

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

5 Held via videoconference

6 on

7 November 15th, 2022

8 at

9 3:43 p.m.

10 at

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

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

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22
23 REPORTED BY: Margaret E. Mecklenborg, CSR

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Chairman;

3 DR. L. BERNARD JAKES, Director;

4 MS. MICHELE A. LEE, Director;

5 REV. JOHNNY L. MILLER, Director;

6 MS. ROSA ORTIZ, Director;

7 MR. ALEJANDRO SILVA, Director;

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

9 MR. GREGORY LONGHINI, Secretary;

10 MR. KENT RAY, General Counsel.

11 ABSENT:

12 MS. NEEMA JHA, Director;

13
14 PRESENTERS:

15 MR. WILLIAM MOONEY,
16 Chief Infrastructure Officer;

17 MR. JUANPABLO PRIETO,
18 Director, Diversity Programs.

19 SPEAKERS:

20 MR. EREK SLATER;

21 MR. MICAH FIEDLER;

22 MR. KEANO GOTTLICHER;

23 MS. ABIGAIL NICHOLS.
24



1 ALSO PRESENT:

2 MR. DONALD BONDS, Chief Transit Officer;

3 MS. DENISE BUNCH, Board Liaison;

4 MR. MICHAEL CONNELLY, Chief Planning Officer.

5 MS. MICHELLE CURRAN, Vice President,
6 Budget & Capital Finance;

7 MR. JEREMY FINE, Chief Financial Officer;

8 MS. STINA FISH,
9 Senior Manager, Business Development;

10 MR. ANDREW FULLER, Chief Internal Auditor;

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

13 MS. ELSA GUTIERREZ, Vice President, Planning;

14 MR. JEFFREY HULBERT, Vice President of Safety;

15 MS. LISA SMITH, Director of Budget;

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

18 MR. THOMAS MCKONE,
19 Chief Administrative Officer;

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

22 MR. HERB NITZ,
23 Director, Technology Engineering;

24 MS. MOLLY POPPE, Chief Innovation Officer;

MR. KEVIN RYAN, Vice President of Security;

MS. LISA SMITH, Director of Budget;

MR. BRIAN STEELE,
Vice President of Communication and Marketing.



1 (whereupon, the following
2 proceedings commenced at
3 3:43 p.m.)

4 SECRETARY LONGHINI: Good afternoon. We are
5 ready to begin the regularly scheduled meeting of
6 the Chicago Transit Board for November. Chairman
7 Barclay?

8 CHAIRMAN BARCLAY: Good afternoon. I would
9 like to call to order the regularly scheduled
10 meeting of the Chicago Transit Board for
11 November 15th, 2022. Will the secretary call the
12 roll, please?

13 SECRETARY LONGHINI: Yes. Director Lee?

14 DIRECTOR LEE: Here.

15 SECRETARY LONGHINI: Director Ortiz?

16 DIRECTOR ORTIZ: Here.

17 SECRETARY LONGHINI: Director Jakes?

18 DIRECTOR JAKES: Here.

19 SECRETARY LONGHINI: Director Miller?

20 DIRECTOR MILLER: Here.

21 SECRETARY LONGHINI: Director Silva?

22 DIRECTOR SILVA: Here.

23 SECRETARY LONGHINI: Chairman Barclay?

24 CHAIRMAN BARCLAY: Here.



1 SECRETARY LONGHINI: We have a quorum
2 with -- Director Jha is not here today. We have a
3 quorum with six members of the board present.

4 CHAIRMAN BARCLAY: Our first order of business
5 is public comments, Greg.

6 SECRETARY LONGHINI: Yes. We have four public
7 comment speakers today. Thank you. As a reminder
8 to the speakers to, please, talk in a natural voice
9 at a normal rate and if you could limit yourself to
10 three minutes, that would be great. We will start
11 with Erek Slater. Erek?

12 MR. SLATER: Can you hear me?

13 SECRETARY LONGHINI: Yes, we can, sir.

14 MR. SLATER: Nearly every month we become aware
15 of one of our coworkers who is assaulted while at
16 work as a frontline transit worker for CTA and
17 Pace. This vastly undercounts the nearly daily
18 verbal assaults and threats each of us face.
19 Squeezing more out of current workers makes things
20 worse. Instead, we need to expand public
21 transportation to the communities that need it
22 most. Rehire the many hundreds of unjustly fired
23 workers and open up good union jobs for thousands
24 of working people. Instead your transit plan



1 continues to try to squeeze us by increasing
2 headway and overpacking or ghosting buses and
3 trains. This aims more frustration of passengers
4 toward us as frontline workers. Your transit plan
5 falsely claims that there aren't enough transit
6 workers or people willing to do this work.
7 Firstly, this is caused because management treats
8 workers so poorly. Additionally, public transit is
9 being deliberately abandoned in order to defund it
10 and claim that nobody is riding it and thereby
11 justify further defunding it. In addition to
12 privatization, this is what these kinds of budgets
13 have done to many of our needed public services
14 including schools, parks, healthcare, et cetera.
15 Does public transit really need long unpaid swing
16 shifts? It didn't need it thirty to seventy years
17 ago. Do the people of Chicago region really need
18 managers and private investigators and whole floors
19 of lawyers going after workers who are simply
20 trying to get an unpaid day off from the extreme
21 stress and danger of our work? What many
22 passengers do not yet know is the hidden war
23 against transit workers by appointed managers,
24 administrators and lawyers. They treat us like



1 children or criminals. There is no legitimate
2 reason to organize the work along these dangerous
3 and antagonistic line. In my seventeen years as a
4 CTA bus operator and eight years in the transit
5 defending my coworkers as their elected union shop
6 steward, I have found that almost all of the
7 punishment your appointed managers and labor
8 relations departments meet out against my coworkers
9 has nothing to do with the safe -- the safe and
10 courteous operations. Almost all of it relates to
11 attempts at intimidation and short-term
12 cost-cutting measures that actually cost the people
13 of Chicago much, much more. For us workers and
14 retirees, it tears apart our body. It causes so
15 much unneeded stress. It does not need to be this
16 way. The people of Chicago need to look to the
17 workers. We are leaders of families and
18 communities. We know the streets. We know the
19 people. We are very good at what we do. We are
20 the experts of public transportation. Workers and
21 passengers should be making much more of these
22 decisions. Including the transit plans and even
23 who -- who leads these organizations. After some
24 victories building our confidence in city-wide



1 coordination, the role of the frontline transit
2 worker can began to return to the natural leader in
3 the population. Much of the violence currently
4 directed against us can thus be turned into
5 positive struggle to improve millions of working
6 people and students' lives. Give workers the space
7 and respect to do this needed work. Through
8 greater worker leadership and control, public
9 transit in the Chicago region can become a positive
10 example to the world. I yield my time to the next
11 speaker.

12 SECRETARY LONGHINI: Thank you, Mr. Slater.
13 Our next speaker is Micah Fiedler. Mr. Fiedler?

14 MR. FIEDLER: Good afternoon. Can you hear me?

15 SECRETARY LONGHINI: Yes.

16 MR. FIEDLER: Hello. My name is Micah Fiedler.
17 And, first off, I would like to thank the CTA Board
18 for the wisdom they bring to an organization that
19 supports me and one million riders each day. Your
20 combined ten years of transit experience are
21 invaluable in deciding who is to lead Chicago's
22 buses and trains into the future. Yes. Your 1.4
23 years average show in how you've tactfully governed
24 through this three-year-long service crisis. Look,



1 I understand the transit government -- governance
2 is more than stations and routes. It requires
3 expertise from all fields. It requires business
4 people and -- and enterprise specialists to fail to
5 fill the twenty-five percent of operator deficits.
6 It takes disability advocates to understand the
7 health impacts of getting ghosted in the Chicago
8 winter since the tracking app isn't fixed. It
9 requires clarity. And it requires lawyers to
10 remember that the CTA Board is required by Illinois
11 statute 3605/46 to appoint and meet quarterly with
12 the Citizen's Advisory Board. The Citizen's
13 Advisory Board is not the solution to this
14 expertise gap but it will tell you that leadership
15 has and is failing to address this service crisis.
16 It will tell you that it's independently tracked
17 buses and trains and has actionable data for you.
18 It will give you staffing resources and it guides
19 you on minimum service requirements. And it will
20 remind you that at its core transit service is the
21 people. I give this comment sitting in a hospital
22 parking lot after a non-urgent checkup. Shivering
23 next to me are nurses and patients braving the cold
24 to save lives and suffering while preserving their



1 own. Thanks to your expertise many of us know when
2 we could get here and none of us know that we're
3 getting home. Let that sit with you while we wait.
4 Thank you. And I yield my time.

