

**August 14, 2024. Chicago Transit Board Regular Meeting Minutes.**

Noticed for 10:00 a.m. Commenced at 10:05 a.m.

AGENDA: The posted agenda for the meeting is available at [www.transitchicago.com](http://www.transitchicago.com), "Chicago Transit Board", "Meeting Notices, Agendas, and Minutes", (08/14/2024) (Regular Board Meeting), "Agenda".

There was a roll call vote.

ROLL CALL: Directors: Lester L. Barclay (Chairman), Neema Jha, Roberto Requejo, Bernard Jakes, Michele Lee and Michael Eaddy. Director Rosa Ortiz was absent.

There was a quorum with 6 members present.

MINUTES: Chairman Barclay asked for a motion to approve the regular Board meeting minutes from July 17, 2024. After being moved by Director Jha and seconded by Director Eaddy, the minutes were approved with six (6) votes in the affirmative.

ETHICS COMMITTEE REPORT: Jessica Pipersburgh, Chairperson of the Ethics Committee gave the report. She appeared remotely via Zoom. She stated that the ethics committee is comprised of three volunteer professionals who meet quarterly. This year they have met on April 4th and July 31st.

The ethics committee is staffed by the ethics officer, compliance policy and risk attorneys and secretary of the board and we make recommendations to the board of findings of ethics violations and advisory opinions, and we will always seek board approval.

The role of the ethics committee is to uphold the highest ethical conduct in CTA by enforcing the ethics ordinance. Some of the issues that they may address are conflicts of interest, nepotism, gift bans, post-employment prohibited political activity. They also, may review advisory opinions and routine matters and ethics committee matters, and they may also advise on internal investigations that arise from complaints and referrals from the Office of the Inspector General.

At the Ethics Committee Meeting on July 31<sup>st</sup> they reviewed and are recommending the approval of updates to the ethics rules and investigative process amendments. CTA Ethics Officer Sisavanh Baker identified the proposed changes to the CTA Ethics Rules and Investigative Process Amendments. The proposed changes are as follows:

1. The text has been clarified and simplified;
2. Non-gender terms now substitute for gender terms;
3. Ethics Committee meetings will be allowed via remote video;
4. Ethics notices will be permitted on the CTA website;
5. The rules will be updated to permit email complaints versus requiring that all complaints be in writing;
6. Anonymous complaints will be permitted;
7. Complaints will be permitted that identify the target of the investigation;
8. New standards are being implemented to ensure that there is due process;
9. There will be administrative closures for incomplete or untimely complaints for which the CTA has no jurisdiction;
10. Hearing Officers will be allowed to hear facts presented by the Ethics Investigators, the respondent and/or the target of the investigation before findings are made;
11. In as much as the ethics committee only meets quarterly, they determined that incidents that need to be referred to law enforcement will be referred through the General Counsel's office instead of being reviewed by the committee and then referred to the Board prior to being referred to law enforcement.

That concluded the report from the Ethics Committee. There were no questions from the Board.

ADA Advisory Committee Report: Laura Saltzman, chair of the ADA Advisory Board gave the report of the ADA Advisory Committee.

The committee met last month on July 8, 2024. In the meeting, they discussed updates to ASAP and RPM presented by Steve Mascheri and Jeff Olson, Rajiv Pinto. Julian Silva from CDOT also presented on Damen and Lake and State and Lake stations. The committee appreciated CDOT attending and answering questions. They hope that CDOT's attendance will become a regular occurrence, especially as there are no corresponding ADA committees at CDOT. The committee also heard about CTA's website procedure for elevator status and how to look at the website for more information regarding elevator outages. This was appreciated because it was done in response to questions raised in earlier meetings.

The committee expressed concerns over sticker signs being too small to notice from afar when an elevator goes down and how the new Damen station will benefit from a bus shelter and APS in the crosswalk.

