileQubes to install, operate,  
23 maintain mobile charging vending machines at  
24 designated rail stations on CTA property. The



1 current agreement with MobileQubes does not allow  
2 for advertising on the kiosks but MobileQubes is  
3 launching a new and improved kiosk that does  
4 include advertising. The proposed amendment gives  
5 MobileQubes the authority to sell advertising on  
6 these kiosks and provide CTA with 20 percent of the  
7 advertising revenues from the kiosk in addition to  
8 the 20 percent of -- of rent -- rental revenues  
9 currently received. In addition, the amendment  
10 gives CTA the option to offer free or discounted  
11 rentals on a promotional basis. The MobileQubes is  
12 working together with Intersection, CTA's  
13 advertising vendor, to sell advertising on the  
14 kiosks. Intersection which has exclusive rights to  
15 sell advertising in CTA stations, has acknowledged  
16 the amendment agreement between MobileQubes and CTA  
17 that grant MobileQubes this limited right to sell  
18 advertising in CTA stations on the kiosks. The new  
19 MobileQubes kiosks feature a more user-friendly  
20 interface and slimmer design, as well as improved  
21 connectivity, longer lasting batteries that are  
22 universally compatible with different phone types  
23 and the ability for customers to rent or purchase a  
24 battery through an app on their phone for a



1 contactless experience. The initial term of the  
2 license agreement was for three years with two  
3 one-year options to extend. MobileQubes and the  
4 CTA exercised the first one-year option in February  
5 of 2022. And the current agreement will expire in  
6 February of 2023 at which time CTA and MobileQubes  
7 may choose to execute the second and final option  
8 on the agreement. And this -- this concludes my  
9 formal remarks and I'm glad to answer any questions  
10 that you may have.

11 CHAIRMAN SILVA: I don't have a question.

12 SECRETARY LONGHINI: Questions, Chairman  
13 Barclay?

14 CHAIRMAN BARCLAY: So where are the current  
15 locations of the kiosks?

16 MR. FINE: So we have, you know, about seventy  
17 locations throughout the system. They are  
18 geographically disbursed throughout the system and  
19 we can get you a -- a full list of the -- the  
20 locations through Greg.

21 CHAIRMAN BARCLAY: And -- and would the -- is  
22 the contractor looking at expanding or keeping the  
23 seventy -- just the seventy?

24 MR. FINE: Yes. You know, we will look for



1 opportunities to continue to expand the footprint.  
2 Particularly now with the additional revenues that  
3 could come on-line for the advertising. As well as  
4 just the -- the service that it provides to our  
5 customers. We'll continue to look for  
6 opportunities. Obviously in some stations we're  
7 constricted by just the amount of real estate but  
8 we'll look for selective opportunities to continue  
9 to roll this program out. It's been successful for  
10 us and we -- we anticipate it being more successful  
11 with the additional advertising space and the  
12 revenues it should create.

13 CHAIRMAN BARCLAY: Thank you.

14 SECRETARY LONGHINI: Director Miller?

15 DIRECTOR MILLER: No question.

16 SECRETARY LONGHINI: Directors Lee, Ortiz,  
17 Jakes, any questions?

18 DIRECTOR ORTIZ: No questions.

19 SECRETARY LONGHINI: No. All right. Chairman,  
20 there are no further questions on this matter.

21 CHAIRMAN SILVA: May I now have leave to place  
22 this item on the omnibus for board approval?

23 DIRECTOR MILLER: So moved.

24 DIRECTOR JAKES: Second.



1 SECRETARY LONGHINI: Moved by Director Miller.  
2 Seconded by Director Jakes. Can -- number eight,  
3 sir.

4 CHAIRMAN SILVA: Our next order of business is  
5 an ordinance authorizing a sublease to RX HST  
6 Manager, LLC. Bill Mooney?

