CHICAGO TRANSIT AUTHORITY

OCTOBER 2022 REGULAR BOARD MEETING

Held Via Videoconference

on

October 14th, 2022

at

10:40 a.m.

at

567 West Lake Street, 2nd Floor,

Chicago, Illinois 60661

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

REPORTED BY: Margaret E. Mecklenborg, CSR

LICENSE NO.: 084-004495

BOARD MEMBERS:

MR. LESTER L. BARCLAY, Chairman;

MS. NEEMA JHA, Director;

MS. MICHELE A. LEE, Director;

REV. JOHNNY L. MILLER, Director;

MS. ROSA ORTIZ, Director;

MR. ALEJANDRO SILVA, Director;

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

MR. GREGORY LONGHINI, Secretary;

MR. KENT RAY, General Counsel.

ABSENT:

DR. L. BERNARD JAKES, Director.

SPEAKERS:

MR. DAVID DALKA;

MR. AARON VILES;

DR. HOWARD EHRMAN;

MR. JUAN CALAHORRANO.

PRESENTERS:

MR. JUANPABLO PRIETO,
Director, Diversity Programs;

MR. THOMAS MCKONE,
Chief Administrative Officer;

MR. WILLIAM MOONEY,
Chief Infrastructure Officer.

ALSO PRESENT:

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

MR. DONALD BONDS, Chief Transit Officer;

MS. KAREN BROSNAN, Senior Purchasing Manager;

MS. DENISE BUNCH, Board Liaison;

MR. MARC BUHMANN, Videographer;

MR. MICHAEL CONNELLY, Chief Planning Officer;

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

MR. JEREMY FINE, Chief Financial Officer;

MR. ANDREW FULLER, Chief Internal Auditor;

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

MS. ELSA GUTIERREZ, Vice President, Planning;

MR. YIN LU,
Risk Management and Compliance Counsel;

MS. APRIL MORGAN,
Chief of Staff, Office of the Chairman;

MR. HERB NITZ,
Director, Technology Engineering;

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

MR. STEVEN WOOD, Deputy General Counsel;

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

(Whereupon the meeting convened at 10:40 a.m. as follows:)

SECRETARY LONGHINI: Good morning again. We're ready to start the meeting, sir.

CHAIRMAN BARCLAY: Good morning. I would like to call to order the regularly scheduled meeting of the Chicago Transit Board for October 14th, 2022. Will the secretary, please, call the roll?

SECRETARY LONGHINI: Yes. Director Lee?

DIRECTOR LEE: Present.

SECRETARY LONGHINI: Director Jha?

DIRECTOR JHA: Here.

SECRETARY LONGHINI: Director Ortiz?

DIRECTOR ORTIZ: Here.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Here.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Here.

SECRETARY LONGHINI: Chairman Barclay?

CHAIRMAN BARCLAY: Here.

SECRETARY LONGHINI: We have six -- a quorum with six members present. Let the record show Director Jakes will not be here today.

CHAIRMAN BARCLAY: Our first order of business is public comment, Greg.

SECRETARY LONGHINI: Yes, sir. We have four public comment speakers. One dropped out earlier this morning. I ask each of the public comment speakers if they could, please, limit their remarks to three minutes. Our first speaker is David Dalka. Mr. Dalka, can you address the board, please?

MR. DALKA: Good morning. My name is David Dalka. I'd first like to rung(phonetic) in the board that I'm owed about $750 from tire and other damage to property due to my living the RPM zone at 1006 Roscoe. I'd love to resolve that permanently and put that chapter in my life behind me. The last time I was before this board last fall I now live in Jefferson Park and I requested the following things at that time. I requested that a full-time security guard be placed in -- in Jefferson Park so that there wasn't homeless people in the station that's shared by Pace, Metra and the CTA. I discussed the lack of frequency of Blue Line service at that time. And I discussed a proposal to request that the city council work with

this body to increase the fine for smoking and vaping to $5,000 per occurrence. It's my unfortunate duty to report that none of these things have been rectified nor achieved in the -- in the following one year. And I would like to once again repeat my request to the board to -- to -- to do these things. Especially the smoking and vaping. That's become literally an every single time I'm on the train, every single car occurrence. In regards to service, the Blue Line is now running at least double the amount of time between trains that it used to. The Blue Line has no alternatives like the east side of town does or if you -- you know, if the Red Line doesn't work, you can hop on the Brown Line or the Purple Line or whatever on the east side there and I -- I beg the board to find a way to staff this fully before winter so that people don't get frostbite. In addition, with those Jefferson Park stations those heating -- heating areas have been taken out of service to try to prevent the homeless problem and it did none of that. So all it's doing is harming your customers. In regards to buses, I now use the 92 bus frequently. It needs improvements

in service. It also needs the run leader at night because it also serves the North Park Garage where a number of your drivers work from. I've heard drivers get on the 92 bus and complain about the frequency and the lack of late night service on that bus and I'd like you to focus on that one because I think it might be one of the reasons you're having a hard time hiring drivers.
The -- the Forest Glen Station I talked to one of the managers there recently. They said they're down eighty people. If you extrapolate the -- the bus and train, we're down hundreds of people.
And -- and I just want to share one of my horrific bus rides recently. I -- I was in Wrigleyville. I was about to board a 77 Belmont bus westbound. I arrived there. I saw a gaggle of people. I asked the person in the front of the line how long they had been waiting. They'd be waiting twenty minutes. Once I got there, it took another 45 minutes for 77 bus to arrive. Peak rush hour at 6:00 p.m. on a Friday night. And then it took forever because there was -- that bus was overloaded to get to the Blue Line. And when I got to the Blue Line, once I got on the Blue Line there

was a stack of garbage on the train that I had -- I boarded. The type of stack you would see in the middle of the night. I don't know what it was happening -- why it was happening at 7:30 p.m. but it took me two and a half hours to go from Belmont and Sheffield to Jefferson Park.

SECRETARY LONGHINI: Mr. Dalka --

MR. DALKA: That's simply unacceptable.

SECRETARY LONGHINI: Mr. Dalka, can you wrap this up?

MR. DALKA: I ask that you take immediate action to resolve these issues, please, gentlemen.

SECRETARY LONGHINI: Thank you very much, Mr. Dalka. Our next speaker is -- I'm sorry. Is Aaron Viles. Is he on? Mr. Viles?

MR. VILES: I am.

SECRETARY LONGHINI: Okay. Please, address the board, sir.

MR. VILES: Can you hear me?

SECRETARY LONGHINI: Yes, we can.