5 MR. GOTTLICHER: Hello?

6 MR. NITZ: Mr. Gottlicher --

7 MR. GOTTLICHER: Hello?

8 MR. NITZ: Please, standby. Please, standby.

9 MR. GOTTLICHER: Okay.

10 MR. NITZ: Greg, can you unmute the boardroom?

11 MR. LONGHINI: No wonder. Mr. Gottlicher, you
12 can -- you can address the board now.

13 MR. GOTTLICHER: Thank you.

14 MR. LONGHINI: Sure.

15 MR. GOTTLICHER: Chairman Barclay, members of
16 the Chicago Transit Board, my name is Keano
17 Gottlicher. I'm an avid Chicago Transit rider and
18 organizer of Commuters Take Action. Today I would
19 like address you, the board, specifically. Over
20 the past few years, the CTA has been failing its
21 riders. Thousands of Chicagoans are late to their
22 work, appointments or to meet their family every
23 day because they cannot rely on their transit
24 system. Passengers are rightfully outraged by



1 incompetence of the CTA executives. As a regular
2 virtual attendee of the board meetings, I see a
3 board that doesn't share the concerns of the
4 public. I see a board that gives full trust to
5 President Carter's leadership when his trust is not
6 deserved. I see a board that is complacent and
7 unequivocally supports leadership -- CTA
8 leadership's failed policies. I see a board that
9 always praises President Carter, calls him a,
10 quote, rock star, who approves a
11 33 percent salary raise as frontline CTA workers
12 continue to suffer. I see a board that is
13 satisfied with its meeting the moment plan despite
14 no improvements being made. Last month CTA
15 unveiled their new 'L' timetables which promised
16 to, quote, adjust scheduled service to better align
17 with available workforce, end quote. However,
18 about 30 percent of scheduled trains continue to be
19 cancelled. Last weekend on the Blue Line only
20 43 percent of the scheduled trains went out to
21 serve its riders. The leadership is all talk but
22 no action. Improvements are promised. Monthly
23 press releases are made. But reality continues to
24 be vastly different. CTA's spokesperson Brian



1 Steele is always eager to get under this offensive
2 and point out that other transit agencies are
3 experiencing the same issues. Sure. The labor
4 market is challenging across the country. However,
5 other agencies are actually able to communicate
6 about their services honestly. After Los Angeles
7 Metro realigned their schedules in February 2022,
8 the trip cancellation rates are now below
9 5 percent. We could ask why two years into the
10 pandemic having been -- we be able to achieve the
11 same. It is time to treat public transit as an
12 essential service. If your tap or electricity
13 wasn't working 50 percent of the time or if there
14 was no way to know whether there would be any gas
15 available in your near gas station, would we allow
16 this to happen? I am disappointed by the lack of
17 urgency the board has placed on this public issue.
18 I would also like to point out that the Chicago
19 Transit Board is required by the Metropolitan
20 Transit Authority Act to establish a Citizen's
21 Advisory Board consisting of eleven members and to
22 meet quarterly. To my knowledge, the Citizen's
23 Advisory Board has not been active for several
24 years. Now more than ever Chicago needs this board



1 to give the public their voice. I hope it can be
2 restored as frequently as possible. In conclusion,
3 I urge the board to carryout their duties to the
4 people of Chicago and Illinois. We have all been
5 appointed to ensure the citizens receive quality
6 public transit that they deserve and to ensure that
7 taxpayer money is well spent. The public needs you
8 now to create pressure on the CTA to improve.

9 Thank you.

10 SECRETARY LONGHINI: Thank you, Mr. Gottlicher.
11 Our final speaker will be Abigail Nichols.

12 Ms. Nichols? Ms. Nichols, are you there?

13 MR. NITZ: She's on-line and unmuted.

14 Ms. Nichols?

15 MS. NICHOLS: Yes.

16 SECRETARY LONGHINI: Yes. Ms. Nichols, we can
17 hear you. You can address the board now.

18 MS. NICHOLS: Thank you.

19 SECRETARY LONGHINI: Sure.

20 MS. NICHOLS: I'm Abigail Nichols. I live in
21 Streeterville. I'm advocating for electric buses
22 today. I speak on behalf of the League of Women
23 Voters of Chicago. I am also grateful for the
24 environmental leadership of the Chicago chapter of



1 Climate Reality of which I am also a member.
2 Between us my husband and I take about ten bus
3 rides a week. This morning I was so pleased to
4 find myself riding an electric bus on Route 66.
5 Thank you for this opportunity to praise Chicago
6 bus drivers and to ask you to help them and all the
7 rest of us by speeding up your transition to
8 electric buses. When we moved to Chicago three
9 years ago from Washington, D.C., we were delighted
10 to find so much good public transportation. And we
11 think the public -- the bus drivers are the best
12 part of CTA. They're fantastic. We use the trains
13 but it is the bus drivers who have been so helpful
14 as we learned our way around Chicago. I admire and
15 applaud their equanimity in the face of the -- of
16 the confused tourists, the bad drivers, the double
17 parked trucks and the thoughtless pedestrians they
18 encounter every day. I got my lost cell phone back
19 because a bus driver on the 147 route found my
20 phone and turned it in. It is better for our bus
21 drivers and for the rest of us if CTA stops buying
22 diesel buses now. The air pollution to which
23 diesel engines contribute translates directly into
24 negative health -- health consequences for drivers



1 and for the rest of us. But worse, the long-term
2 survival of the human race is now at stake. Our
3 last two centuries of burning fossil fuels are
4 bringing the world to climate disaster. The long
5 term is now the short term. Please, please, speed
6 up your transition to electric vehicles. The world
7 is approaching crisis and you have a chance for
8 leadership. Thank you for your attention to this
9 matter.

10 SECRETARY LONGHINI: Thank you, Ms. Nichols.
11 Chairman Barclay, the four speakers have finished
12 their remarks.

13 CHAIRMAN BARCLAY: I thank all the public
14 commenters this afternoon who are taking the time
15 out to -- to -- to comment and share with us your
16 concerns. Are there any other members that want to
17 address the public comments with that?

18 DIRECTOR MILLER: I just want to join also and
19 say thank you for taking out the time and coming
20 before the board with your concerns.

21 CHAIRMAN BARCLAY: Thank you. Our next order
22 of business is the president's report. President
23 Carter?

24 PRESIDENT CARTER: Thank you, Mr. Chairman.



1 Members of the board, today's meeting the moment
2 action plan progress update reflects the continued
3 hard work and focus of my staff that -- that
4 have -- they have utilized to make improvements in
5 CTA's service. Each month we are seeing
6 improvements across key performance areas. And I
7 am hardened by our progress. But I recognize and
8 admit as you heard from our public commenters today
9 that there is still more work to be done. I think
10 it's also important to understand that this is a
11 very complex issue that was not going to be solved
12 overnight and we will continue to work hard to make
13 sure that not only we work to make improvements but
14 we're communicating the work we're doing to the
15 public so they understand the progress that we are
16 making. Our employees certainly understand the
17 urgency of the moment and we are making strides
18 every month to try to address these problems.

19 As you are aware, our plan is built upon
20 five pillars. All of which receive our attention
21 every day. They include delivering reliable,
22 consistent service, enhancing safe and security for
23 our riders, improving the customer experience at
24 our facilities, upgrading our digital tools to



1 improve rider communication and investing in our
2 employees. As we continue to make progress on each
3 pillar, in the interest of time I will be updating
4 you here today on certain highlights of our
5 accomplishments. And we will continue to be
6 transparent in our work on each of the pillars as
7 we move forward. For instance, we continue to make
8 progress on the deployment of our two-person canine
9 teams up from twenty-eight fully trained units last
10 month to forty today. With the full deployment of
11 all fifty teams anticipated by year's end. We also
12 continue to work on updates to our bus and train
13 trackers. We believe that these improvements will
14 directly benefit our riders and look forward to
15 discussing the details of those improvements in the
16 very near future. Progress is being also made in
17 the ongoing discussion with our bus and rail unions
18 about employee recruitment and retention measures.
19 I plan to update you on those -- on those
20 initiatives in the very near -- in the very near
21 future. I understand as we're in negotiations with
22 the union itself. I do not want to get into a lot
23 of detail regarding those -- those discussions at
24 this time.



1 Over the past several board meetings, I've
2 discussed our meeting the moment scorecard that I
3 believe is important to ensure that we are as
4 transparent as possible regarding the steps CTA is
5 taking related to its action plan and progress that
6 is being made because of those efforts. While
7 discussions about CTA service issues is an ongoing
8 topic of discussion in the news media, on social
9 networking platforms and elsewhere, it's important
10 that people know what we are doing. I think the
11 scorecard provides information that we will -- that
12 will go a long way to providing more data for
13 consideration among those who are watching our
14 progress. Last week we enhanced the scorecard from
15 a summary one-page document to a six-page document.
16 The detailed information dives into a
17 before-and-after analysis of the new rail schedule
18 implemented on October 23rd and it allows riders to
19 track our progress by rail line and weekday versus
20 weekend service. Scorecard is primarily focused on
21 rail service but in the coming months we will
22 be -- we will provide additional analysis on bus
23 service as we implement the optimization of the bus
24 schedules in the very near future. Also included



1 in the scorecard we are providing several charts
2 and graphs to show when and where our ridership is
3 seeing growth. As we continue to roll this tool
4 out, we plan to get more questions -- we plan and
5 expect to get more questions about service in our
6 action plan. But that is exactly the point. The
7 information is available and should be available to
8 everyone. I believe this process will only work if
9 we are transparent and let the public and our
10 customers know what we are doing, how we are doing
11 it and what progress we're making towards our
12 accomplished goals. Our most recent report card
13 demonstrates that we are doing well in terms of
14 hitting some of our rolling targets. Just as it
15 will undoubtedly show monthly progress in some key
16 areas, it will also reveal when we are experiencing
17 challenges and need to improve.