7 MR. MOONEY: Good afternoon. Bill Mooney, your  
8 Chief Infrastructure Officer. Real estate staff  
9 recommends approval of an ordinance authorizing a  
10 sublease to RX HST Manager, LLC of a portion of  
11 property located at 120 North Racine Avenue.  
12 Sterling Racine, LLC has a master lease agreement  
13 for 84,879 square feet on the first and second  
14 floors of 120 North Racine. The proposed new  
15 sublease is for approximately 7,786 square feet on  
16 the second floor. Sterling Racine will continue to  
17 be responsible for all rent and expenses as set  
18 forth in the master lease agreement including its  
19 proportionate share of building operating expenses  
20 and all applicable taxes and utility fees. Under  
21 the terms of the master lease agreement with  
22 Sterling Racine, all amendments of the sublease  
23 require CTA approval which cannot reasonably be  
24 withheld. I'm happy to take any questions on this



1 item.

2 SECRETARY LONGHINI: Any questions?

3 DIRECTOR MILLER: No questions.

4 CHAIRMAN SILVA: No questions.

5 SECRETARY LONGHINI: No questions. There's no  
6 further questions -- there's no questions on this  
7 matter, Chairman Silva.

8 CHAIRMAN SILVA: May I now have leave to place  
9 this item on the omnibus for board approval?

10 DIRECTOR MILLER: So moved.

11 DIRECTOR JAKES: Second.

12 SECRETARY LONGHINI: Moved by Director Miller.  
13 Seconded by Director Jakes. We can go to number  
14 nine, sir.

15 CHAIRMAN SILVA: Our next order of business is  
16 the review of an ordinance authorizing a license  
17 agreement with Rush University Medical Center.  
18 Bill Mooney?

19 MR. MOONEY: Bill Mooney, your Chief  
20 Infrastructure Officer again. Real estate staff  
21 recommends approval of an ordinance authorizing a  
22 license agreement with Rush University Medical  
23 Center for property located at 301 to 339 South  
24 Damen Avenue. CTA is in the process of starting



1 phase one of the Blue Line Congress branch  
2 improvement project which requires significant  
3 vacant land adjacent to the project for staging of  
4 construction materials and equipment. CTA has  
5 identified 118,000 square feet of vacant property  
6 located at 301 to 339 South Damen in Chicago to be  
7 used for the project. Rush University Medical  
8 Center owns the property which is the former site  
9 of Malcolm X Community College. Rush and CTA have  
10 agreed to terms for a license of the property for  
11 175,000 per year for a two -- a term of two years  
12 with an option to extend for an additional year.  
13 Mutual indemnification and either party may  
14 terminate the agreement upon sixty days notice.  
15 The agreement also contains an environmental  
16 indemnification clause which requires CTA to  
17 indemnify Rush with respect to the discharge of  
18 emissions of any contaminants on the property.

19 I'll be happy to take any questions on this issue.

20 CHAIRMAN SILVA: Has the -- has it been signed  
21 already?

22 MR. MOONEY: Yes. The -- the track project is  
23 actually in procurement right now and all things  
24 being equal hopefully you'll be considering that



1 item next month.

2 CHAIRMAN SILVA: Okay. Thank you.

3 SECRETARY LONGHINI: Any other questions?

4 DIRECTOR MILLER: No questions.

5 SECRETARY LONGHINI: Any questions for any  
6 board members? No questions, Chairman Silva.

7 CHAIRMAN SILVA: Our next order of business  
8 is --

9 SECRETARY LONGHINI: Chairman, I think we  
10 need -- we need to place this on the omnibus  
11 for -- for board approval.

12 CHAIRMAN SILVA: Our next order of business --

13 SECRETARY LONGHINI: Yep. I want -- we just  
14 need to place agenda item number nine.

15 CHAIRMAN SILVA: Agenda item --

16 SECRETARY LONGHINI: Yeah. On the omnibus for  
17 board approval. Number -- the one that Bill just  
18 mentioned, the Rush license agreement.