MR. VILES: Thank so you much, Board. I appreciate the opportunity. My name is Aaron Viles. I am the director of campaigns for the Electrification Coalition which is a national

advocacy organization accelerating transportation electrification to reduce the monopoly oil has on our transportation and the associated national security risks. We drive an option of electric vehicles for consumers, freight, private sector fleets and public sector fleets through policy advocacy and programs at the federal, state and local levels. The EC is at the forefront of the urgent national shift to electric transportation and we want to encourage the CTA to do more to shift transit buses to electric due to the numerous benefits of lowering fuel and maintenance costs for cities and their transit agencies, improving air quality for communities and reducing our dependance on oil. Cities are increasingly turning to transit bus electrification to combat the economic health and security impacts for our dependance on foreign oil and a volatile fossil fuels market which thanks to Russia we are all experiencing very firsthand right now. Converting 100 buses to electric reduces diesel consumption by 8.8 million gallons over their useful life and lowers average life cycle greenhouse gas emissions by up to 60 percent. Electric vehicles have a lower -- have

a -- can have a lower total cost of ownership than diesel making them a better investment and more efficient use of public funds over time. Estimates we have seen indicate that approximately $40,000 of operating costs could be avoided by using electric buses. As folks probably know, federal resources are being made available at historic levels right now thanks to the bipartisan infrastructure law. Illinois is slated to receive approximately 486 million dollars in service transportation block grants, 119 million in EMAC funds and 43 million dollars for the carbon reduction program. These funding sources are complimentary to the FTA LoNo Program from which of course the CTA received 7 million dollars in fiscal year '21 for electrification. Electrification of public transit is a critical step the CTA must take to meet existing climate commitment while protecting public health and increasing the livability of the Chicagoland area. CTA was absolutely a leader when the industry began testing electric buses in transit in 2014 but as of today CTA is falling behind other major transit operators in expending its electric bus -- bus transit lead. So we just

encourage the CTA Board to be as creative as possible in advancing its timeline to electrify your bus fleet. The 500 additional diesel bus purchase is close to one third of your entire fleet and if purchased, these buses would be on Chicago's roads until approximately 2039 which locks in pollution and greenhouse gases and absolutely misses opportunities to electrify the fleet and make these valuable contributions to the community. So thank you so much for the opportunity to comment. We would like to offer ourselves as a resource as you work forward with your efforts to meet your climate commitments. And thank you for your leadership.

SECRETARY LONGHINI: Thank you, Mr. Viles. Our next speaker will be Dr. Howard Ehrman. Dr. Howard -- Dr. Ehrman?

MR. EHRMAN: Yes. Good morning. My name is Dr. Howard Ehrman. I'm the former assistant health commissioner here in Chicago and a life-long rider of the CTA. I really want to encourage the Chicago Transit Authority to join with other cities and states including Austin, Seattle, New York, Los Angeles, Maryland to basically ban the buying

of new diesel buses and/or greatly accelerate it. The cost of diesel is not just with the question of energy. It's not just with a question that it's a major contributor to climate change. It's also on the question of the actual health of your bus drivers and the people of the city of Chicago. Particularly African-Americans and Latinos. The African-American asthma rate in Chicago is the highest in the United States. The Latino asthma rate is the second highest. Bus drivers all over the world not just in school buses but in regular buses on transit are -- basically have a much higher rate of asthma, cardiovascular disease and cancer secondary to diesels that are inhaled while they're driving particularly when bus bunching goes on. Chicago basically lowballed compared to every other city per capita the amount of money it asked for to basically electrify the bus system. If you electrify the bus system by 2030, not 2040, if you rescind your contract to basically stop buying new diesel buses, this will be a win-win for Chicago, for the residents of Chicago, for the lives of your bus drivers who will be more effective at their work. We also would encourage you to do the same

thing you did in 2016 and that is work together to build these buses in Chicago. The same thing you're doing now with trains. Since you basically passed that in 2016. There is a great need for basically people who work in factories in Chicago getting high paying jobs that are low emitters of toxic fumes and are making things like electric buses. Specifically Chicago needs to get hundreds of electric buses on -- on the road beginning in the next couple years and to stop buying diesel buses. This would be a great thing for the city. And again school children would have less asthma. That's the number one reason that children miss school and workers would have much less asthma. That's the number one reason that workers miss work. Finally, I want to just draw to your attention to the fact that the highest pollution areas in Chicago are in black and brown neighborhoods like Pilsen, Little Village, Englewood and the southeast side. Diesel buses contribute to this. And I don't think you want to be doing this. So this is a win-win for everybody including building the buses with unionized workers. Thank you very much.

SECRETARY LONGHINI: Thank you, Dr. Ehrman. Our final speaker today will be Juan Calahorrano. Juan? Juan, are you there?

MR. CALAHORRANO: Can you guys hear me now?

SECRETARY LONGHINI: Yes. We can, sir.

MR. CALAHORRANO: Can you hear me?

SECRETARY LONGHINI: Please, address --

MR. CALAHORRANO: Okay. Good morning, Chairman Barclay, President Carter and distinguished board members. My name is Juan Calahorrano and I am the director of operations over HACIA, the Hispanic American Construction Industry Association. And I am here to talk about the importance of the DBE program. Particularly DBE certification. HACIA is a 43-year-old organization in construction that since its founding in 1979 has advocated for the minority contractor. HACIA is an assist agency that represents 350 members in construction and construction-related fields. HACIA members work on private and public projects and engage in the planning, design and construction of these projects. Around 35 percent of our members are certified DBE firms. We have another 25 percent that are eligible to become certified. We assist

members and non-members with certification services. Of the 35 percent DBE firms, 45 percent engage in planning and time services, while the remaining working in construction and other services. DBE certification has been a critical tool for our members to be able to sustain and succeed in the industry. DBE certification has and gives the opportunity to be considered as consultants and subcontractors in the various public projects in the state of Illinois. Some of the work has included working on CTA projects. The DBE certified firms are run and operated by experienced owners and staff who can work on various projects around the state. These owners and staff have the skills required to perform at higher levels. Challenges arise due to a lack of opportunity if they're not a certified DBE firm but for other projects require participation by DBE certified firms. These allow citizens and primes to consider these firms and provide opportunities. Some of the benefits of certification I would like to highlight is on the marketing side. Oftentimes small businesses don't have the resources needed to market their service properly. As a certified firm

they are listed in a directory for primes to reach these firms for the service needed. Without certification they most likely won't be considered on public contracts and through the DBE programs this advances their own business and taken into account that otherwise they're not happening. DBE firms are offering opportunities to participate in business development capacity programs such as the CTA's building small businesses. The program aimed at growing small business to financial capacity. DBE certified firms are part of the Illinois UCP, the Unified Certification Program, which means that a DBE firm can participate -- participation can also be counted toward the goal of agencies such as CDOT, IDOT, Metra, Pace and CTA therefore creating opportunity. DBE certified firms are also recognizing small business enterprise or DBE firms which give them assets to set up opportunity. And, lastly, I would like to say too DBEs can participate in partnership programs which provide these opportunities to gain experience, improve their business knowledge and expand their scope of services. There are many other impactful reasons why obtaining these certifications are important

but these are the most impactful to a small business. I want to thank you, the board, for the opportunity to comment on this matter. Thank you.