The committee also had a way finding presentation from Tony Coppoletta. Tony Coppoletta had a variety of way finding methods for signage. The committee asked questions regarding bus relocation, reroute announcements and accessibility for customers who are blind or visually

impaired -- spacial mapping, earning disabilities, they really appreciate the thoughtfulness that went into way finding. They encourage CTA to make sure to communicate these changes so people are aware of them and so that they understand why they were made.

The last presentation was on planning accessible rail and bus trips and tap-on updates from Lucien -- (inaudible). Lucien presented the concerns of bus accessibility transparency when planning a trip while using third party apps and how currently all stops are considered accessible, even when some of the locations around the region may not be accessible. The committee had various opinions on bus stop accessibility and will need time to process the information to give a recommendation. A question was asked regarding whether CDOT has access to the inaccessible bus stop locations? It was explained that CDOT has a small version of the list as they are working to make 100 bus stops accessible per year. CTA communicated those the original 100 stops had yet to be fully addressed let alone any additional stops.

The ADA Committee appreciated the focus on Pride month last month and CTA's marketing campaign on accessibility tips to help the community navigate the system. Videos are being posted weekly on CTA's social media.

Between the ADA Committee meeting and today, there was an ASAP update released July 31st. The committee chairperson expressed concern that the committee was not alerted to the changes prior to the press release. A lot of those changes announced were increased costs although they gathered that this reflected country-wide issues related to construction. The ADA has concerns about the length of time it takes to get new elevators in but most importantly they think that CTA should brief the public more proactively on their plans and especially when it comes to accessibility.

The last thing the ADA Committee discussed in their meeting was the request made by this board regarding priorities of the ADA. The priorities can be sorted into three buckets.

- The first is the transportation system, making sure the entire trip and path of travel is accessible whether that means communicating and aligning of transportation routes and times to make sure transfers can be made in a timely fashion or that the route to an accessible station has sidewalks and intersections are usable. The committee is aware that this is not entirely within the CTA's control. The ADA Advisory Committee encourages collaboration with agencies to help reduce this issue. It feels necessary to note that a genuine problem at times is the fact that CTA can be unilaterally overruled by CDOT who does not seem to consider accessibility in the same way. This may be due to any number of reasons including not having an ADA person or committee. The committee is concerned that this result puts disabled people in the worst position.

The ADA Committee Chairperson requested that board members who have relationships with people at the city and state level to reach out to them about this.

- The second bucket would be wayfinding and signage, physical infrastructure that is not adaptable.

The disabled community appreciates the work CTA has done on the local, state and federal to make legacy rail stations more accessible, but there are still too many times and locations that are not accessible for disabled people, and when it comes to wayfinding in particular, low vision and blind people specifically, folks for whom driving is not an option and who disproportionately need to rely on the transit system, need bus stops that can be located and accessible information provided in a range of ways similar to those are not low vision or blind. They need better alerts and audio information on buses and trains. There also needs to be better training if those announcements are not working.

- The final bucket, training and customer service positions that may be a better fit than what we currently have:
  - The first would be a more career-oriented CSA/CSR position, one that provides full benefits and salary and consequently has the training and responsibilities to match. There are significant issues the community faces when it comes to being able to ask for assistance with things like gap fillers, notifying elevators or wayfinding. While there are several people who help, this is a job that is nonetheless not seen as permanent and not treated as such by the agency. This is a first point of contact that many people have within the system. Incidentally, it is also something that the ADA Committee Chairperson has found many people who do not have disabilities will find valuable as well.
  - The second would be non-law enforcement options who are trained to deescalate in situations where people are agitated and provide referral services or communities supports were appropriate. This would align the CTA with a state law called CESSA that will require a non-law enforcement response for non-violent situations for people in crisis, and statements in support of this model by the mayor about the importance switching to experts appropriate to the issue rather than treating every problem as needing a one-size-fits-all response. Much like physical health conditions requiring an appropriate response, so, too, do psychiatric disabilities.

That concluded the report from the ADA Committee.