19 CHAIRMAN SILVA: Okay.

20 SECRETARY LONGHINI: Can we have a motion for  
21 that?

22 DIRECTOR MILLER: So moved.

23 DIRECTOR JAKES: Second.

24 SECRETARY LONGHINI: Moved and seconded. Now



1 we -- now we may proceed to number ten, sir.

2 CHAIRMAN SILVA: Okay. Our next order of  
3 business is an ordinance authorizing an  
4 intergovernmental agreement with the City of  
5 Chicago to receive transit Tax Increment Financing  
6 revenues for the Red Line extension project. Mike?

7 MR. CONNELLY: Good afternoon. I'm Mike  
8 Connelly, your Chief Planning Officer. The  
9 ordinance before you today would authorize an  
10 intergovernmental agreement with the City of  
11 Chicago for CTA to receive 959 million dollars of  
12 transit Tax Increment Financing revenues and would  
13 authorize the implementation of various elements of  
14 the plan of finance for the Red Line extension. As  
15 you are aware, the Red Line extension will be a  
16 5.6 mile rail extension south from the current  
17 terminal at 95th Street all the way to  
18 134th Street. This project includes four new  
19 stations and a new rail storage yard and  
20 maintenance yard. The expected project cost is  
21 3.6 billion dollars. CTA expects to receive a full  
22 funding grant agreement from the federal transit  
23 admission of 2.16 billion dollars. We anticipate a  
24 congestion mitigation and air quality grant from



1 the US Department of Transportation for 130 million  
2 dollars. The CTA funding is currently set for  
3 360 million in the approved CIP. Approval of this  
4 ordinance before you today will enable CTA to  
5 secure city funds to provide 959 million dollars or  
6 26 percent of the total project costs. The local  
7 funds provide a 40 percent local match required to  
8 obtain the federal grant funds of over 2 billion  
9 dollars. Simply expressed, this ordinance would  
10 authorize CTA to enter into an intergovernmental  
11 agreement with the City of Chicago which shall  
12 allow the City to collect revenues from the transit  
13 Tax Increment Financing district and distribute  
14 those funds to CTA to use for this project. The  
15 IGA includes terms relative to oversight, to  
16 reporting, reimbursement details, eligibility of  
17 various costs, as well DBE and workforce goals for  
18 this massive project. This transformational equity  
19 project will extend rail service to the far south  
20 side of Chicago. It will reduce commute times for  
21 the southside residents and will greatly improve  
22 mobility and accessibility for transit dependent  
23 folks in this area. The Chicago City Council will  
24 consider the introduction of the transit TIF



1 ordinance by the City's Department of Planning and  
2 Economic Development at their meeting tomorrow.  
3 The TIF ordinance would be considered for formal  
4 adoption at the December City Council meeting.  
5 Staff are recommending approval of this ordinance  
6 to enter into the transit TIF IGA with the City and  
7 to execute the associated documents to implement  
8 this agreement. Thank you. I'll be glad to try to  
9 answer any questions that you might have.

10 CHAIRMAN SILVA: Have the documents already  
11 gone through legal and all the parts? It's just  
12 signing?

13 MR. CONNELLY: Yes. This has been reviewed by  
14 both CTA's legal department and the City's legal  
15 department.

16 CHAIRMAN SILVA: Thank you. So it's just  
17 signatures?

18 MR. CONNELLY: Yes.

19 PRESIDENT CARTER: Well, it -- it's just  
20 signature and City Council needs to pass --

21 CHAIRMAN SILVA: Oh, City Council.

22 PRESIDENT CARTER: -- approving -- approving  
23 the TIF but -- but if City Council does -- does  
24 make that decision and the ordinance is going to be



1 presented at the City Council meeting tomorrow then  
2 we would expect City Council to take up that  
3 ordinance for consideration at their December City  
4 Council meeting and if that -- if it is approved at  
5 that meeting then we will be prepared to enter into  
6 the IGA.