SECRETARY LONGHINI: Thank you, sir. Chairman Barclay, before I turn it back to you for any comments, let the record show that John Paul Jones at the Sustainable Englewood Initiative and its Red Line Extension TIF Coalition has sent in written comments which I will distribute to the board. And President Carter speaking to Garland and Heather Armstrong this week from Iowa and they wanted to wish you congratulations on your recent promotion at APTA. They wanted to pass it on to you at the board meeting as -- as a public comment, sir. Chairman -- Chairman Barclay, that concludes the presentations by the four speakers today.

CHAIRMAN BARCLAY: Thank you, Greg. I want to thank all the public speakers that took time out to address the board this morning. At this point I'd like to open it up to any board members who have any questions or comments relative to the public speakers this morning.

DIRECTOR ORTIZ: Thank you for reaching out.

DIRECTOR MILLER: No questions.

CHAIRMAN BARCLAY: Thank you. Our next order of business is the president's report. However, before I turn it over to President Carter, I'd like to extend congratulations to him on his recent appointment as the Chairman of the American Public Transportation Association, an international association comprised of 1500 public and private sector transportation organizations which CTA is also a member. As the chair, Dorval will lead AFTA's board and its efforts to advocate for funding, legislation and policies supportive of public transportation which will not only be a benefit to AFTA but also to CTA and to our transit region as well. Congratulations, Dorval. We support you and look forward to working with you under your leadership.

PRESIDENT CARTER: Thank you. And thank you members of the board. I am pleased to give you an update on the progress that we are making on our meeting the moment plan which is a follow up to my commitment to this body in August. I will update you every month regarding the plan, events and improvements that we make and the progress that we continue to make on the overall plan itself. And I

am pleased to report to you that the progress on the plan has continued since the last time we've met. As you may recall, our action plan is built on five key pillars. The first pillar is at the core of our most pressing issues which is delivering reliable and consistent service as you heard from some of our commenters today. The steps we are undertaking to achieve this goal and address the dual challenges of both improving service quickly and sustainably and also to bring aboard new bus and rail operations to serve our customers. To help immediate improve rail service, we made temporary schedule changes along our busiest rail lines. These adjustments which went into effect in mid August had an immediate effect that directly benefitted our customers. Incidents of big gaps between trains which we defined as triple the scheduled intervals or higher have now been reduced by 60 percent on the Blue Line and 50 percent on the Red Line. These are significant improvements to our two busiest lines. Instances of intervals that are double the schedule interval during the morning and evening rush hours were cut in half as well. We know that these adjusted schedules will

continue to help improve service making it more reliable and consistent to our customers and we look forward to more improvements that will result from additional and more comprehensive bus and rail service optimizations that we are coordinating with our unions and which will occur later this year. I want to assure you that we remain in the early stages of the changes we envision. This is just the beginning. Further thoughtful creative bus and rail service solutions will be instituted in the coming months.

The primary solution to better and more service is of course more operators. On October 1st in conjunction with our bus union, ATU Local 241, CTA hosted a successful job fair for new bus operators and bus mechanics here in our headquarters at CTA. We had more than 150 job seekers -- seekers who are in attendance and HR staff assisted with job applications, provided on-site assessments and interviews and began the hiring process for successful candidates right there on the spot. It was truly one-stop shopping for us. I am very encouraged that the messages that CTA is sending are starting to be heard and

are further bringing more individuals from Chicago to the surrounding suburbs into CTA to apply for these jobs. These are good paying opportunities that provide the level of wages and benefits that support families in the neighborhoods that we serve and help the overall economic growth of the city as a whole. Hiring new employees for key positions is paramount to our continued efforts to fight the ship -- to right the ship and we will be continuing our aggressive multi-faceted marketing and hiring campaign for the foreseeable future.

As always the safety of our customers and employees is our number one priority and we will continue to invest in our system's safety and security. This core CTA belief is reflected in our second pillar, enhanced safety and security of riders. As the board is aware, we recently extended our agreement with the City of Chicago for Chicago Police Department's voluntary special employment program or VSAP which allows voluntary officers, off-duty CPD officers to patrol CTA properties. This program is a valuable supplement to the efforts of CPD's transit unit and CTA's contracted security guard services and I am

appreciative of the board's support for the extension of that program. Additionally, CPD has announced an increased presence on CTA. So far this year they have conducted more than 90,000 checks on our system that issued over 2500 code of conduct violations. On the topic of security services, I also wanted to touch on our ongoing canine deployment. We continue to make significant progress on the deployment of our canine units with 28 of the 50 planned canine teams already being deployed. These teams are compromised of two officers and one canine. Additional teams are being trained and each week new units are being deployed on the system. I'll continue to update this board until we have reached our full deployment which we believe will happen in the next month or two.

The third pillar of our plan is to improve the customer experience in our facilities and I'm happy to highlight the work we are doing to revitalize almost thirty more stations as part of our ongoing refresh and renew station improvement and modernization program. Through the end of the year, CTA maintenance crews will be making repairs

and improvements at various rail stations around the city to provide our customers with a more welcoming transit travel experience. 23 stations have been completed with full scope and 75 out of 92 stations have seen both paint and lighting improvements. For the benefit of our newest directors, I want to note that the results of the work we do through refresh and renew makes a tremendous difference. Thorough deep cleaning, new paint, new lighting and other improvements and repairs not only make an older station feel new which everyone can appreciate but also makes the customers and employees that use the station feel even safer. Near year's end, we will provide a more comprehensive public update about the improvements our hardworking crews have done and I look forward to giving you that information.

A critical component of the meeting the moment action plan is pillar four which is our commitment to upgrade our digital tools and improve rider communication. CTA continues to be focused on improving the bus tracker and train tracker experience for riders. And while the service optimizations I discussed previously will help

improve the tracker's accuracy, we're also taking multiple steps to modernize these platforms to improve the prediction accuracy of these tools. In August we launched a brand new fully redesigned bus tracker website and since that time we started piloting a new prediction enhancement feature designed to further improve the bus arrival prediction -- prediction information. For train tracker we recently made some back-end enhancements to the algorithm and platform to expand the arrival data available to customers and refine predictions published at the stations. We continue to look for every opportunity to further refine the train tracker and bus tracker tools as we move forward.

Also to measure our progress and ensure transparency with our riders, last month we rolled out our meeting the moment scorecard. Our on-line tool that tracks key areas of productivity and accomplishments that will benefit both our customers and employees. The scorecard will include updates on ridership and service trends, hiring, facility improvements, security-related initiatives and employee investments among other things. You can see the scorecard up on your

screen right now. As you can see, we continue to have strong ridership growth across both bus and rail. And on September 26th, we hit a pandemic high for ridership. Over 935,000 daily rides. Additionally, we are seeing progress with our service optimization efforts. We are seeing reductions on double and triple headways on rail where large gaps in bus service remains higher than we want but we plan to improve with the bus service optimizations that we plan for later this year. On bus and rail we're focusing our service authorization efforts on delivering more reliable and consistent service by aligning our scheduled service with the currently available workforce. As we continue to move forward with those service optimization efforts, we anticipate our service reliability will continue to improve and there will be reductions in large gaps of service. We're also making significant progress on many of the other initiatives announced as part of the action plan. Including over 500 tactile bus stop signs installed to date to help make the bus stop boarding locations easier to identify for riders who are blind or have low vision and 323 bus operators who

have been hired this year and an essential number towards our hiring goal of 450 new operators by the end of the year.