18 I made a commitment in August that CTA
19 will do better and I invite anyone interested in
20 following our progress to watch our scorecard --
21 card very closely. One of the most important ways
22 we can immediately and positively impact our
23 ability to deliver better service and reliably for
24 our customers is aligning our current number of



1 buses and rail operators with CTA service
2 schedules. While we are -- while we are bringing
3 more employees aboard each week, we must also
4 ensure that we are reducing long wait times and
5 inconsistent rail service as soon as possible. On
6 October 23rd, CTA introduced new rail schedules
7 that reflect our efforts to provide service based
8 on our current workforce levels. This rail
9 schedule optimization is a temporary adjustment
10 that will address current issues with inconsistent
11 and unreliable service while the CTA continues to
12 pursue aggressive hiring strategies for both bus
13 and rail operators. For the -- for the past
14 several weeks we have seen noticeable improvements
15 in rail service reliability following the
16 implementation of the new schedules. Most notably
17 we have seen a significant reduction to both double
18 and triple headways and shortened customers' wait
19 times across the system. Pages two and three of
20 the meeting the moment scorecard show the results
21 from our service optimization work. Key takeaways
22 from our recent rail schedule optimization are
23 shown in the scorecard are an increased percent of
24 service delivered on our rail lines. For example,



1 in October 77.2 percent of systemwide rail service
2 was delivered which is an increase from the 71.8
3 percent in August of this year. Instances of
4 customers experiencing long wait times for trains,
5 gaps known as double and triple of the scheduled
6 headways on weekdays has dropped. The triple
7 headway is down 80 percent and double headway is
8 down 37 percent. On the Brown, Orange, Green and
9 Pink Lines we have seen significant improvements in
10 the percentage of weekday scheduled service
11 delivered compared to previous months and
12 reductions in large gaps of service.

13 while service has improved in many areas,
14 the Blue Line and the Red Line service continue to
15 see challenges for workforce unavailability, slow
16 zones on the Blue Line Forest Park branch and
17 intermittent weekend construction impacts. We
18 continue to be focused on addressing these issues
19 and will continue to look for opportunities and
20 investments to further improve the service in the
21 near future. We will be making similar adjustments
22 on the bus side of the house in the near future as
23 well and look forward to -- to soon briefing you
24 regarding improvements there. It is our



1 expectation that we will be putting in place a
2 schedule -- adjusted schedule optimization efforts
3 very soon in the near -- by the near -- near the
4 end of this year and early next year which will
5 then helpfully start to provide similar results of
6 the bus that we have seen on rail. Beyond more
7 information of service optimization or scorecard,
8 you will also see more detail of bus and rail
9 ridership results. Specifically how current
10 ridership is performing compared to pre-Covid
11 levels by rail line and bus route group such as
12 Loop routes, southside routes, et cetera. You can
13 also see ridership by weekday versus weekend and
14 time of day to see where we are seeing the strong
15 ridership recovery and where we are experiencing
16 lower return to pre-Covid ridership level.

17 We are also continuing our aggressive
18 hiring and recruitment campaign with two upcoming
19 job fairs this month. Including one this Friday at
20 Olive-Harvey College on the far southside. CTA
21 continues to pursue applicants for both bus
22 operator and bus mechanic positions. Both of which
23 are unionized jobs with competitive pay, pension,
24 excellent health benefits and opportunities for



1 advancement. We are continuing to utilize every
2 medium at our disposal to get the word out about
3 these fairs and to encourage potential job seekers
4 to consider working for CTA.

5 At the October board meeting, I also
6 advised this body that I was encouraged by the
7 progress that we've been making on our 2022 goals
8 for station improvements and investments under our
9 refresh and renew program. And I would like to
10 update you with updated numbers today. I'm happy
11 to inform you that our staff has completed more
12 than 80 percent of the work outlined for nearly
13 thirty rail stations that were scheduled to receive
14 extensive improvements and more than ninety
15 stations that were slated to receive painting and
16 lighting improvements this year. Refresh and renew
17 does far more than just beautify stations.

18 Improved lighting, surface repairs and replacement
19 of outdated and damaged signage all contribute to
20 making our customers and employees safer. Cleaner
21 stations with fresh paint and graffiti removed make
22 the CTA travel experience more pleasant and
23 attractive which hopefully also encourages
24 ridership. In total CTA anticipates investing



1 3.5 million in the refresh and renew investments in
2 2022 and I will update you on the additional
3 investments we make into the system and the program
4 in the future.

5 Along with enhancing transparency through
6 our scorecard, I've also made clear since availing
7 our action plan that a key component of our meeting
8 the moment initiative is ongoing focused assessment
9 of the impact that our investments and improvements
10 are having on the customers' travel experience.

11 The need for CTA to determine and assess customer
12 mood is not new. We frequently utilize surveys for
13 that exact purpose. I believe, however, that the
14 surveys had immediately predated the release of our
15 plan and those that follow for the foreseeable
16 future will be especially useful in helping us move
17 CTA beyond our current challenges. CTA conducted a
18 recent customer service of frequent and infrequent
19 CTA riders who travel between April, May and June
20 of this year. And I want to be clear that the
21 survey was completed days before I unveiled the
22 meeting the moment action plan. In fact, its
23 results show that our plan was exactly the right
24 thing to do. The data captured by the survey



1 confirmed we already knew. Our customers are
2 dissatisfied with wait times, with service
3 reliability, with bus tracker accuracy and personal
4 security. While there are also positive takeaways,
5 the issues that raise help -- the issues they
6 raised help provide a baseline beyond the numbers
7 in areas where we are experiencing challenges.
8 These surveys are an excellent tool to help ensure
9 that we are clear regarding what CTA riders are
10 thinking and experiencing in their own words. In
11 fact, we will be conducting additional surveys
12 throughout the next year to get a clearer sense of
13 our action plan and how it's impacting rider's
14 decisions and how riders are feeling about the
15 system. I will continue to apprise the board as
16 future survey results become available because I
17 want to ensure that you too are aware that
18 this -- of this important customer feedback tool
19 that we will continue to utilize as one of the many
20 tools to show the progress that we are making or
21 the challenges that we are facing with our meeting
22 the moment action plan. With that, I want to thank
23 you for your attention and I hope that you find
24 this update helpful and I'm happy to answer any



1 questions that you may have at this time. Thank
2 you.

3 CHAIRMAN BARCLAY: Thank you, President Carter,
4 for that update. First, I want to commend you and
5 your staff for meeting with the City Council last
6 week and along with the County Board as well
7 earlier. And want to basically thank you for your
8 thoughtful discussion with them. I know you
9 answered a lot of questions that they had. And I
10 want to know is there a mechanism whereby you will
11 be communicating more effectively with the members
12 of the council and -- and County Board?

13 PRESIDENT CARTER: Yes. As I -- as I committed
14 to the -- the City Council at that meeting, I am
15 prepared to meet with them as they determine
16 appropriate going forward. I also intend to keep
17 the -- the aldermen updated on our progress on the
18 meeting the moment plan. There is a newsletter
19 that we are creating and have created that provide
20 monthly updates on the plan which will also be
21 shared with all the aldermen and elected officials
22 to make sure that they know where we are, what we
23 are doing, as well as our scorecard and the
24 information that I just shared with the board will



1 also be transmitted to all the aldermen so that
2 they can see the progress that we're making along
3 with follow-ups from my staff to see if they have
4 any questions or need any additional information or
5 want to talk to me directly about any of the issues
6 that we're dealing with.

7 CHAIRMAN BARCLAY: Thank you. I'd like to open
8 it up to any other directors that may have
9 questions for President Carter based upon his
10 report this afternoon.

11 DIRECTOR MILLER: I want to join and say thanks
12 to President Carter for his presentation and how he
13 stood before the council. It is my concern hearing
14 the speakers and also hearing in the community the
15 plan to I guess deal with the workers. It seemed
16 to be a red flag that's being raised. Thank you at
17 sharing about the -- in the -- about trying to get
18 back even people who have left CTA and retired but
19 how do we make this a place where people want to
20 work? It's -- you know, CTA is top flight. But
21 we're losing some of the workers. And what are the
22 opportunities bring on new people?