7 CHAIRMAN SILVA: But you're comfortable it's  
8 going to go through or you don't know?

9 PRESIDENT CARTER: If I -- if I could predict  
10 what City Council is -- I'd be -- I wouldn't be  
11 sitting here as CTA president. But I know  
12 that -- that we have been spending a lot of time  
13 talking to the alderman about this project. We  
14 certainly have been making the case for why this is  
15 a project that -- that needs to be done. It needs  
16 to be done now. The mayor believes very strongly  
17 in this project. The community which has been  
18 waiting way too long for this project to happen are  
19 definitely excited about the possibility of this  
20 project coming to fruition. And so I am very  
21 hopeful that -- that the City Council will -- will  
22 take the appropriate action in December and allow  
23 us to move this -- this transformational project  
24 for this community forward.



1 CHAIRMAN SILVA: Thank you.

2 DIRECTOR MILLER: I have no questions.

3 CHAIRMAN BARCLAY: I -- I have a comment.

4 I'm -- I'm excited about this. It represents a  
5 milestone in us moving forward in this long awaited  
6 project. This community has waited a long time and  
7 this is what we call, you know, filling the gap in  
8 an area that heavily relies on transit that  
9 has been -- there's been a void for many, many  
10 years. So this is a big step moving towards  
11 that -- that -- some equity there. And I'm excited  
12 about it. And I'm looking forward to the City  
13 Council receiving the ordinance and -- and signing  
14 off. If not in December you said, likely it will  
15 be presented for -- for a vote there. But this is  
16 a big step and I'm excited about us moving forward  
17 so I want to congratulate you, Dorval, and your  
18 team for working together. I know that there were  
19 some issues with the TIF and some of the council  
20 members had some concerns but, you know, you were  
21 able to alleviate some of those concerns so we can  
22 move this forward. So congratulations and -- and  
23 we're really excited about moving this process  
24 forward.



1 SECRETARY LONGHINI: Chairman Miller?

2 CHAIRMAN MILLER: Ditto. Thanks.

3 SECRETARY LONGHINI: Any other questions on  
4 this item? Chairman Silva, there is no further  
5 questions on this item.

6 CHAIRMAN SILVA: May I now have leave to place  
7 this item on the omnibus for board approval?

8 DIRECTOR MILLER: So moved.

9 DIRECTOR JAKES: Second.

10 SECRETARY LONGHINI: With that item number ten  
11 has been moved and seconded by Director Miller and  
12 Director Jakes. But before we proceed, we need to  
13 remove agenda item number nine from the omnibus.  
14 There's going to be an abstention on that. We made  
15 a mistake when we put it on there. So, Kent, I  
16 would recommend that we just ask leave to remove  
17 item number -- agenda item number nine from the  
18 omnibus.

19 MR. RAY: Agreed.

20 SECRETARY LONGHINI: Okay. We just need leave  
21 for that. Director Miller?

22 DIRECTOR MILLER: So moved.

23 SECRETARY LONGHINI: Director Jakes?

24 DIRECTOR JAKES: Second.



1 SECRETARY LONGHINI: All right. Leave -- leave  
2 was -- moved by Director Miller. Seconded by  
3 Director Jakes to remove agenda item number nine  
4 from the omnibus. Now we can move on to agenda  
5 item number eleven. Chairman Silva?

6 CHAIRMAN SILVA: Yes. Our next order of  
7 business is an ordinance authorizing an  
8 intergovernmental agreement with Metra. Mike  
9 Connelly?