To be frank, my goal for this agency's improvement are ambitious and require everyone to redouble their efforts above and beyond what they would normally ask of themselves. More important, however, our action plan depends -- depends -- demands a new level of accountability across departments and this tool will help us gauge the success of our efforts every month for everyone to see. And it is my -- my anticipation that this will be updated every month as part of our regular board meeting and I will update you every month on the improvements that we are making. I do want to be clear. I am asking a lot of my staff as we execute our action plan but I also believe they are consummate professionals who are up to the task and will not let our customers down. I do encourage everyone who is listening to our board meeting to visit our meeting the moment action plan web page each month and to see our progress directly on the page itself.

And, finally, an update on our fifth

pillar investment in our employees. Last month I updated you on -- on our investments in rail stations, video screens and our customer service system booths. This month I want to briefly note our continued investment in upgrades to the bus operator protective shields in our older fleet. For example, 100 of our older new flier buses are expected to be retrofitted with new shields by year-end and we've already completed 85 of those 100. And all of our new buses are already equipped with the latest infrastructure to protect our bus operators as much as possible. Since beginning the implementation of the meeting the moment action plan, we have completed eighteen Ask CTA events at select stations around the city to engage customers and get their feedback. This has been a tremendous effort and we will continue to explore additional ways to engage our riders and our customers on a regular basis. We recently also invited our customers to join us in celebrating an important milestone. The CTA's 75th anniversary. On October 1st while some CTA staff were here hosting our job fair that I mentioned earlier, others with several brought feasts hosting our wonderful 75th

anniversary commemoration.

Though our customers rightly take issues with some of the challenges that we face recently, many of those same customers also love public transit. And there are many reasons people fall in love with CTA. Sometimes they are people who are transit aficionados. Other times they are people who we -- who love buses and trains since they -- since their first ride with their parents. At no other time is that more important than when we bring out our heritage fleet and provide our customers with a window back in time and let them board and ride our vintage vehicles.

I want to close with an issue I addressed in my City Club speech in August regarding the meeting the moment plan, homelessness. Like most large urban cities, homelessness is an issue that continues to affect our most vulnerable residents and as a result these people often seek warmth and shelter wherever they can. CTA has unfortunately been used as a shelter of last result raising concerns around safety, cleanliness and overall function of a transit agency. Over the last few years, we've been working closely with the Night

Ministry to facilitate outreach to people experiencing homelessness who we know more help is needed. And it is for that reason today that CTA has brought before the board an ordinance supporting negotiations with the City of Chicago, Department of Family Support Services or DFSS to fund and secure additional outreach resources via their delegate agencies to support and provide services to unsheltered residents currently seeking refuge on CTA. I believe that Chicagoans who experience homelessness are a group for whom very hard times got even harder during the pandemic and we must do all that we can to assist them. I view this as an important matter for CTA, our customers and of people who just really need this assistance and we look forward to working with them over the course of the winter to show both those individuals as well as our customers that we are committed to addressing and supporting as best we can the homelessness and mental health issues that are affecting our city. With that, I thank you for your attention and I'm happy to answer any additional questions.

CHAIRMAN BARCLAY: Thank you, Dorval. I have a

couple questions. First, we talked about the public service announcement that we have cameras that are watching. Are we still considering implementing that?

PRESIDENT CARTER: Yes. We are -- we are developing now signage and additional information for our digital screens that will be a way of reminding our customers that cameras are located throughout all of our stations and our buses and that you are basically being -- being videotaped on camera twenty-four hours a day, seven days a week.

CHAIRMAN BARCLAY: Okay. Good. And the other issue is with the security. When someone is apprehended, how are we getting the message out to the public that not just seeing someone who commits an act -- a criminal act on the CTA but we're actually prosecuting and doing something about that?

PRESIDENT CARTER: Yeah. I -- I have had discussions with our communications team about how we can be more proactive in showing the results of the security efforts that we're engaging in. That's also an effort that we're engaging in cooperation with the Chicago Police Department when

arrests are made. It is my expectation that we will not only be discussing more on social media as part of our ongoing efforts but also using our digital media to further enhance our messaging on the steps that have been taken to arrest and to address people who engage in inappropriate conduct on CTA including with the assistance of the law department starting to more aggressively identify those individuals who should be banned from our system going forward because of the conduct they engaged in. I suspect that as we move forward you'll start to see a lot more of that information going out. We also included in any of the comments or press releases or press statements that we're making around incidents that occur and so we are hopeful that the media will also start picking that up as part of the overall reporting on crime on CTA as we move forward.

CHAIRMAN BARCLAY: Thank you. I'd like to open it up to any other board members who may have questions relative to President Carter's report.

DIRECTOR JHA: I have a question. I just want to say that just thank you for the update. It's really, really amazing to see all the progress

we're making. When we talk about security and integrating with the PD, Chicago police, we know that the community that gets targeted how do we make sure that what we are seeing on the cameras, you know, the actions that they're -- they're not just police driven but it's more -- I know there was a -- there are other services. However, integrating that into this so we're not targeting, you know, people who are already overly -- overly targeted in these areas and creating more inequity in the -- in the community. Are we also integrating that as part of this?

PRESIDENT CARTER: We are certainly focused on -- well, let me say a couple things. One, we have certainly heard from our customers about one of the things they want to see on CTA is a more visible police presence. That -- that's not necessarily meaning, you know, arrest or things of that nature but just the visibility of police is a key part to the overall security that we're engaged in and we are working very closely with the police department to make sure that they are being visible and that they are being seen. You might have heard in my remarks about the 90,000 safety checks or

checks that the police are doing. That represents every time a police officer and -- and let me be clear about this. These are police officers in addition to the mass transit police. These are police -- additional police officers have come on to our systems, have engaged with our customers and have been visible on the system. We expect that to continue to grow. We also are going to be coordinating with the police department the use of social services activities that we discussed. Clearly homelessness and mental health issues are not a crime. These are people who need help. The idea and the -- and the strategy here is not to arrest them unless they do something that causes an issue or is a violation of the law in and of itself. The plan here is to help them. To help them get resources and to support them in ways that -- that get them someplace that quite honestly is much safer than sleeping and living on CTA. I expect that you will start to see more of that activity in a very visible way. Our video cameras obviously are still capturing whatever may be happening on our system that's inappropriate and clearly if there was something that was occurring

with our security personnel or others that we believe was not appropriate behavior, we have and will take action to address that immediately with the security companies that we engage with.

DIRECTOR JHA: Thank you.

CHAIRMAN BARCLAY: Anyone else?