23 PRESIDENT CARTER: You know, it's -- the
24 comments that -- that were made about the



1 circumstances in which our employees work is
2 difficult. Our employees are subject to a level of
3 abuse by the public on a daily basis that no -- no
4 person should ever have to put up with. I have
5 personally seen incidents of behavior that is
6 deplorable and totally unacceptable. And I am
7 working closely with the union leadership on ways
8 to address that. There's no simple solution to
9 what's going on in society today around the way
10 people behave. And I have made this point on
11 previous occasions that what happens on CTA is a
12 reflection of what's going on in our society. And
13 as you see increased violence, as you see
14 increasing levels of disrespect and inappropriate
15 behavior in our society, you also see it on CTA.
16 Our employees are doing an unbelievable job every
17 single day and I couldn't be more proud of the work
18 that they are doing. We are certainly working
19 closely with the union and one of the things I
20 mentioned in my report is trying to find ways to
21 provide more financial incentives to support them
22 in the work that they do.

23 DIRECTOR MILLER: Okay.

24 SECRETARY LONGHINI: We're also talking about



1 things like mental health and how we can support
2 them in terms of dealing with the stress that comes
3 with being in these positions. And I've directed
4 my staff recently to look at how we can improve
5 and -- and -- and upgrade the mental support
6 services that we give to our employees in a much
7 more proactive way so that they can know that there
8 is help out there for them and there is assistance
9 they can get if they need it. We're going to be
10 looking at ways in which we can improve on employee
11 feedback as well. Not unlike what I'm talking
12 about with the customer feedback. Our employees
13 have great ideas. They are the eyes and ears of
14 the system. They see a lot of stuff that goes on.
15 When I talk to them, I always walk away with new
16 information that I didn't know beforehand of things
17 that we can do to improve and to make our system
18 not only better for our customers but better for
19 our employees. And I want our employees to know
20 that I'm hearing that information. We -- we want
21 to have an open and friendly environment for our
22 employees under less than ideal circumstances. And
23 we'll continue to work with the union to find ways
24 that we can improve upon that to let our employees



1 know that we appreciate them to do the little
2 things that can make a difference in people lives
3 while continuing to work hard on more difficult
4 things that obviously need to be addressed like
5 crime that ultimately impacts not only our
6 customers but our employees as well. I'm committed
7 to doing what we can to address that and I've made
8 that point to both the leaders of our bus operators
9 as well as our rail operator unions in
10 conversations I've had with them.

11 DIRECTOR MILLER: Thank you.

12 CHAIRMAN BARCLAY: Great. Thank you, President
13 Carter. Our next order of business is the approval
14 of the board minutes of October 14th, 2022. I will
15 now entertain a motion to approve the minutes of
16 the regular board meeting of October 14th, 2022.

17 DIRECTOR MILLER: So moved.

18 DIRECTOR JAKES: Second.

19 SECRETARY LONGHINI: Moved by Director Miller.
20 Excuse me. Seconded by Director Jakes. Director
21 Lee?

22 DIRECTOR LEE: Yes.

23 SECRETARY LONGHINI: Director Ortiz?

24 DIRECTOR ORTIZ: Yes.



1 SECRETARY LONGHINI: Director Jakes?

2 DIRECTOR JAKES: Yes.

3 SECRETARY LONGHINI: Director Miller?

4 DIRECTOR MILLER: Yes.

5 SECRETARY LONGHINI: Director Silva?

6 DIRECTOR SILVA: Yes.

7 SECRETARY LONGHINI: Chairman Barclay?

8 CHAIRMAN BARCLAY: Yes.

9 SECRETARY LONGHINI: That motion is approved
10 with six yes votes.

11 CHAIRMAN BARCLAY: Next order of business is
12 executive session. It's my understanding, Kent,
13 that there is no executive session today.

14 MR. RAY: Correct, Chairman. There is no
15 executive session today.

16 CHAIRMAN BARCLAY: Thank you. Our next order
17 of business is board matters. May I have a motion
18 to approve a resolution setting the date, time of
19 the November 22nd -- November 2022 Chicago Transit
20 Board regular board meeting?

21 DIRECTOR MILLER: So moved.

22 SECRETARY LONGHINI: Second.

23 SECRETARY LONGHINI: Moved by Director Miller.

24 Seconded by Director Jakes. Director Lee?



1 DIRECTOR LEE: Yes.

2 SECRETARY LONGHINI: Director Ortiz?

3 DIRECTOR ORTIZ: Yes.

4 SECRETARY LONGHINI: Director Jakes?

5 DIRECTOR JAKES: Yes.

6 SECRETARY LONGHINI: Director Miller?

7 DIRECTOR MILLER: Yes.

8 SECRETARY LONGHINI: Director Silva?

9 DIRECTOR SILVA: Yes.

10 SECRETARY LONGHINI: Chairman Barclay?

11 CHAIRMAN BARCLAY: Yes.

12 SECRETARY LONGHINI: That motion is approved

13 with six yes votes.

14 CHAIRMAN BARCLAY: Next order of business today

15 is a report from the Committee of Finance, Audit

16 and Budget. Director Silva?

17 DIRECTOR SILVA: The committee on -- met -- the

18 committee met earlier this afternoon and approved

19 the October 14th committee minutes and reviewed the

20 finance report. The committee reviewed nine

21 ordinance. Ordinance amending ordinance 021-119

22 approving the fiscal year 2022-2026 Capital

23 Improvement Program. Ordinance adopting a budget

24 for calendar year 2023 and financial plan for years



1 2024 and 2025. An ordinance approving the fiscal
2 years 2023-2027 Capital Improvement Program and
3 authorizing the filing and execution of grants and
4 cooperative agreements and amendments and related
5 materials. An ordinance authorizing an amendment
6 to a license agreement with MobileQubes to install,
7 operate and maintain mobile charging vending
8 machines at designated rail stations. An ordinance
9 authorizing a sublease to RX HST Manager, LLC, a
10 portion of property located at 120 North
11 Racine Avenue, Chicago, Illinois. An ordinance
12 authorizing a license agreement with Rush
13 University Medical Center for property located at
14 301-339 South Damen Avenue, Chicago, Illinois. An
15 ordinance authorizing an intergovernmental
16 agreement with the City of Chicago to receive
17 transit Tax Increment Financing revenues for the
18 Red Line extension project. An ordinance
19 authorizing an intergovernmental agreement with
20 Metra for rail replacement shuttle bus services.
21 An ordinance authorizing an intergovernmental
22 agreement with the City of Chicago through its
23 Department of Family and Support Services for
24 outreach to individuals in need of shelter. The



1 committee also reviewed six contracts. The
2 committee approved and -- and recommend for board
3 approval all nine ordinances and the six contracts.
4 It replaced eight of the ordinance and five of the
5 contracts on the omnibus. However, board agenda
6 item number 7-F, the license agreement with Rush
7 Medical Center, and committee contract G2, Terasoft
8 technology contract, were not placed on the omnibus
9 and will require separate votes. And that
10 concludes my report, Chairman Barclay.

11 CHAIRMAN BARCLAY: Thank you, Director Silva.
12 May I now have a motion to approve the omnibus as
13 stated by Director Silva?

14 DIRECTOR MILLER: So moved.

15 DIRECTOR JAKES: Second.

16 SECRETARY LONGHINI: Moved by Director Miller.
17 Seconded by Director Jakes. Director Lee?

18 DIRECTOR LEE: Yes.

19 SECRETARY LONGHINI: Director Ortiz?

20 DIRECTOR ORTIZ: Yes.

21 SECRETARY LONGHINI: Director Jakes?

22 DIRECTOR JAKES: Yes.

23 SECRETARY LONGHINI: Director Miller?

24 DIRECTOR MILLER: Yes.



1 SECRETARY LONGHINI: Director Silva?

2 DIRECTOR SILVA: Yes.

3 SECRETARY LONGHINI: Chairman Barclay?

4 CHAIRMAN BARCLAY: Yes.

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

7 CHAIRMAN BARCLAY: Our next order of business
8 is the approval of board agenda item number 7F, an
9 ordinance authorizing a license agreement with Rush
10 University Medical Center. May I have a motion to
11 approve?

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 Silva?

24 DIRECTOR SILVA: Yes.



1 SECRETARY LONGHINI: Did you not want to
2 abstain on this, Director? This is the Rush -- the
3 Rush ordinance.

4 DIRECTOR SILVA: Abstain.

5 SECRETARY LONGHINI: Abstain. Chairman
6 Barclay?

7 CHAIRMAN BARCLAY: Yes.

8 SECRETARY LONGHINI: That motion is approved
9 with five yes votes and Director Silva abstained
10 from voting.

11 CHAIRMAN BARCLAY: Our next order of business
12 is the approval of contract G2, the Terasoft
13 technology contract. May I have a motion to
14 approve?

15 DIRECTOR MILLER: So moved.

16 DIRECTOR JAKES: Second.

17 SECRETARY LONGHINI: Moved by Director Miller.
18 Seconded by Director Jakes. Director Lee?

19 DIRECTOR LEE: Yes.

20 SECRETARY LONGHINI: Director Ortiz?

21 DIRECTOR ORTIZ: Yes.

22 SECRETARY LONGHINI: Director Jakes?

23 DIRECTOR JAKES: Yes.

24 SECRETARY LONGHINI: Director Miller?



1 DIRECTOR MILLER: Yes.

2 SECRETARY LONGHINI: Director Silva?

3 DIRECTOR SILVA: Yes.

4 SECRETARY LONGHINI: Chairman Barclay?

5 CHAIRMAN BARCLAY: Yes.

6 SECRETARY LONGHINI: That motion is approved

7 with six yes votes.