10 MR. CONNELLY: Yes. Good afternoon again. I'm  
11 Mike Connelly, your Chief Planning Officer. This  
12 ordinance would authorize an intergovernmental  
13 agreement between CTA and Metra for CTA to provide  
14 shuttle bus service during planned short-term  
15 service disruptions caused by Metra construction  
16 projects within the CTA service area. Under this  
17 proposal when Metra has a short service disruption,  
18 CTA would provide public transit service to bridge  
19 the gap in the Metra service along their lines.  
20 CTA will ensure that these types of shuttles do not  
21 impede the normal CTA service operations and CTA  
22 can always decline to provide any service requested  
23 by Metra under this IGA. These are not anticipated  
24 to be significant but CTA cooperation with our



1 sister agency is a good example of regional agency  
2 cooperation to serve public transit riders. This  
3 IGA has a proposed ten-year term and the  
4 reimbursement rates for the service that CTA would  
5 provide to Metra will be determined for any  
6 proposed service at the time of the request  
7 utilizing full CTA costs at the time. Staff are  
8 recommending approval of this ordinance to enter  
9 into an IGA with Metra for shuttle bus services.  
10 Thank you. I'd be glad to try to answer any  
11 questions that you might have on this ordinance.

12 CHAIRMAN SILVA: I don't have a question.

13 SECRETARY LONGHINI: Questions?

14 DIRECTOR MILLER: No questions.

15 SECRETARY LONGHINI: Any questions for any  
16 board member on this item? There are no questions,  
17 Chairman Silva.

18 CHAIRMAN SILVA: May I now have leave to place  
19 this item on the omnibus for board approval?

20 DIRECTOR MILLER: So moved.

21 DIRECTOR JAKES: Second.

22 SECRETARY LONGHINI: Moved by Director Miller.

23 Seconded by Director Jakes. We can now go to  
24 agenda item number twelve.



1           CHAIRMAN SILVA: Our next order of business is  
2 an ordinance authorizing an intergovernmental  
3 agreement with the City of Chicago through its  
4 Department of Family and Support Services. Tom  
5 McKone?

6           MR. MCKONE: Good afternoon. Tom McKone, Chief  
7 Administrative Officer. As part of CTA's meeting  
8 the moment plan, we committed to focus on -- on  
9 assisting people experiencing homelessness, mental  
10 health crisis and drug abuse on our system. To  
11 help achieve this goal, last month you authorized  
12 staff to negotiate an intergovernmental agreement  
13 with the City of Chicago's Department of Family and  
14 Support Services to fund additional social service  
15 outreach on our system. Chicago's Department of  
16 Family and Support Services maintains contracts  
17 with various delegate agencies to provide services  
18 to those experiencing homelessness along with  
19 mental health and substance abuse support. This  
20 2 million dollar agreement will fund additional  
21 services through the end of 2023. This agreement  
22 expands the number of outreach workers on the CTA  
23 who are focused on helping individuals receive the  
24 appropriate support at facilities outside of the



1 CTA. The goal of this outreach is not only to  
2 engage individuals residing on the system but to  
3 bring them to the appropriate support services  
4 including shelter so they are not using the CTA as  
5 a shelter of last resort. I'm happy to answer any  
6 questions.

7 SECRETARY LONGHINI: Chairman Silva, any  
8 questions?

9 CHAIRMAN SILVA: I don't have a question.

10 SECRETARY LONGHINI: Chairman Barclay?

11 CHAIRMAN BARCLAY: Tom -- Tom, how do we  
12 measure the success of this and, you know, how much  
13 information are you going to give us by way of  
14 update over the course of the next year?

15 MR. MCKONE: Yeah. So we have written in  
16 to -- to the IGA and subsequently it's in the  
17 delegate agency agreements a set of metrics, KPIs  
18 and reports that -- that we'll get from the various  
19 delegate agencies. And some of these  
20 they're -- they're already using because they're  
21 already performing outreach throughout the city.  
22 But they're measured first and foremost around  
23 engagement such as how many people did you -- did  
24 you -- did you talk to, did you attempt to engage



1 and then how many people did you successfully  
2 enroll in services. There is a -- a tracking  
3 system that they use to -- to track individuals and  
4 then their sort of completion of getting support  
5 services. We have also written into the agreement  
6 a series of regular updates with each of the  
7 agencies and also DFSS since they're the  
8 contracting agency to make sure that we're working  
9 directly with the agencies to get those reports, to  
10 get those updates on the -- on the work that  
11 they're doing, the success of the work that they're  
12 doing and then also any adjustments that  
13 need -- need to be made with the program.