DIRECTOR ORTIZ: I just want to say thank you for your leadership on this and also for the transparency and the opportunity to get updates and just have a set of metrics that can help us understand the impact of the work that's being done. So thank you.

DIRECTOR MILLER: I just want to join and also say thank you to President Carter for the update and certainly for the collaboration with the Family Service Support, mental health, homeless and attacking it in a way that is serving and so thanks to you and you and the team for CTA taking such a bold step in this area. And congratulations as already has been said by Chairman Barclay.

CHAIRMAN BARCLAY: Thank you, President Carter. Our next order of business is the approval of minutes of the regular board meeting of September 14th, 2022. May I have a motion to

approve?

DIRECTOR JHA: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY LONGHINI: Moved by Director Jha. Seconded by Director Ortiz. Director Lee?

DIRECTOR LEE: Abstain.

SECRETARY LONGHINI: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY LONGHINI: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY LONGHINI: That motion is approved, sir.

CHAIRMAN BARCLAY: Our next order of business is executive session. It's my understanding, Kent, that there is no executive session today.

MR. RAY: That's correct, Chairman.

CHAIRMAN BARCLAY: Thank you. The next order of business is board agenda items number 6A,

presentation Equity in Infrastructure Project. Tom McKone and JuanPablo Prieto will make a presentation.

MR. PRIETO: Good morning, Directors. JuanPablo Prieto, Director of Diversity Programs. I'm here this morning -- this morning to present an exciting initiative that CTA helped established and is participating in called the Equity In Infrastructure Project or EIP. Next slide, please. EIP was co-founded in 2021 by Bill Washington, the current CEO of Denver International Airport and John Porcari, the former deputy secretary of the US Department of Transportation. In response to President Biden's call to advancing racial equity and support for underserved communities through the federal government and tackling the climate crisis at home and abroad through two executive orders. Both of these executive orders initiated the Justice40 Initiative which pledged public recommendations on how certain federal investments might be made toward a goal that 40 percent of the overall benefits flow to disadvantaged communities. EIP had its initial meeting on December 7th, 2021 at the Carpenters' Hall in Washington, D.C. with a

goal of building a broad collision of infrastructure agencies to realize the goals of Justice40 using the bipartisan infrastructure law. The five first movers which include CTA set the tone for how we were going to collaborate, share best practices and support each other as we look to expand the work that we were already doing. EIP will engage public -- public agencies, the private sector, non-governmental organizations and the federal government to make sure we are all on board and moving in the same direction. The overall mission of EIP is to build generational wealth and reduce the racial wealth gap for businesses in underserved and underrepresented communities. How do we operationalize this goal? By December of 2025, EIP participants will increase the participation of historically underutilized businesses or HUBs which include disadvantaged business enterprises, DBEs, and small business enterprises, SBEs, and create more prime contracting, joint venture and equity partnership opportunities. We will all work within our respective agencies to grow the number of HUBs, reduce the barriers within our contracts for these

businesses to participate in our projects specifically at the prime level, streamline our administrative procedures to make it easier for HUBs to do business with -- in multiple markets, create programs that support HUBs to grow and expand the number of agencies that sign on to the pledge.

Here's a map that includes the first five movers which CTA is one of. As you can see, we have a variety of type of infrastructure from an airport to a water district to a seaport to commuter rail and to of course transit. Since the first movers started -- go back one slide, please. Since the first movers started, we have added more agencies such as the city of Denver, the city of Philadelphia and just this week six states state departments of transportation signed on to the pledge including the Illinois Department of Transportation. We reached out to local agencies to encourage them to sign the pledge. Each agency that signs a pledge was asked to make measurable goals based on their buying plans and programming. CTA's commitment with EIP is to continue to create opportunities for our DBE firms through our capital

improvement program. We launched our building small businesses program in July which will connect small businesses to capital sourcing, technical and bonding assistance and back office support in an effort to support our DBEs and SBEs in their growth. We saw how successful the pilot program was through RPM and are excited to see what we can do now that it has a broader focus. We will also use the best practices development RPM like repeated outreach and breaking contracts apart on Red Line extension, the Congress Line improvements, all stations accessibility and our other capital projects to increase DBE participation. We will also continue to grow our race and gender neutral SBE program that allows us to set contracts aside so small businesses can compete among ourselves. As part of that commitment, we set aside our maintenance level construction program or MAINCON which the board approved earlier this year as a small business set aside.

Through our conversations with the first movers, we have seen that CTA is a leader in this space and we have started helping other agencies develop similar programs. With that in mind, CTA

is working on an agreement with the Southeastern Pennsylvania Transportation Authority or SEPTA that would allow us to accept each other's small business enterprise or SBE certification. SEPTA and CTA have similar if not identical certification standards for SBE so it makes sense to grant reciprocity and allow firms to compete in other marketplaces. Larger firms are used to doing this and it's part of what makes them successful. In order to meet the goals of EIP and Justice40, we need to create opportunities for SBE firms to act like larger firms. Our long-term goal is to get other governmental agencies to sign the agreement and create a national model for small business programming. I now would like to show you the video produced by the EIP first movers.

(A video was played.)

MR. PRIETO: That concludes our presentation. We'd be happy to answer any questions.

DIRECTOR ORTIZ: Thank you for sharing the video. I've shared this before and I just want to highlight my emphasis on streamlining this process and just thankful for the opportunity to really help open up opportunities that aren't just local

but that are allowing businesses to have connections across the country and streamlining that process and opening doors. So thank you for that.

MR. PRIETO: Thank you.

DIRECTOR SILVA: How are we going to move, okay, with diversity, okay, let's say like different Afro-American, Mexicans and Latin Americans? How are we going to push their opportunities?

MR. PRIETO: So we'll continue to -- to increase our -- our DBE participation through our -- you know, our goal setting process but also targeting our outreach to make sure that underserved communities are getting an opportunity to compete on our contracts. The board approved a contract to -- to get our building small businesses program a broader reach. So now we're bringing those resources and opportunities to those communities so that those businesses have an opportunity to grow as -- as a part of this program.

CHAIRMAN BARCLAY: President Carter?