8 CHAIRMAN BARCLAY: Our next order of business
9 is the construction report. Mr. JuanPablo Prieto.

10 MR. MOONEY: Good afternoon again. I'm Bill
11 Mooney, your Chief Infrastructure Officer. And we
12 will begin where we normally do is our Your New
13 Blue signals project between Jefferson Park and
14 O'Hare and I'm happy to say this will be the last
15 time we discuss and start at this spot. This
16 project is substantially complete. The final
17 cutover at Rosemont east being finished recently.
18 We will have a bunch of punch lists and close up
19 items over the upcoming months and we'll be working
20 on the clear out the rest of the -- of the details
21 of this project but all the major activities are
22 done at this point. So move to some of those final
23 pictures. This is the new panel up in Rosemont
24 Tower. This is similar to a lot of the other ones



1 I've shown you. Especially O'Hare. It operates
2 multiple interlockings including the main
3 interlockings around the Rosemont yard. As part of
4 the renovation we actually renovated the entire
5 tower. New ceiling tile -- new ceiling panels, new
6 tiles, new paint, upgraded the window features as
7 well for the employees that actually work in that
8 space. Next slide. And here's a shot of the
9 commissioned in-service yard. This is looking east
10 towards the station at Rosemont from the tower
11 panel itself. So this is the Rosemont east
12 interlocking. The last piece of the puzzle there.
13 And the next picture. And this is the other
14 direction. So this gives you a look at the yard on
15 the other side of that and the special work and
16 some of the things that were activated. The
17 Rosemont west portion of it is actually at the very
18 far end of the yard. And you can actually see a
19 couple of the 7000 series cars sitting there in the
20 yard off on the right of the screen. And I'll
21 pause here. JuanPablo, would you like to provide a
22 DBE update on the contract?

23 MR. PRIETO: Thanks, Bill. Good afternoon,
24 Directors. JuanPablo Prieto, Director of Diversity



1 Programs. We set a split goal. This is actually
2 one of the first contracts where we split the
3 design and construction goals. It had a 10 percent
4 design and 15 percent construction goal. The
5 contractor committed to the 10 and 15 and is
6 currently over attaining on both -- both of those
7 goals. So we are confident that they will meet
8 those goals if not exceed them by the end of
9 the -- of the project.

10 MR. MOONEY: Thank you, JuanPablo. And I'd
11 just like to give a lot of credit to the team that
12 saw this get across the finish line. It was a
13 really tough project to deliver.

14 SECRETARY LONGHINI: Excuse me, JuanPablo. I
15 think President Carter wants to say something.

16 PRESIDENT CARTER: I'm sorry. I -- I do
17 realize my microphone was off. I -- I probably am
18 going to say something that Bill was going to say.
19 I just wanted to make a point that as -- as
20 JuanPablo mentioned, this is first time -- this is
21 the first project where we took this approach with
22 how we would -- would handle the DBE goal for major
23 construction projects with CTA. And this
24 was -- this was a concept that was actually brought



1 to us by the DBE community on one of their concerns
2 on how -- how the DBE participation was happening
3 on contracts like this. Particularly from the
4 architect and engineering firms who felt that in
5 many cases they weren't getting these opportunities
6 because they were backloading -- the project was
7 backloading DBE participation on the construction
8 side of the project and not on the engineering
9 services side of the project. And so to hear the
10 results that -- that JuanPablo just mentioned about
11 this and not only met but they exceeded the goal, I
12 think it's a major accomplishment by CTA and
13 certainly a great opportunity to -- to recognize
14 both Bill and JuanPablo for our creativity in not
15 only in -- in pursuing this policy but also making
16 it clear to our primes that we expected them
17 to -- to live up to our expectations about DBE
18 participation on this kind of work. This work in
19 particular is very difficult to get a lot of DBE
20 participation on. It's very technical. It's very
21 detailed. There are not a lot of DBEs that operate
22 in this space and so I -- I'm just -- I just wanted
23 to point out how -- how big of a deal it is for us
24 to achieve this on this type of project and it's



1 obviously a strategy that we're now using in other
2 contracts going forward which I think we're going
3 to see similar results.

4 CHAIRMAN BARCLAY: Thank you.

5 MR. MOONEY: And the only other thing I would
6 add is -- before we move on is I just really want
7 to give a lot of credit to the team that saw this
8 off across the finish line. It was a very, very
9 long project that had a lot of ups and downs and a
10 lot of challenges and they continue just to charge
11 it forward. And these can be very taxing jobs and
12 especially signal jobs. They -- they are so
13 incredibly technical that they just -- you get lost
14 in those meetings pretty quickly. So I -- I give
15 that team a lot of credit. So my great thanks. On
16 to our next project. So this is our traction power
17 upgrades between Kedvale, Edmunds and Sacramento
18 Substation. I'm also pleased to report this will
19 be the last time I will be reporting on this
20 project as it is substantially complete. The last
21 pieces of work were really around Sacramento
22 roofing and the courtyard wall and we can look at
23 some of those photos. So here's the completely
24 rebuilt courtyard wall. I've shown you



1 some -- some work on that over the prior months
2 from the side profile. It's -- it's the edge of
3 the building that comes to the right there. This
4 was a pretty big issue. It structurally failed
5 that we had to have it majorly shored to keep it in
6 place and so that -- that was a really important
7 piece of this project. And our last slide shows
8 the roof work in progress. So this is again kind
9 of a unique opportunity that the team thought very
10 thoughtfully about this. This an area that
11 typically is just a traction power upgrade in and
12 of itself would limit participation in a project
13 like this. There are very few people that do that
14 type of technical work in the DBE community and by
15 partnering with some of the envelope work and
16 things like that, we were really able to come up
17 with a project that was holistic and allowed lots
18 of opportunities. And I'll pause and let JuanPablo
19 talk about them.

20 MR. PRIETO: Thanks, Bill. Again we set a
21 25 percent DBE goal like Bill said because we had
22 more of that envelope work. We were able to set a
23 higher DBE goal on this project and the prime
24 committed to 25.71 percent. And we're confident



1 that they will attain that by the end of final
2 payment.

3 MR. MOONEY: Okay. Thanks, JuanPablo. And
4 moving on to our next project. So this is a new
5 project this month. Something that is not
6 traditional for us to talk about. This is actually
7 a -- a project that's being performed by the
8 Chicago Department of Transportation on our behalf.
9 It's had a lot of kind of callouts in the
10 newspapers as of lately and as we partner with them
11 on this project and -- and participate in some of
12 the oversight of it I wanted to share some of the
13 updates as it comes up on a monthly basis. This is
14 a pretty high profile project that we have impacts
15 to our customer base as well as the railroad around
16 it. So this is the Lake Line Damen Station. So
17 this is a infill station CDOT is building at Damen
18 just west of the United Center. It is what they've
19 awarded a construction contract value of 67 million
20 dollars for the station proper contract. The
21 contractor is FH Paschen and Perkins and will was
22 the designer of record. And as is the nature of
23 the Chicago -- City of Chicago contracts, it has a
24 MBE goal of 30 percent, a WBE goal of 8 percent and



1 a DBE goal of .96 percent. where we talk about it
2 in relation to our program being a DBE program,
3 this is slightly different and so we reported on
4 that relationship a little differently. so I
5 wanted to highlights some of the activities on the
6 site and -- and keep you abreast of the project as
7 we kind of move through it. Most of the stuff to
8 date is based on kind of the deep foundation work
9 around caissons for the station house itself as
10 well as relocating cables and other things out of
11 the footprint of the project. We can see some
12 photos around that. Here is a rendering. That
13 gives you a sense of what the new station will look
14 like. It has a pretty large courtyard opening, you
15 know, expecting large crowds around Bulls and
16 Blackhawks games coming and going along the site as
17 well as a bridge that provides access between the
18 two platforms. Here's the first bit of work on
19 site. so these are caissons very similar to what
20 you've seen on some of the other projects that I
21 presented on that allow for the deep foundations
22 and the stability for the -- for the structure,
23 that big bridge that goes across. Next slide. And
24 they're already starting to receive the steel on



1 site. So as they -- as they set those caissons,
2 they'll start building up the steel structure that
3 goes around it as it moves forward. And I'll
4 provide updates as we go forward on it. So our
5 next project is non-revenue rail vehicle
6 maintenance facility. It continues on budget and
7 on schedule. And most of the work continues around
8 the foundation of the building itself and the site
9 of work. We can look at a couple of idea -- photos
10 around this. So this is I've shown you a lot of
11 photos about the site retention. The water
12 retention on site as we -- as we actually are
13 retaining over 150 percent of the sustainability
14 requirement for water on site. We actually then do
15 have to tie back into the sewer system so this is
16 part of that tie-in point to be put in place. Next
17 slide. Here's the site as a whole. So I've shown
18 you over months the helical piles being installed
19 as well as the -- the foundational walls all the
20 way around and the grade beams and somehow they've
21 graded out the site and they're getting ready to
22 start pouring the foundation and then setting
23 walls. And so you'll see photos of that over the
24 next couple of months. Again to give you a sense