There were questions from board members and discussion. There was also a response from President Carter regarding how the CTA could gain better cooperation and follow-through from CDOT on issues that are priorities for the disabled community.

PUBLIC COMMENTS: Chairman Barclay advanced the agenda to Public Comments.

- **WRITTEN PUBLIC COMMENTS:**
  - A written public comment was submitted, distributed to the CTA Board and entered into the record by Michael LaFargue, the president of the Greater Far South Halsted Chamber of Commerce.
  - A written public comment was submitted, distributed to the CTA Board and entered into the record from John Paul Jones, who is the co-founder of the Red Line Extension TIFF Coalition.
  - A written correspondence from US Senator Tammy Duckworth was advanced by John Paul Jones and was entered into the record.
  - The daughter of the deceased founder and former president of the Red Line Extension TIFF Coalition, Minister Sylvia White Jones, was present in the assembly for the CTA Board meeting.
  
- **IN PERSON PUBLIC COMMENTS:**
  - Alderman Ronnie Mosley of the 21<sup>st</sup> Ward;
  - Rev. Albert Shears, a member of the Developing Communities Project
  - David Doig, The Chicago Neighborhoods Initiative
  - Abraham Lacy, President of the Far South Community Development Corporation
  
- All of the public commenters and written comment were made in support of the Red Line Extension Project and celebrated the big equitable investment that is being made on the far south side of Chicago as a result of the project after 60 years of the far south side waiting for rapid transit to be extended.

PRESIDENT'S REPORT: President Carter began his remarks by noting that it was a very emotional day.

- Democratic National Convention: President Carter advised that the CTA is ready for the DNC. The CTA has done the work to prepare for the convention and is ready. Staff has been coordinating with city departments and is ready to put on the best face of public transportation for the entire country. He stated that he had confidence in the capability of

10,000 employees, many of whom are led by the people in attendance at the CTA Board Meeting – who are all committed to making sure that the CTA delivers on our ability to meet the needs of the convention.

- The Redline Extension Project: President Carter stated that since he has been the president of the CTA, he has had the opportunity to oversee almost \$8 billion worth of investment in our transportation system, but during that entire time, his singular focus was getting to the place where the CTA would be able to make the Redline Extension Project happen. He knew that with his special skill of raising capital, if he put his mind to it, he could bring the far south side of Chicago something that he had been hearing about since he was a kid which was the extension of the Red Line to 130<sup>th</sup> Street.

Getting to this moment has been a long road that started right after he was appointed President when the CTA had to go down to Springfield to get the legislation that would allow the City Council to approve a TIFF. At that time there was gridlock in Springfield, but the one piece of legislation that got done was the legislation that created the TIFF. That TIFF was created to fund the Red Line Modernization Project, but he knew that there was more that the CTA could do with that authority, and he made sure that when the station was created it included the ability to fund the Red Line Extension and the Forest Park branch of the Blue Line.

That TIFF eventually led to the passage by the City Council about a year ago of the TIFF that created the funding to support the Red Line Extension and has led to the point in time that we are at today where we are in a position to finally award a contract to build and construct this project.

There will be a presentation today about the community's commitment as well as the

impact of this project on the community. President Carter stated that regardless of how much this investment costs, it is long overdue, and it is a down payment for the lack of investment that we have made in this part of our city for decades.

This is truly a legacy project. This is the type of project that gives purpose to the work that President Carter does at the CTA. This type of project has made him understand the pain and barriers and the challenges that people put up with everyday and why it is worth it because at the end of the day, the CTA does more than just move people from Point A to Point B. The CTA transforms communities.

He stated that he was looking forward to the board's action on the project. He is looking forward to an even bigger event that will be planned later this year with the federal government will provide the CTA the grant for the federal funding of this project and he looks forward to celebrating the success and the milestone that we have achieved so that we can all recognize that we are going forward together to make this dream finally a reality.

That concluded the President's Report.