PRESIDENT CARTER: Yeah. I -- I just want to

say a few additional words to -- to what JP said and the presentation that he gave. It is not by accident that we are one of the first movers in this initiative and in this area. CTA has been a first mover in this area for many years long before this -- this initiative was started. And we've been recognized in our industry as one of the -- the sort of cutting edge agencies when it comes to encouraging and supporting diversity in our contracting and other opportunities. I know that many of you have heard me say on many occasions that CTA is more than about moving people from point A to point B. It's about connecting communities. And one way you connect those communities is through economic growth and -- and economic wealth. And so I was very excited when both my -- my -- both of my good friends and colleagues Phil Washington and John Porcari asked us to be a part of this. I've known both of them for many years. I was in the administration with John when he was deputy secretary at DOT. Phil I have known for a good portion of my career. And for those of you who don't know, Phil is actually a native Chicagoan and who grew up in as irony would

have it Altgeld Gardens. So our Red Line extension which is something we just talked about it earlier in this meeting is obviously something that's very important to him. And I think that there is some irony that we're having both of these conversations at this board meeting because the Red Line extension I think is a -- is a tangible infrastructure project that is showing our investment as this -- as an agency into a community that needs that investment but it's also an opportunity for us to do exactly what the EIP initiative is doing which is to not only make that infrastructure investment in that community but use that investment as a tool and leverage to bring jobs and other opportunities to that exact same community in ways that will allow them to get the type of economic stability that many of us take for granted where we live in today. I believe the EIP initiative is going to be a landmark opportunity for us. We are already working very closely with SEPTA and we'll be announcing in the very near future an agreement with them that will allow for our DBEs and their DBEs to seamlessly work in each market to pursue opportunities and open up new

opportunities for us and for SEPTA. I'm -- I'm very excited about that. The Biden administration is very excited about it. I think it's going to be a model for something that will be replicated throughout the country and it's going to allow DBEs a much broader way of access and level of access to the work that all of us do on a daily basis. I want to thank this board today because it's been your long-term support and in sometimes pushing of our agency and staff to do better and to achieve more that has put us into this position. And I'm going to be very proud to lead this agency on a national-wide approach to ultimately achieving not only what we've gotten used to in Chicago but putting it on a national forum and on a national state where we can achieve that same level of success at a national level. And I'm going to be looking forward to obviously including the board and keeping the board informed of the progress that we make as we try to roll this initiative out and get more and more agencies signed up for it and more and more DBEs and SBEs and other minority-owned firms engaged in and supported by and ultimately being successful in doing

infrastructure projects in the transit sphere.

CHAIRMAN BARCLAY: Thank you.

DIRECTOR SILVA: Thank you.

CHAIRMAN BARCLAY: As I mentioned during the briefing, this is very creative and cutting edge and I'm excited about what you guys have done to put this together. And I'm just looking forward to seeing the results of it. This is good. This is going to help a lot of smaller minority businesses to -- to get that extra opportunity to -- to perform and to make money and build wealth. So thank you very much. Great job.

DIRECTOR JHA: Yeah. I -- I agree. I -- I would also add that let's highlight them, you know, not just financial reward but also let's put them on our websites. Let's show the successes so other people can see, hey, this is not about -- you know, this has real impact. The benefits are real. I think just getting the word out there and highlighting these leaders who are leading these companies is also important so they can get more business not just one way, you know, but it opens up more doors for them. So let's figure out a way to recognize them not just financially but also in

good will.

PRESIDENT CARTER: I think that -- that's a terrific idea. And we will certainly work to develop exactly that. I think I should point out the -- the video that you saw there is a video that's being used by the project on a national level but that video was created here in Chicago. CTA staff put that video together and you may -- some of you who know Steve Mayberry may have noticed his voice as the narration of the video itself. So we have a very talented team here that is really good at promoting and -- and -- and supporting in the media world and the communications world the work that we do and we will certainly make this a part of that effort going forward.

CHAIRMAN BARCLAY: Thank you.

PRESIDENT CARTER: Thank you.

CHAIRMAN BARCLAY: Our next order of business is a resolution in support of the project and I will ask Greg to read the resolution.

SECRETARY LONGHINI: Yes. The resolution regarding the Chicago Transit Authority's commitment to provide economic opportunities

through the Equity in Infrastructure Project. Whereas, the Equity in Infrastructure, EIP, was founded in 2021 to advance racial equity and support underserved communities and tackle the climate crisis at home and abroad through public agency contracting. And whereas EIP exists to improve public contracting practices by creating more opportunities for historically underutilized businesses which includes disadvantaged business enterprises and small business enterprises to build generational wealth and reduce the racial wealth gap by creating more prime, joint, venture and equity contracting opportunities for these firms. And whereas EIP works to secure commitments from public agencies to increase the number, size and scope of contracts going to HUBs by facilitating access and reducing barriers to compete for business in multiple markets. And whereas EIP advances the spirit of Executive Order 14008, President Biden's Justice40 Initiative, the federal government goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved and burdened by pollution. And whereas

EIP seeks to utilize the Infrastructure Investment and Jobs Act bipartisan infrastructure law, Public Law 117-58, to build wealth in underserved communities. And whereas CTA, a leader in contract diversity, equity and inclusion, signed on to the EIP as one of the five first movers along with Denver International Airport, Metropolitan Water District of Southern California, Port of Long Beach and the Southeastern Pennsylvania Transportation Authority, SEPTA, to help shape the EIP pledge and identify initial projects of interest working with the private sector, state and local governments and US Department of Transportation. And whereas CTA's commitment to EIP will create opportunities for DBE firms through upcoming projects like the Congress Branch phase one improvements, All Stations Accessibility Program and Red Line extension. Whereas CTA commits to continue to grow our race and general neutral SBE program that allows us to set contracts aside so small businesses can compete among themselves. And whereas CTA is currently working on an agreement with SEPTA that would allow each party to accept the other's SBE certifications to meet one the EIP goals of facilitating access

and reducing barriers for historically underutilized businesses to compete for business in multiple markets. Now, therefore, be it resolved that the Chicago Transit Board hereby affirms the CTA's commitment to participate in the Equity In Infrastructure Project. Be it further resolved that the board recognizes the importance of advancing racial equity in supporting underserved communities through the CTA's current commitments in public contracting and further efforts to create more opportunities for historically underutilized businesses.

CHAIRMAN BARCLAY: Thank you, Greg. I will now entertain a motion to approve the resolution regarding the Chicago Transit Authority's commitment to provide economic opportunities through the Equity In Infrastructure Project.

SECRETARY LONGHINI: Moved by Director Jha.

DIRECTOR ORTIZ: Second.

SECRETARY LONGHINI: Seconded by Director Ortiz. Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Lee?

DIRECTOR LEE: Yes.

SECRETARY LONGHINI: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
SECRETARY LONGHINI: Director Jha?
DIRECTOR JHA: Yes.
SECRETARY LONGHINI: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY LONGHINI: That motion is approved with six yes votes, sir.
CHAIRMAN BARCLAY: The next order of business is a report from the committee on strategic planning and service delivery. Director Miller?
DIRECTOR MILLER: Thank you, Chairman Barclay. The Committee on Strategic Planning and Service Delivery was called to order earlier this morning. The committee approved the September 14th, 2022 committee minutes. The committee heard presentation from staff regarding the new farebox procurement. The committee also heard a presentation on the Red Line extension property acquisition process. The committee reviewed three ordinance. An ordinance designed(sic) for acquisition various parcels and property as

required for the Red Line extension project and authorizing the negotiation for purchase, payment or relocation expense. Purchase of certain properties, institution of imminent domain process(sic) and if necessary an execution of right of entry agreement. An ordinance authorizing an agreement with the Cook County Land Bank Authority to acquire, hold, maintain and transfer to Authority various parcels of property for the Red Line extension project. An ordinance authorizing negotiation for an intergovernmental agreement with the City of Chicago through its Department of Family and Support Services for outreach to individual in need of shelter. The committee placed all three ordinances on the omnibus and recommend board approval of the ordinance. That concludes my report, Chairman Barclay.