1 of the scale and scope of the size of this building
2 itself in relationship to some of the buildings in
3 the background. Next slide. This is our Canal tie
4 house. Barry and Damen Substation upgrade project.
5 It proceeds forward on schedule and on budget. You
6 can look at some photos of the work here. And I'll
7 explain what's going on. So this is the Canal tie
8 house. We're actually installing a new duct bank
9 in the subway that will allow us to feed power to
10 the various power sections in the subway. And so
11 this is that duct bank being formed against the
12 wall. Ultimately it will be encased in concrete.
13 Next slide. Here we are at Damen. So similar to
14 the caissons I showed you over at Damen on the
15 Green Line. Here's Damen on the Blue Line where
16 we're installing micropiles which are much smaller
17 versions of caissons that have been tied together
18 for the foundation. Ultimately the grade beams of
19 the building get supported on this. There's about
20 fifty of them on site. Next slide. And
21 here's Haymarket. So Haymarket is just down the
22 block from us at 567 West Lake and it's a
23 substation that actually supports the Green Line
24 predominantly. But we're actually doing a bunch of



1 upgrades to this facility because we will be tying
2 into as part of the Canal tie house actually the
3 power on the Green Line. We'll be sharing power
4 between the Green Line and the Blue Line which
5 allows us to not need a new substation there.
6 There's a lot of capacity on the Green Line. But
7 we're actually in the process of upgrading all that
8 equipment at Haymarket to make sure it's -- it's
9 durable and will withstand that extra load. So
10 they've had to remove the courtyard wall here and
11 they're starting to swap some of that equipment.
12 Next slide. And here's a refresh and renew
13 program. We are coming to the finish line of the
14 station projects for this -- this season. It is a
15 bit of a seasonal program where we work on the
16 customer facing stations over the winter -- over
17 the summer months and then we actually move into
18 our -- our employee facing facilities. And so our
19 bus garages and rail shops during the winter
20 months. And so we typically report on the rail
21 stations. So here are the last few that we're
22 finishing up and next month I'll -- I'll provide
23 you the final updates on some of these. And we can
24 move forward with some of those photos. So here is



1 Central on the Green Line. Exterior painting.
2 This is a bigger profile than we typically get into
3 the exteriors of the station. They actually were
4 up on the roof line for the headhouse of that
5 station. I think it's -- it's amazing just kind of
6 how -- how fresh that is -- that curb appeal to the
7 station and what it says to the surrounding
8 community as well. Right? Next slide. So here's
9 some interior work that -- we've done this a lot on
10 the Congress Stations where we've gotten up into
11 those upper parts of the canopy where we've scraped
12 and painted them and really get whole -- whole
13 profile in there as well as the lighting upgrade.
14 Next slide. Here is one of those Congress
15 Stations. So here's Harlem on the far west end
16 of -- of the Blue Line. On the exterior of the
17 station house we've upgraded the signage as well as
18 all the lighting to LEDs. We've painted
19 everything, refreshed all the steel curtain walls
20 and everything there. Next slide. And here is the
21 stairwell ramp. So here you can see the impact of
22 again the painting and scraping of the canopy
23 there. Next slide. Here's the proper platform
24 area. So you can see the upgrades to lighting



1 again and the painting of the platform canopy
2 structure as well as the underside of the canopy.
3 And then here we are. This is part of our -- our
4 seasonal prep. So we actually replaced all the
5 people heaters here. Those come on November 1st.
6 It's part of our seasonal program to keep -- allow
7 warm during those warm -- those cold winter months.
8 And so here's those upgraded heaters. And as part
9 of this we also work with our signage team to
10 identify areas where we can upgrade the signage
11 here. So on the left you'll see the original
12 signage for the corridor there and it's been
13 upgraded to our new signage standard. On the right
14 is the full replacement signage as well. And I
15 will move on to our RPM phase one program which
16 continues on budget and tight to schedule. We move
17 forward to kind of the progress side here. So a
18 lot of activity. Each month we -- we take major
19 strides forward in the RPB corridor. We spend a
20 lot of time focusing on the stage two work. We've
21 come to completion of drilling the last of
22 the -- of the drill shafts there for that stage.
23 North Main line stage two as well as to starting to
24 install those precast beams and set the concrete



1 deck where possible. On LBMM we proceed forward
2 with the segmental box installations as we come to
3 completion of the last of the columns up in that
4 area and we -- we're forming track behind it. So
5 I've shown you some track work in the past. We're
6 starting to involve rail and bring other things
7 there and we continue to advance our quarter signal
8 improvements which is one of the later phases of
9 all of this. Let's look at some photos. So here
10 is the -- the last of those drilled cages. Those
11 great caisson cages for stage two. They'll be more
12 as we move into stage three. But this finishes off
13 the leg that we're currently on. There's that cage
14 being set. You can get a sense of the height of
15 the cage as it goes down actually into the -- the
16 rock in the area. Next slide. Here's that stage
17 two deck. So we -- it's been formed underneath.
18 The base pour is in place. And they're starting to
19 install the form work for the track pours itself.
20 So next slide. Here's the old Ravenswood structure
21 there that's in -- in restoration. So here they're
22 using micropiles and -- and restoring the
23 foundations there for that original structure.
24 Next slide. And here's some of the workup on the



1 LBMM. So this is actually where we transition from
2 the -- the new structure to the old embankment near
3 Thorndale and this is up near Ardmore where they're
4 actually set the -- the steel beams and are in the
5 process of forming out to be able to pour the
6 concrete deck on that area. Next slide. So here
7 is for the temporary stations at Argyle. So as we
8 move into stage B up in LBMM, we will actually
9 shift the temporary stations at Argyle and this is
10 the new foundation for the new temporary station
11 house that we'll be using during that phase. And
12 next slide, please. And here is the winona relay
13 house. Last month I showed you that temporary
14 station foundation there for the -- the relay house
15 that facilitates the signal movements in the middle
16 track there and here's actually the walls being
17 built for that facility itself. Next slide. And
18 what would not be an update without a picture of
19 the segmental erection. So we are coming to
20 conclusion of the -- of the segments actually.
21 Towards the end of this year we'll be finishing up
22 all the phase A work here for -- stage A work for
23 the segments with is a pretty big milestone in the
24 project and I'm glad to show you some of those



1 photos as we finish up. It's still one of the neat
2 aspects of the project. Next slide. And then on
3 the tail is the track work. So here they are
4 prepping the plinths after they've being poured,
5 finishing them off and then they'll start setting
6 the plates and the rail on top of them so next
7 month we should have some great photos of that
8 work. Next slide. And our community activities
9 continue forward. We regularly coordinate again
10 with the 44th, 48th ward alderman's office. We
11 approved site tours for various groups and
12 communications. We've been working very closely
13 with Goudy Elementary throughout the project but
14 also very much recently as the gantry had been in
15 the footprint of Goudy and they've been more
16 directly able to see kind of the progress of the
17 work and -- and the gantry that they named. We
18 continue to host our monthly virtual office hours
19 and our open for business campaign has been focused
20 in the Red-Purple bypass area. Specifically around
21 Penny's Noodles. And with that, I'll turn it over
22 to JuanPablo.

23 MR. PRIETO: Thanks again, Bill. We continue
24 to meet monthly with -- with the contractor to make



1 sure that any further scopes are -- are sent out to
2 the DBE community through the prime, CTA and our
3 assist agencies. And we continue to talk with our
4 workforce partners as well as the contractors to
5 maximize opportunities in workforce. To -- as of
6 November 1st, DBEs have been awarded 230 -- over
7 230 million dollars that went to eighty-four unique
8 DBEs. Thirty-two of which are new to CTA with the
9 project and as of November 1st the project has
10 produced over 992,000 labor hours and workers have
11 earned over 57 million dollars. So as you can see,
12 we are hitting towards that 1 million labor hour
13 mark which will be about halfway through the
14 projected labor hours on the project and we're very
15 excited with that milestone and the -- and the
16 achievements that we've had. Those 57 million
17 dollars have been earned by over 1,700 unique
18 individuals on the project. That concludes my
19 portion of the report. I'm happy to answer any
20 questions.