There was a resounding applause from the standing room only crowd those in attendance at the board meeting.

Chairman Barclay reserved his comments until after the presentation.

Director Eaddy, as the newest member of the board, congratulated President Carter and stated that he appreciated his perseverance.

RED LINE EXTENSION PROJECT PRESENTATION: The Red Line Extension Project presentation was made by:

- Bill Mooney, Chief Infrastructure Officer,
- Michele Curran, Deputy Chief Financial Officer, and Controller
- JuanPablo Prieto, Director of Diversity Programs and
- Ellen McCormack, Vice President of Purchasing/Supply Chain.

Bill Mooney began the presentation by acknowledging the immense amount of time his team, the Purchasing team, the diversity team and the finance team have helped to propel the project forward to its current status. He was grateful for their commitments, their passion and professionalism.

HISTORY: In 1969 the original Dan Ryan branch construction cost \$38 million and took us from the Loop to 95<sup>th</sup> Street. If the extension we are talking about today would have been built at that time, it would have cost another \$144 million.

The planning process for the Red Line Extension formally began in 2006 when the board took an alternatives analysis for staff which is the first step in the federal process to secure money for projects like this, and advanced in 2016 when the CTA entered a formal planning request to budget \$2.30 million for this project.

In 2021 the CTA entered the engineering process for the federal process and the federal share was locked in at \$3.6 billion dollars. This figure was exclusive of financing charges. It was the brick-and-mortar construction costs that were envisioned for the project. We were also in a very dynamic post-Covid market and were trying to manage those increases accordingly.

The community has worked tirelessly and passionately, passing a ballot referendum in November



2004 to hold the politicians to the fire to study this where 38,000 voters came out in support of this and ultimately the CTA Board took action in 2006 in directing alternative analyses for that point.

Since that time the CTA has moved mountains and mountains of paper and tirelessly invested sleepless nights to meet and plan and have conversations about this project. We have secured the local match required through the Tax Increment Financing Fund. This local commitment alongside the federal commitment has brought the authority to the brink of a reality for which everyone has been waiting for 60 years.

THE PROJECT: The CTA will be building a 5.6-mile extension that will come out at 95<sup>th</sup> Street through the yard and over the highway and take commuters to Altgeld Gardens and the city's edge at 130<sup>th</sup> Street. It will include four new stations at 103<sup>rd</sup> Street, 111<sup>th</sup> Street, Michigan Avenue and 130<sup>th</sup> Street. These stations will allow the far south side communities to be fully accessible to high-speed rail for the first time in history.

The facilities will also be new intermodal facilities to include bike, parking, and walk-up connections. The plans have included travel access and walk-up points that grant ADA accessibility to stations. A train storage yard is also contemplated at 120<sup>th</sup> Street, the build out of which will occur in the short term.

THE FIVE PILLARS - OUTCOME GOALS FOR THE RLE PROJECT:

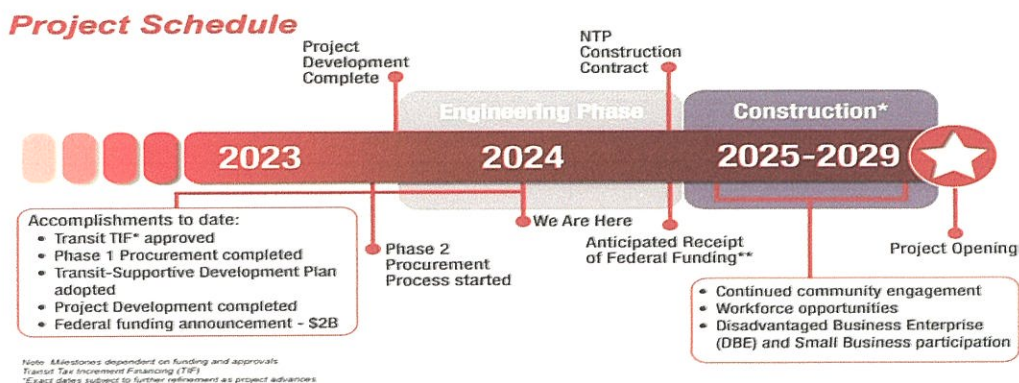
1. EQUITY: This is an equity project. Twenty-four percent (24%) of the RLE project area residents live below the poverty line compared to the City average of 18%.
2. FREQUENT RAIL SERVICE: Up to 30-minute time savings to riders traveling from 130<sup>th</sup> Street station to the Loop. By 2040, RLE will carry approximately 40,000 trips per day.