14 Regarding the board, we're happy to report back to  
15 the board on a regular basis regarding  
16 those -- those measures and metrics. And other  
17 indicators that we have from -- from the program  
18 and can provide that information directly to the  
19 board.

20 CHAIRMAN BARCLAY: Thank you. I -- I'd like to  
21 see that because this is a -- a big concern of many  
22 of our riders that, you know, there are just a lot  
23 of people out there that are suffering homelessness  
24 and mental illness on our trains. And certainly,



1 you know, I shared with President Carter that, you  
2 know, you guys are transportation professionals.  
3 We understand that and now you've gotten into the  
4 social service business and believe -- believes  
5 that the City is stepping up to the plate to  
6 fulfill that role in that department but we want to  
7 know how this is -- is going because we get a lot  
8 of complaints about people who create some concerns  
9 for our riders and their experience while on the  
10 train.

11 MR. MCKONE: Yeah. Thank you. And -- and as I  
12 mentioned in my remarks last month, this is -- this  
13 is a national issue and -- and we're working  
14 closely with our peers across the country too so  
15 that we can all learn from each other and tackle  
16 best practices as -- as everybody has had to, you  
17 know, dip their toes and step into providing these  
18 services because of the impact it's having on -- on  
19 public transit around the country.

20 DIRECTOR BARCLAY: Thank you.

21 SECRETARY LONGHINI: Director Miller.

22 DIRECTOR MILLER: Thank you. There's need  
23 for -- no questions.

24 SECRETARY LONGHINI: Director Ortiz, any?



1 Director Ortiz? Director Lee?

2 DIRECTOR ORTIZ: No questions. Thank you.

3 DIRECTOR LEE: No questions.

4 SECRETARY LONGHINI: Director Jakes?

5 DIRECTOR JAKES: No questions.

6 SECRETARY LONGHINI: There is no further  
7 questions on this matter, Chairman Silva.

8 CHAIRMAN SILVA: May I now have leave to place  
9 this item on the omnibus for board approval?

10 DIRECTOR MILLER: So moved.

11 DIRECTOR JAKES: Second.

12 SECRETARY LONGHINI: Moved by Director Miller.  
13 Seconded by Director Jakes. We can now move to the  
14 contracts starting with B1.

15 CHAIRMAN SILVA: The next order of business is  
16 the review of contract number B1, a roofing  
17 contract.

18 SECRETARY LONGHINI: Any questions?

19 CHAIRMAN SILVA: Can you explain what the  
20 roofing contract is?

21 SECRETARY LONGHINI: Ellen?

22 MR. MOONEY: I'm glad to step in on this too.

23 This is our vendor who inspects and maintains the  
24 roofs of our facilities. So, Director, we have



1 over 100 facilities that have business roofs on  
2 them that require regular inspection and  
3 maintenance and ensure that the equipment and  
4 personnel inside them are protected.

5 CHAIRMAN SILVA: Okay.

6 SECRETARY LONGHINI: That's authority-wide,  
7 Chairman. Any other questions on this item? No?  
8 Okay. We may proceed to E1 then, Chairman.

9 CHAIRMAN SILVA: Our next order of business is  
10 the review of contract number E1, a printing  
11 contract. We're no print -- printing contract.