21 CHAIRMAN BARCLAY: No questions.

22 DIRECTOR MILLER: No questions.

23 SECRETARY LONGHINI: Any questions, Director
24 Silva?



1 DIRECTOR SILVA: No questions.

2 SECRETARY LONGHINI: Director Lee, Ortiz or
3 Jakes, any questions for the team?

4 DIRECTOR JAKES: No questions.

5 DIRECTOR ORTIZ: No questions. Just -- I'm
6 sorry, Director Lee.

7 DIRECTOR LEE: Oh, no. Go ahead. I was just
8 saying no questions.

9 DIRECTOR ORTIZ: Yeah. I just want to again
10 encourage and share my support for these efforts.
11 Particularly the split also you mentioned regarding
12 professional services as DBEs as well and just
13 throughout the process. I think that makes a lot
14 of sense. So I appreciate that level of
15 understanding of the work ahead. Thank you.

16 MR. PRIETO: Thank you, Director.

17 CHAIRMAN BARCLAY: Thank you again, Bill and
18 JuanPablo. The next order of business is new
19 business. I understand that there is new business
20 although bittersweet. I'd like to take this time
21 to recognize and acknowledge Assistant Board
22 Secretary Greg Longhini who is retiring after
23 twenty-four great years at CTA.

24 (Applause)



1 CHAIRMAN BARCLAY: Greg has become an
2 institution at CTA. Particularly the board office.
3 Some of our members of the public know his contact
4 information by heart and use it often when in need
5 of assistance. And he's become a familiar face and
6 voice as a facilitator of our board meetings. Greg
7 is also our resident historian of all things CTA
8 and City of Chicago. A Google search pales in
9 comparison to his recall of past board action and
10 precedent. His institutional knowledge has become
11 a tremendous help to this board from onboarding new
12 directors to guiding the board through precedent to
13 better understanding a policy under strict
14 consideration. Above all, Greg is known for his
15 dedication to the public and the professionalism he
16 demonstrates in everything he does. It is for
17 these reasons and many more why Greg is greatly
18 appreciated and will be sorely missed by the Board
19 and by the entire agency. Greg, thank you for your
20 dedicated and exemplary service to this board and
21 to the Chicago Transit Authority. On behalf of the
22 board, I wish you the best in your retirement.
23 we'd like to honor you with a resolution in
24 recognition of your service to CTA. Resolution of



1 appreciation, the Chicago Transit Authority
2 Board -- transit board, Assistant Secretary Greg
3 Longhini. Whereas Greg Longhini was appointed to
4 assistant secretary to the Chicago Transit Board in
5 October 1998. And whereas Mr. Longhini has served
6 in that role for twenty-four years making him the
7 longest tenured person in that position in CTA's
8 history. Whereas Mr. Longhini has served as
9 assistant secretary under the leadership of four
10 board chairs. And whereas before his appointment
11 by the Chicago Transit Board Mr. Longhini worked in
12 many roles with the City of Chicago including the
13 Department of Planning, the Department of Economic
14 Development and the Mayor's Office of -- For People
15 with Disabilities and also was an adjunct professor
16 at the University of the Illinois Chicago Graduate
17 School of Planning and a senior research associate
18 at the American Planning Association. And whereas
19 Mr. Longhini was a driving force in the development
20 and implementation of the website that makes all
21 transit board ordinances -- ordinances accessible
22 to the public. And whereas Mr. Longhini has always
23 approached his role with professionalism,
24 enthusiasm, dedication and good humor. And whereas



1 Mr. Longhini is extremely knowledgeable in the
2 history of the City of Chicago and enjoyed sharing
3 that knowledge. And whereas Mr. Longhini has
4 played an essential role in the implementation and
5 administration of the ethics training for CTA
6 officers and employees. And whereas over the past
7 twenty-four years Mr. Longhini has attended and
8 moderated over 300 meetings of the Chicago Transit
9 Board and its committees and the CTA's Citizen's
10 Advisory Board. whereas through his years serving
11 as assistant secretary to the transit board,
12 Mr. Longhini has demonstrated a passion for
13 ensuring the public's access to information, has
14 worked tirelessly to ensure the ability of the
15 public to voice their concerns to the board.
16 whereas Mr. Longhini value -- Mr. Longhini valued
17 his responsibilities involved in communicating with
18 the public and would even meet with the public
19 outside of CTA's offices such as transit stations
20 to ensure that their voices will be heard and
21 ensured that he or his staff followed up with
22 concerned citizens on all open issues. whereas
23 Mr. Longhini has announced his retirement from his
24 position as assistant secretary. Now, therefore,



1 be it resolved that the members of the Chicago
2 Transit Board wish to acknowledge Mr. Longhini's
3 many contributions and accomplishments and extend
4 to him their sincere appreciation for his dedicated
5 service over the past twenty-four years and wish
6 him well in his retirement. Be it further resolved
7 that the officers and employees of the Chicago
8 Transit Authority join in this expression of
9 appreciation and extend their best wishes to
10 Mr. Longhini. Be it further resolved that this
11 resolution be spread of record upon the minutes of
12 this meeting and a suitable copy of the resolution
13 be presented to Greg. Thank you very much for your
14 service to the board of -- we can't even measure
15 what you've contributed to us, Greg, and we really,
16 really deeply appreciate the years of service that
17 you've given to this board. From the bottom of our
18 hearts we want to thank you and your family for
19 their sacrifice of sharing you with us. At this
20 time I'd like to open it up to any other -- well,
21 President Carter first and then we'll open it up to
22 the board members thereafter. Thank you.

23 MR. CARTER: Thank you, Mr. Chairman. I don't
24 really know what to say at this point. Greg knows



1 I'm rarely without words. And it's -- it's really
2 hard to imagine being in a board meeting or in a
3 budget hearing where I haven't heard Greg's voice
4 lead us through the entire process. As you
5 indicated, for twenty-four years Greg's deft
6 guidance to the board, our staff and public
7 speakers have become ubiquitous and in some way
8 Greg has become a CTA icon of sorts. I suppose
9 that happens when you've been the longest serving
10 assistant secretary at CTA in CTA's history. An
11 achievement for which, Greg, you should be very
12 proud. While Greg's retirement is most certainly
13 well deserved, his well-known professionalism and
14 commitment to excellence will be missed. It is not
15 an overstatement to say that Greg is a
16 contentional -- quintessential public servant who
17 committed -- who is committed to serving this
18 greater city since the very beginning of his
19 carrier. For those of you are unaware, Greg is
20 actually a planner by academic training having
21 earned a Master's Degree in Urban Planning and
22 Policy from University of Illinois at Chicago
23 Graduate School of Planning in the fall of 1979.
24 Later that year until 1984, he worked with the



1 American Planning Association and he also served on
2 the faculty of the UIC Graduate School of Planning
3 as an adjunct lecturer. In fact, Greg taught a
4 Chicago planning development class at UIC where
5 some of our current CTA employees were students of
6 his. Greg began his career at Chicago city
7 government in 1985 during the administration of the
8 late Mayor Harold Washington. He went on to serve
9 the Department of Economic Development, Department
10 of Planning, Mayor's Office for People with
11 Disabilities, Neighborhood Industrial Planning and
12 media relations. In 1998 Greg joined the CTA and
13 since assuming that role as you indicated and he
14 has never missed a board meeting or budget hearing
15 and has attended more than 300 of them during his
16 tenure. Over the years Greg has sublimely played
17 the combined role of air traffic controller,
18 traffic cop and event coordinator for board meeting
19 speakers, individuals who testified at budget time
20 and of course numerous board's chairmen, directors,
21 CTA presidents and others who have served in
22 leadership roles who have looked at him for
23 background on issues with difficult direction and
24 procedural rules. On a personal note, I've had the



1 opportunity for work -- to work with Greg over many
2 years of my career. I remember when Greg came to
3 CTA. We were both working for Valerie Jarrett at
4 the time. And Valerie had nothing but tremendous
5 words to say for him. And if any of you know
6 Valerie, you know she does not give out praise
7 lightly. But I think, Greg, you can clearly say as
8 you come to the end of your career at CTA that you
9 lived up to Valerie's expectations. In many ways
10 Greg's career has paralleled mine. I too came to
11 work in city government in 1984 under Harold
12 Washington's administration. I too here at CTA
13 came up through the ranks over the course of my
14 career and I too had the opportunity to work
15 with -- with Greg both as a senior executive and
16 then ultimately as President of CTA. I can
17 honestly tell you that I have never had a moment in
18 my dealings with Greg that weren't enjoyable,
19 professional and pleasant to deal -- to deal with
20 and that's in spite of some public hearings and
21 budget hearings that were to say the least
22 conscientious. Greg always maintained his
23 demeanor. As you indicated, he always felt
24 a -- a -- a responsibility to engage the public and



1 to help support the public in their understanding
2 and access to CTA. And on that basis alone he will
3 be tremendously missed. Greg, it has been an honor
4 and a pleasure to have worked with you over these
5 years. I will certainly miss not seeing you here
6 at CTA Board meetings. I think both of us started
7 with a lot less gray hair when we came to CTA.
8 Both of us have a lot more today but I can tell you
9 that I have enjoyed every minute that I have spent
10 working with you during the course of my career at
11 CTA. And with that I wish you God speed in your
12 retirement. And on behalf of the entire family of
13 CTA employees, I want to once again thank you and
14 your family for your twenty-four years of service
15 on behalf of the CTA and the board. Thank you,
16 Mr. Chairman.