3. **CONNECTIVITY:** 22% of the RLE Project area households do not own a car and rely on the transit network to get to jobs and opportunities.
4. **ECONOMIC OPPORTUNITY:** 46% increase in newly accessible jobs within an hour commute of the RLE Project area.
5. **SUSTAINABILITY:** RLE will improve air quality, reduce greenhouse gas emissions, and save energy.

**RED LINE EXTENSION PROJECT BENEFITS:**

- Estimated Construction Jobs Created: 12,512
- Estimated Indirect Jobs Created: 59,800
- Estimated 25,000 additional jobs become available with the access to transit for community served
- Nationally, transit projects have a 5-to-1 economic return on investment
- Transit Supportive Development Plan for the Project
- Catalyze \$1.7B in real estate activity in RLE footprint in the years 2029-2040
  - 118,000 square feet of new retail space
  - 3,385+ new infill and rehab housing units

**RLE PROJECT SCHEDULE:**



The balance of the RLE Presentation covered the following topics:

1. The Federal Transit Authority's Full-Funding Grant Agreement process and path forward from August 2024 through December 2024.
2. The steep cost increases in the construction industry post-Covid and the major drivers of said cost increases (ie. supply chain disruptions; rising material costs; labor shortages; rising interest rates and a reduction in competition.)
3. A comparison of peer transit projects across the United States and the costs of those projects. Below are a few examples:
  - A. Santa Clara VTA Bart Silicon Valley Phase II: 6-mile extension - \$12.8 Billion in projected expenses
  - B. MTA Second Avenue Subway Phase 2 – 3.6-mile extension of the Q line into Harlem - \$7.7 Billion in projected expenses
  - C. New York/New Jersey Hudson Tunnel -Construct and rehabilitate existing tunnel under the Hudson River that carries Amtrak and NJ Transit Northeast Corridor passengers between NJ and NY - \$17.2 Billion in projected expenses
4. The CTA's Past Project Performance on Construction Projects
5. The CTA's Procurement Process
6. Introduction of Walsh-Vinci Transit Community Partners to serve as the Design / Build Team for the RLE Project
7. Funding the RLE Project: Federal Funding / Grant Funding & the Capital Improvement Project Amendment
8. DBE Opportunities in the Design-Build Phase / The Diversity Outreach Plan & Workforce

## Development

Chairman Barclay thanked the entire team for the presentation. He stated that this was a remarkable milestone for the CTA. He states that the Board takes their fiduciary responsibilities seriously and that the benefits of this project will out last the cost for a promise deferred for decades. He also commended CTA's President Dorval Carter and his team for their effort, time and attention to the financial and procurement aspect of this project.

There were then commendations, questions and comments from the other board members in attendance.

Chairman Barclay then asked for a motion to approve an ordinance amending the board minutes 023-131, approving the fiscal years 2024 through to '28 capital improvement?

It was moved by Director Jha and seconded by Director Eaddy. The motion passed by unanimous roll call vote.

Chairman Barclay then requested a motion to approve the ordinance authorizing the award of the contract for the design-build services for the Red Line Extension Project.

It was moved by Director Jha and seconded by Director Eaddy. The motion passed by unanimous roll call vote.

There was applause in the board room following the vote.