12 SECRETARY LONGHINI: Do you have a question on  
13 that, Chairman Silva?

14 CHAIRMAN SILVA: No, I don't.

15 SECRETARY LONGHINI: Any questions from any  
16 board members?

17 DIRECTOR BARCLAY: No question.

18 SECRETARY LONGHINI: No. We can now move on to  
19 F1, Chairman.

20 CHAIRMAN SILVA: Our next order of business is  
21 the review of contract number F1, an administrative  
22 contract. What is the administrative contract?

23 MS. MCCORMACK: So this is -- Chairman, this is  
24 for the procurement of Bonfire which is a software



1 that purchasing uses to host our procurements  
2 on-line. We transferred from a paper driven  
3 process to an electronic one during -- during  
4 Covid. And we've continued to use it. It's worked  
5 out really well for -- for our vendor base. They  
6 don't have to come into the office to drop off  
7 their proposals. They're able to do it  
8 electronically. The -- we had originally  
9 piggybacked off the MWRD and that contract is due  
10 to expire in December. So we're now asking  
11 permission to contract off the state contract with  
12 SHI International Corporation and through this  
13 contract we will procure the Bonfire software so  
14 that we can keep our process on-line.

15 CHAIRMAN SILVA: Are we fulfilling the  
16 DBE -- DBE rules?

17 MR. PRIETO: Mr. Chairman, this is -- this is a  
18 software contract subscription to this so there is  
19 no subcontracting opportunities but, as Ellen said,  
20 having this process on-line through Bonfire has  
21 greatly assisted us in getting the -- the word out  
22 to DBEs about our contracting opportunities and  
23 making them more accessible. So again they don't  
24 have to come into the office to pick up or drop off



1 their bids when they're bidding on a contract.  
2 They can easily see them from their offices and  
3 since -- since DBEs have limited staff, this has  
4 greatly increased the accessibility of our bids to  
5 DBEs.

6 CHAIRMAN SILVA: Thank you.

7 SECRETARY LONGHINI: Any other questions?

8 DIRECTOR MILLER: I don't.

9 SECRETARY LONGHINI: Chairman Silva, we may  
10 proceed to G1 through G3.

11 CHAIRMAN SILVA: Our final order of business is  
12 a review of contract numbers G1 through G3,  
13 technology contracts.

14 SECRETARY LONGHINI: Any questions? There's no  
15 questions, Chairman Silva, but contract number G2  
16 will not be included in the omnibus and will  
17 require a separate vote. Just -- so remember that.

18 CHAIRMAN SILVA: If there are no -- no further  
19 questions on the contract, may I have leave to  
20 place all the contracts except contract number G2  
21 on the -- on the omnibus for board approval?

22 DIRECTOR MILLER: So moved.

23 DIRECTOR JAKES: Second.

24 SECRETARY LONGHINI: Moved by Director Miller.



1 Seconded by Director --

2 MR. MILLER: Jakes.

3 SECRETARY LONGHINI: -- Jakes. So we may  
4 proceed to 13B.

5 CHAIRMAN SILVA: May I have a motion to approve  
6 the omnibus and recommend the omnibus for board  
7 approval?

8 DIRECTOR MILLER: So moved.

9 DIRECTOR JAKES: Second.

10 SECRETARY LONGHINI: That motion is moved by  
11 Director Miller. Directed -- seconded by Director  
12 Jakes. That includes all the items on the agenda  
13 except the Rush license and contract G2. I'll now  
14 take a vote. Director Lee?

15 DIRECTOR LEE: Yes.

16 SECRETARY LONGHINI: Director Ortiz?

17 DIRECTOR ORTIZ: Yes.

18 SECRETARY LONGHINI: Director Jakes?

19 DIRECTOR JAKES: Yes.

20 SECRETARY LONGHINI: Director Miller?

21 DIRECTOR MILLER: Yes.

22 SECRETARY LONGHINI: Director Barclay?

23 DIRECTOR BARCLAY: Yes.

24 SECRETARY LONGHINI: Chairman Silva?



1 CHAIRMAN SILVA: Yes.

2 SECRETARY LONGHINI: That motion to approve the  
3 omnibus passes with six yes votes. We can now move  
4 to agenda item number nine.