CHAIRMAN BARCLAY: Thank you, Director Miller. Our next order of business is a report from the Committee on Finance, Audit and Budget. Director Silva?

DIRECTOR SILVA: The committee met earlier this morning and approved the September 14th committee minutes and reviewed the finance report. The

committee reviewed six ordinances. An ordinance authorizing a predevelopment agreement with Sterling Racine, LLC for the construction of a new training and control center operation on authority property located on West Lake Street and North Pulaski Avenue, Chicago, Illinois. An ordinance authorizing an amendment to a lease agreement with 89th Street Properties, LLC for property located at 1120 East 89th Street, Chicago, Illinois. An ordinance authorizing an amendment to a lease agreement with Metra for property located at Caldwell Avenue and Central Avenue in Chicago, Illinois. An ordinance authorizing the purchase of cybersecurity insurance coverage for policy year November 1st, 2022 through October 31st, 2023. An ordinance authorizing the purchase of blanket railroad protective liability insurance for policy year November 1st, 2022 through October 31st, 2023. An ordinance authorizing an amendment to ordinance Number O21-111 to increase the payment authority for the blanket railroad protective liability insurance for policy year November 1st, 2021 through October 31st, 2022. The committee also reviewed twelve contracts. The committee placed

the six ordinances and twelve contracts on the omnibus and recommended board approval of the omnibus. That concludes my report, Chairman Barclay.

CHAIRMAN BARCLAY: Thank you, Director Silva. I will now entertain a motion to approve the omnibus as stated by Director -- Directors Miller and Silva.

DIRECTOR JHA: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY LONGHINI: Moved by Director Jha.

DIRECTOR ORTIZ: Second.

SECRETARY LONGHINI: And seconded by Director Ortiz. Director Lee?

DIRECTOR LEE: Yes.

SECRETARY LONGHINI: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY LONGHINI: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

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

CHAIRMAN BARCLAY: The next order of business is the construction report. Bill Mooney and JuanPablo Prieto?

MR. MOONEY: Good morning, Directors, Chairmen. Bill Mooney, your Chief Infrastructure Officer. I'm joined today by JuanPablo Prieto. And we'll provide our monthly construction updates. If you can flip to the first project. This is our Jefferson Park Your New Blue signals to O'Hare project. It remains tight to schedule and on budget. We are coming to the final edges of this as we had started the cutover at Rosemont East which is the last location for signal upgrades on the branch. We can move to some of the photos relevant to that. So I've shown you some of the work going on out there with the preparatory work on the room as they've been building it out up there in -- in the field work. So here is the actual room in -- in its final terminations being inspected right prior to the cutover. And here is some of the remote technology we use with signal

systems. So this is ultimately the third end systems we -- we provide to our customers on train communications, aspects and -- and alerts that come off of the signal system. There's a system called quick track and -- and this is the -- this is the interface point where they are testing that -- that interface. Our next project is our Irving Park Station escalator canopy replacement project. I'm pleased to report that we've completed on schedule and on budget with this project. We can move to some of the finished photos. So here is the new escalator on the Pulaski entrance and you can see that new polycarbonate blue canopy up above. Next slide. And here's -- here's a bigger picture shot of that canopy. I -- I really, really like that polycarbonate canopy. I like how it even on -- on gray days it makes it feel a little bluer in the sky and it's certainly more welcoming and inviting than some of the older canopy systems we've had out there. So we have that and see that out there. And I will take a minute to pause here. And, JuanPablo, I don't know if you'd like to provide an update on the DBEs.

MR. PRIETO: Thank you, Bill. This work order

had a 20 percent DBE goal. The prime contractor committed to 20 percent and is on track to meet that goal.

MR. MOONEY: Thank you. So we'll move on to our next project. Our Kedvale, Edmunds and Sacramento Substation upgrades. This is quickly coming to a close as well. As we finish up at the roofing aspects at Sacramento as well as the courtyard repairs and we got some photos of that going up. So this is the exterior transformer yard for Sacramento Substation. I've previously shown you some work around the wall being dismantled that had structurally been kind of compromised and it's since been taken all the way back down to the concrete -- concrete foundation. Some of the concrete foundation has been rebuilt and those -- they're starting to reset the brickwork for that wall. So here's a picture of that kind of groundwork. Next slide. Here's some of that concrete foundation rebuild work going on there. This is our non-revenue rail vehicle facility. This remains on schedule and on budget and it's really exciting to see us in deep in the ground now. So we've got some photos of some of the grade

beam work out here. So last month I showed you a lot of the rebar work being prepped for this concrete install. This is the foundations for the building walls and main entranceways. So here you can see kind of that -- that grade beam fully poured in with concrete and then the backfilling of earth around it. Next slide. And here's kind of a step back. So we actually have a full-time camera on the site that we are streaming into the elementary school directly adjacent so the students can see live activity going on on the site directly across from them. We've been working in and out of the school kind of with the contractor to do presentations on the STEM opportunities that go along with construction contracts but this allows them to have that kind of live feed understanding. We also get it ourselves to be able to check on the site throughout but it gives you a sense of the scope and the size of this project. So that -- that you can see on the far right of the screen one end of the project to the far left of the screen and in relationship to the buildings behind it you can see how -- how large this facility will ultimately be when built. You get a

little sense of how -- how all this foundation impact that we've been talking about. With those helical piles really are important in the building of this size.

This is our traction power upgrades at Canal tie house, Barry and Damen Substations. So we are into our foundations on Damen. We remain on schedule and on budget here. And we've got some photos of that work. So here they are removing kind of the last remnants of the old foundations from the original building that was on this site and they had to clear some of the shared foundation with the adjacent building to make room for new micropiles that are being installed. Next slide. And here are those micropiles being put in. So you've seen work similar to this on some other projects. Most notably RPM. And so here they actually drill kind of a series of small similar -- similar caissons, holes in the ground that they backfill with concrete and they all get tied in together as part of the top level cage that supports that facility. So here's that micropile installation. Next slide. Here's a closer view of that -- that drill apparatus going in. This is our

refreshed and renew program that President Carter spoke highly of earlier so we are at 23 of 28 projects of the major program completed for the year and we are finishing up the painting on the last twenty or so stations in the SBE painting program. I've got some updates on some of those as we highlight them. California and the Pink Line. So is that curb appeal approach outside the station. You can see that deteriorated kind of concrete edge of that station facade freshly patched up and painted over. Next slide. Our beauty shot of this -- of the updated stairs. I -- I actually think this is from a customer experience. One of those most notable points because it really is in your face and that difference it really wakes you up in the first time you see them and you really get that wow factor. Next slide. And here's Midway. So this is at Midway. We -- as we've done in a lot of cases, we do have that interface between the rail station and the bus turnaround. The refresh and renew left the station and went out into the bus turnaround and dealt with a lot of major interfaces out there. So updated the lighting and touch up painting. I

think we have a couple other photos of this up ahead. Here you can see that the birthing islands, the ADA landings there where they touched up all the -- all the cross lanes as well as the high hazard edges for the curbs. The bus operators get a great visual about where they're pulling in and locating. Next slide. And here's kind of that step back picture. So again I -- I think even our customers on the bus side are really noticing the impact of this program as they -- as they interface with it. Next slide. So here's inside. So you can clearly see kind of the difference in lighting. So between the older yellow to T8 lighting versus the newer LED lighting and how much brighter and cleaner that white light look is. As well as all the touch-up paint and refresh kind of in that space.