17 SECRETARY LONGHINI: Thank you.

18 CHAIRMAN BARCLAY: Thank you, President Carter.
19 I'd like to open up to any other board members.
20 Director Silva?

21 DIRECTOR SILVA: Thank you, Greg. While your
22 tenure on this board began well before I arrived,
23 it has been an honor to have served with you over
24 these past eighteen years. Your unwavering



1 dedication and commitment to the CTA and to the
2 City of Chicago is inspiring to us all. You have
3 helped guide us through some very trying times over
4 the years and we're extremely grateful for your
5 service. You leave some very big shoes to fill.
6 On behalf of myself, the board and our fellow
7 Chicago citizens, thank you and enjoy a much
8 deserved retirement.

9 SECRETARY LONGHINI: Thank you.

10 DIRECTOR MILLER: I wanted to join and say
11 thanks, Greg, for your unwavering service and God
12 bless you in your retirement. You certainly just
13 made things so easy coming on being a new person
14 and I just enjoyed being a part of this board and
15 much of that has been because of your leadership,
16 your compassion and concern. And even during my
17 grandson's illness, you'd always check on me and
18 check on him. I just want to say thank you and as
19 you retire, enjoy. Be blessed. Thank you.

20 CHAIRMAN BARCLAY: Director Ortiz?

21 DIRECTOR ORTIZ: Yes. I just want to say thank
22 you again for all of your contributions to the CTA
23 and to our city because of your work. It's
24 exciting to know all of your background. Thank you



1 for -- from a planner to another planner, thank you
2 to all the work you've done. It's an inspiration
3 to know and to support the -- the vision of serving
4 our city. So thank you for all of your great work
5 and enjoy your retirement.

6 SECRETARY LONGHINI: Thank you.

7 CHAIRMAN BARCLAY: Director Lee?

8 DIRECTOR LEE: Greg, we're going to miss you.

9 I -- I know I haven't had a chance to work with you
10 as long as everyone else here but your service
11 is -- is, you know, going to be sorely missed
12 and -- and your presence at the meetings is -- you
13 know, it's not going to be the same without you.
14 so I'm wishing you all the best in your retirement
15 and thank you for all that you've done to help me
16 get, you know, onboarded and -- and everything
17 to -- to get, you know, up to speed with everything
18 here. And thank you, Greg.

19 SECRETARY LONGHINI: Thank you.

20 CHAIRMAN BARCLAY: Director Jakes?

21 DIRECTOR JAKES: Greg, I am going to be very
22 honest with you. I am not happy that you're
23 leaving. I'm not. I'm being very selfish. When I
24 found out the other day, you know, it was -- it was



1 like a rock had -- had -- I swallowed a rock
2 because in these past four years you have indeed
3 been the person -- and this is no slight on anyone
4 else but you've been the person that I've connected
5 with the most. From noticing when you would get
6 your haircut, that's how much we connected and I
7 thought you were going to be around long enough
8 that your hair would end up like mine. But I see
9 now that this is what's best for you because it's
10 not about us. It's what's best for you. And when
11 I tell you, my friend, I am going to miss you
12 terribly. You have a very infectious attitude
13 which I love. You know, your attention to detail
14 is superb. And I'm -- I'm going to miss you. I
15 can say it's just -- I think our chairman said
16 earlier it's bittersweet. Bitter for me. Sweet
17 for you. But, please, don't be a stranger. And
18 hopefully you'll share your personal information so
19 that we can check on you and make sure that all is
20 well with you. But I want you to know, man,
21 and -- and I've never said it to you but I'll say
22 it to you now in this open forum. I love you. I
23 really do thank and praise God for you. You indeed
24 made my transition on to the board a smooth one.



1 And you have helped me try to develop a poker face
2 when comments are happening that I don't
3 necessarily agree with. So thank you, Greg. Thank
4 you, man. And enjoy. Enjoy your time and don't be
5 a stranger and we won't either.

6 SECRETARY LONGHINI: Thank you all. I had not
7 prepared anything. But I -- it's been a long day.
8 It's been a long week so I don't want to spend a
9 lot of time. But it has been an honor to work here
10 truly. The dedication of the staff, the hard work,
11 the brains it's really an outstanding organization
12 that I was proud to be a part of. Just a couple
13 things. I thought -- as I was sitting here
14 listening to you, I thought I first stepped on a
15 CTA train fifty-four years ago. I was seventeen
16 years old starting at Loyola. I moved. I moved to
17 the city from Joliet. And it was the week of the
18 infamous Democratic National Convention in 1968.
19 My first week in Chicago. And the orientation was
20 the last week of August in 1968. And I was at Lake
21 Shore Campus up in Rogers Park and we were told the
22 next day to walk across the street to the
23 station -- rail station and take it down to
24 Chicago Avenue and visit the Lewis Towers Campus.



1 So that was my first 'L' ride fifty-four years ago.
2 And for fifty-four years I have been an avid rider
3 way before I ever worked here. I took it at
4 Loyola. Then when I was at graduate school in UIC,
5 I lived in Logan Square and took the Blue Line. I
6 forget what it was called then. My seven years at
7 the American Planning Association in Hyde Park I
8 took the Jeffery express every day down there. My
9 wife who's never drove a car, her mother never
10 drove a car she's been on the 'L' trains her entire
11 life. So I loved public transit then. And so it
12 was an honor when Valerie asked me to come over
13 here in 1998. And again this is an honor to work
14 here given someone has been in my position here
15 seeing all that has been done not by me and nothing
16 but -- but we're -- and I always tell everybody the
17 CTA does such incredible work. On a personal level
18 I want to thank Adrienne and Janice who I've worked
19 with for twenty-five years day in and day out.
20 April who joined that team and -- and Denise I
21 think I have to put in there as well because of all
22 the board stuff. People I've worked with closest.
23 I can't even begin to thank the hundreds of people
24 that I've worked with here in this organization.



1 By being involved in ethics, I got to know
2 everybody in the garages and the field and just the
3 hundreds of people I've worked with. But,
4 President Carter, I -- I take your -- your comments
5 to heart and it has been wonderful to work with you
6 all these years. Even -- even in some of the tough
7 times back when the -- some of the Valerie and
8 Frank issues that I had to get in the middle of and
9 try to straighten out. With two -- two very
10 forceful people in their own right. We were the
11 ones that often had to sort of make it work out.
12 And to Kent and the previous general counsels I've
13 worked with so closely going all the way back to
14 Duncan Harris. And then finally to the board. To
15 the four -- the four board chairmen, Valerie,
16 Carol, Terry and Lester. It's been an honor to
17 work for you. And to all the other board members,
18 Michele, Rosa, Bernard, Reverend Miller, Alex who
19 I've worked with so long and Lester, thank you so
20 much for your support and to all the other board
21 members that I've worked for which is too many
22 to -- to list. I will miss you all deeply. Thank
23 you.

24 CHAIRMAN BARCLAY: Thank you.



1 SECRETARY LONGHINI: So I turn it back to you,
2 Chairman.

3 CHAIRMAN BARCLAY: Thank you. I'd like to
4 entertain a motion to approve the resolution of
5 appreciation.

6 DIRECTOR MILLER: So moved.

7 CHAIRMAN BARCLAY: Chicago Transit Board
8 Assistant Secretary Greg Longhini. And, Greg,
9 we're going to give you the privilege of calling
10 the roll for the last time. Next to last time.

11 SECRETARY LONGHINI: All right. The resolution
12 moved by Director Miller. Seconded by Director
13 Jakes. Director Lee?

14 DIRECTOR LEE: Yes.

15 SECRETARY LONGHINI: Director Ortiz?

16 DIRECTOR ORTIZ: Yes.

17 SECRETARY LONGHINI: Director Jakes?

18 DIRECTOR JAKES: Yes.

19 SECRETARY LONGHINI: Director Miller?

20 DIRECTOR MILLER: Yes.

21 SECRETARY LONGHINI: Director Silva?

22 DIRECTOR SILVA: Yes.

23 SECRETARY LONGHINI: Chairman Barclay?

24 CHAIRMAN BARCLAY: Yes.



1 SECRETARY LONGHINI: That motion is approved
2 with six yes votes.

3 CHAIRMAN BARCLAY: Thank you. Since there is
4 no further business to come before the board, may I
5 have a motion to adjourn?

6 DIRECTOR MILLER: So moved.

7 DIRECTOR JAKES: I don't want to it to end
8 because I -- you know, if we don't end the meeting
9 then Greg doesn't go anywhere. And I'll just
10 say -- I'll go ahead and second it.

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 Silva?

21 DIRECTOR SILVA: Yes.

22 SECRETARY LONGHINI: Chairman Barclay?

23 CHAIRMAN BARCLAY: Yes.

24 SECRETARY LONGHINI: The motion passes with six



1 yes votes. We are adjourned.

2 CHAIRMAN BARCLAY: Thank you everyone.

3 (whereupon, the meeting

4 adjourned at 5:00 p.m.)

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