EXECUTIVE SESSION: CTA's General Counsel Kent Ray explained that there would be an Executive Session pursuant to the Illinois Open Meetings Act, Article 2C, Sections 2, 11 and 21. Director Jha moved that the Board go into Executive Session and Director Eaddy seconded the motion. The motion passed by a unanimous vote. The Board went into Executive Session at 12:00 p.m.

At approximately 12:42 p.m. the Board came out of the Executive Session.

Chairman Barclay requested a motion to return to open session, which was moved by Director Jha and seconded by Director Jakes. The motion passed unanimously following a roll call vote.

CLOSED SESSION MINUTES APPROVAL: It was moved by Director Jha and seconded by Director Jakes that the Board approve the close session minutes from July 17, 2024. The motion passed with four votes in the affirmative. Director Eaddy did not vote, and Director Lee abstained.

COLLECTIVE BARGAINING AGREEMENT WITH TEAMSTERS LOCAL 700: General Counsel Kent Ray advised that the Board reviewed an ordinance authorizing the execution of the collective bargaining agreement with the International Brotherhood of Teamsters Local 700 for construction project management.

Director Jha moved that the Board approve the ordinance and Director Eaddy seconded the motion. The motion passed unanimously following a roll call vote.

General Counsel Ray also advised that the Board reviewed an ordinance authorizing execution of a collective bargaining agreement containing the terms of a tentative agreement with the Bridge Structural and Reinforcing Ironworkers Union Local No. 1.

Director Jha moved that the Board adopt the ordinance and Director Eaddy seconded the motion. The motion passed by a unanimous roll call vote.

BOARD MATTERS: Chairman Barclay asked whether there were any Board Matters?

Secretary Greenlee responded that there were two items for Board Matters.

1. The first board matter was an ordinance to approve the amendment of the Chicago Transit Authority's Ethics Committees Rules and Regulations and Investigation Procedures.

Director Jha moved that the board approve the ordinance to adopt the amendment. The motion was seconded by Director Eaddy. The motion to approve passed by a unanimous roll call vote.

2. The second board matter was an ordinance appointing Thomas J. McKone as treasurer of the Chicago Transit Authority.

Director Jha moved to approve the ordinance to appoint Thomas J. McKone as Treasurer of the CTA. Director Eaddy seconded the motion. The motion to approve passed by a unanimous roll call vote.

COMMITTEE ON FINANCE, AUDIT AND BUDGET: The Finance, Audit, and Budget Committee report was presented by Director Bernard Jakes. The committee reviewed the monthly finance report and approved the July 17, 2024, FAB committee meeting minutes. Director Jakes stated that all Committee agenda items, listed on the Board agenda, were presented, reviewed, discussed, and recommended by the Committee, for Board approval. Director Jakes stated that all the approved committee items, 3 ordinances and 11 contracts, were placed on the omnibus for approval by the Board. Director Jakes concluded the Finance, Audit and Budget Committee report.

Director Jha moved that the omnibus be approved, and the motion was seconded by Director Eddy. The motion passed by a unanimous roll call vote.

All approved August 14, 2024, Board ordinances are available online, at [www.transitchicago.com](http://www.transitchicago.com), "Chicago Transit Board", "Board Ordinances", Ordinance numbers 024-94 – 024-112.

CONSTRUCTION REPORT: Director Jha moved that the Construction Report be deferred to the September CTA Board Meeting. It was seconded by Director Eddy. The motion passed by a unanimous roll call vote.

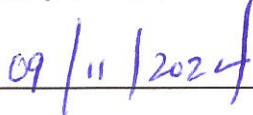
NEW BUSINESS: None

MOTION TO ADJOURN: Chairperson Barclay asked for a motion to adjourn the August 14, 2024, Chicago Transit Board meeting. After being moved by Director Jha and seconded by Director Eddy, the motion was approved with six (6) yes votes and the meeting was adjourned at 12:49 p.m.

APPROVED:

  
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Secretary of the CTA Board of Directors

Date:

  
\_\_\_\_\_  
09/11/2024