And our final up to date today is tied to the RPM project. It remains tight to schedule and on budget. And major activities still are -- are all moving forward. Our -- our next generation signal work is -- is continuing forward. Most of the major infrastructure work in the bypass area is staged on at stage two work on that north mainline

corridor right now and we -- and we continue to press forward on the LBMM substructure and -- and major elevated structure segments and track work. We've got a lot of track work going on up there right now. So it's really exciting to see. So we got some photos of some of this. So here's another example of micropiles that I just mentioned on RPM. So this is actually in -- in the area of the Brown Line where we're actually renewing a bunch of the historical structure where we interphase with the tie in and so these are foundations that ultimately carry the historical structure that remains in play there. Next slide. This is in the north mainline stretch between Addison and Belmont. I'm showing you some of that deck being built from the -- from the precast beams to the columns and now -- now they're starting to get ready to pour the -- the top deck. So this will all be filled in with concrete with these rebar cages and ultimately we build the track on to the surface. Next slide. This is at the far end of LBMM. So this actually where we transition back to the embankment and the -- the historical ballast structure. So here we actually transition from the segmental box to a

steel structure with a concrete deck. Very similar to what I just showed you on the north mainline corridor. And here they are. They put steel beams in place and they're starting to build in the deck forming so they can start pouring that deck up there. Next slide. So this is for a relay house that facilitates the middle track over near Winona and so this is actually going to be underneath the structure. This is foundational work for that house that gets built on top of it and then connects to that middle track and the signal systems required to support that operation. Next slide. And -- and here's some of our segment erections. So this -- this is moving very aggressively ahead. It's -- it's -- the production rates in the last two months have been real -- really great. They've exceeded -- they've exceeded kind of where they were expecting to be production-wise. This is in the middle track area where I just -- I showed you that relay house work as well which is kind of interesting because they actually had to build two sets of segments. They actually built the one for the middle track first and then they actually slide it over on a metal

beam and into place on the middle track and then they actually build the one for the mainline track thereafter and then they move the -- the gantry down to the next span. Next slide. And here is some of that concrete track work that we -- we were excited to see going forward. So these are the concrete plinths that ultimately our -- our plates get attached to and then rail goes on top so these are the ties that we use in the concrete version of this. And this is closest to that Ardmore end working back towards the gantry. So this is immediately following up that work.

Next slide. And one of the most notable things in the last month is the CTA hosted the FTA construction workshop and the RPM project was a flagship project for discussion in there. We presented on it but we also hosted a tour for over 100 attendees including the FTA administrator and President Carter and the deputy administrator who joined us on some of the tour. Here we are right outside the Vautravers building relocated. You can see the flyover in the background with a group shot taken from the drones. It was -- was a warm day but I think everyone really took advantage of the

experience and understanding kind of the lessons learned. And I -- I mean I'm really proud of the team who pulled it off as well as just to highlight that the FTA's administrator called out in -- in the group on her -- she was a tour of how this was a best practice for industry and you can learn a lot from the great work we've done here. We didn't just talk about construction. We talked about a lot of the great work we've done on workforce and DBE outreach. We had a whole station specific to that as well as the operational coordination and how complex this building and a project of this size and caliber around a moving railroad and in a very dense neighborhood. So I think we talked about a lot of great things that we -- we championed and led the way on the industries coming behind us on here. Especially on the workforce and DBE front.

Which brings us to our final slide. So on outreach so we continue kind of our -- our regular outreach events with the 44th and 48th Wards. Regular connections there. We had been in the footprint of Goudy Elementary very, very noticeably. The gantry has been in that area as

we've been working with the school throughout time. They -- they regularly kind of have interface points with the -- with the community outreach coordinators as well as other portions of the construction project and the exciting work that's going outside them. Again this is the school that did the name the gantry contest and -- and put the name on the windy city gantry on it. We hosted the FTA construction workshop that I talked about and we continue our virtual office hours asking constituent questions as they come up. We participated in the Care For Real second annual community celebration event where we had a table there talking about the projects. It's a great organization that does a lot of great outreach work in the community. And then we had our regular open for business updates with Andersonville and Uptown and Edgewater Chamber of Commerce. And with that I'll turn it over to JuanPablo.

MR. PRIETO: Thanks, Bill. Good morning again, Directors. JuanPablo Prieto, Director of Diversity Programs. CTA diversity continues to meet with the contractor monthly to discuss DBE and workforce outreach and compliance. We continue to send out

opportunities along with the prime to the DBE community so they're aware of the trade packages and how to submit their bids. Open career opportunities with the prime and their subs are sent to our workforce partners Chicago Cook Workforce Partnership and Hire 360 so they can refer interested and qualified candidates that meet our workforce goals. As of September 30th, DBEs have been awarded over 230 million dollars between the design and construction packages. This accounts for 84 unique DBE firms. 32 of them new to CTA. On the workforce side as of September 30th, 1,634 unique individuals have worked over 921,000 labor hours and earned over 53 million dollars. That concludes my portion of the report. I'm happy to answer any questions.

MR. MOONEY: Any questions for JuanPablo or myself on the projects?

DIRECTOR JHA: I love the numbers. The numbers speak for themselves. This is amazing.

CHAIRMAN BARCLAY: Thank you.

DIRECTOR MILLER: Great job your team. Great job.

DIRECTOR SILVA: Great job.

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

SECRETARY LONGHINI: No, sir. There is not.

CHAIRMAN BARCLAY: There being no new business, no further business to come before the board, may I have a motion to adjourn the Chicago Transit Board meeting of October 14th, 2022?

DIRECTOR JHA: So moved.

DIRECTOR ORTIZ: Second.

SECRETARY LONGHINI: Moved by Director Jha. Seconded by Director Ortiz. Director Lee?

DIRECTOR LEE: Yes.

SECRETARY LONGHINI: Director Jha?

DIRECTOR JHA: Yes.

SECRETARY LONGHINI: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.

SECRETARY LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

SECRETARY LONGHINI: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY LONGHINI: That motion is approved with six yes votes. We are adjourned.

(Whereupon, the meeting adjourned at 11:57 a.m.)

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 October , 2022.

Margaret E. Mecklenborg

Illinois Certified Shorthand Reporter

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