5 CHAIRMAN SILVA: May I now have a motion to  
6 approve committee -- okay. That's --

7 SECRETARY LONGHINI: Correct.

8 CHAIRMAN SILVA: -- committee agenda item  
9 number nine, the license agreement with Rush  
10 University Medical Center and recommend board  
11 approval?

12 DIRECTOR MILLER: So moved.

13 DIRECTOR JAKES: Second.

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

16 DIRECTOR LEE: Yes.

17 SECRETARY LONGHINI: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 SECRETARY LONGHINI: Director Jakes?

20 DIRECTOR JAKES: Yes.

21 SECRETARY LONGHINI: Director Miller?

22 DIRECTOR MILLER: Yes.

23 SECRETARY LONGHINI: Director Barclay?

24 DIRECTOR BARCLAY: Yes.



1 SECRETARY LONGHINI: Chairman Silva?

2 CHAIRMAN SILVA: Abstain.

3 SECRETARY LONGHINI: That motion is approved  
4 with five yes votes and one abstention. So we may  
5 now proceed to contract G2.

6 CHAIRMAN SILVA: May I now have a motion to  
7 approve contract G2, the Terasoft technology  
8 contract, and recommend board approval?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR JAKES: Second.

11 SECRETARY LONGHINI: Moved by Director Miller.  
12 Seconded by Director Jakes. Director Lee?

13 DIRECTOR LEE: Yes.

14 SECRETARY LONGHINI: Director Ortiz?

15 DIRECTOR ORTIZ: Yes.

16 SECRETARY LONGHINI: Director Jakes?

17 DIRECTOR JAKES: Yes.

18 SECRETARY LONGHINI: Director Miller?

19 DIRECTOR MILLER: Yes.

20 SECRETARY LONGHINI: Director Barclay?

21 DIRECTOR BARCLAY: Yes.

22 SECRETARY LONGHINI: Chairman Silva?

23 CHAIRMAN SILVA: Yes.

24 SECRETARY LONGHINI: That motion is approved



1 with six yes votes. We would have had an  
2 abstention except Mrs. Jha is not here today. So  
3 we can now proceed to item number fourteen.

4 CHAIRMAN SILVA: Finally, may I -- may I now  
5 have a motion to adjourn?

6 DIRECTOR MILLER: So moved.

7 DIRECTOR JAKES: Second.

8 SECRETARY LONGHINI: Moved by Director Miller.  
9 Seconded by Director Jakes. Director Lee?

10 DIRECTOR LEE: Yes.

11 SECRETARY LONGHINI: Director Ortiz?

12 DIRECTOR ORTIZ: Yes.

13 SECRETARY LONGHINI: Director Jakes?

14 DIRECTOR JAKES: Yes.

15 SECRETARY LONGHINI: Director Miller?

16 DIRECTOR MILLER: Yes.

17 SECRETARY LONGHINI: Director Barclay?

18 CHAIRMAN BARCLAY: Yes.

19 SECRETARY LONGHINI: Chairman Silva?

20 CHAIRMAN SILVA: Yes.

21 SECRETARY LONGHINI: That motion is approved  
22 with six yes votes. We're adjourned and we need a  
23 few minutes of a break here to bring in the people  
24 for public comment.



1 (Whereupon, the meeting  
2 adjourned at 3:39 p.m.)  
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STATE OF ILLINOIS )  
 ) SS:  
COUNTY OF C O O K )

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

IN TESTIMONY WHEREOF: I have hereunto set my verified digital signature this 17th day of November , 2022.

*Margaret E. Mecklenborg*

Illinois Certified Shorthand Reporter



<b>\$</b>	<b>2</b>	<b>3.5</b>	<b>6</b>	<b>achievable</b>	<b>allowed</b>
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