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Transcript of Board Meeting

Date: January 18, 2024

Case: Chicago Transit Authority Board Meeting, In Re:

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Thursday, January 18, 2024

10:21 a.m.

Job No.: 519612

Pages: 1 - 104

Reported By: Courtney Petros, RPR, CSR

1 Board Meeting, held at:

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4 CHICAGO TRANSIT AUTHORITY

5 567 West Lake Street

6 Chicago, Illinois 60661

7 312.681.3137

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12 Before Courtney Petros, a Certified Shorthand

13 Reporter and Registered Professional Reporter in

14 and for the State of Illinois.

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A P P E A R A N C E S

BOARD MEMBERS:

- LESTER L. BARCLAY, CHAIRMAN
- REV. DR. L. BERNARD JAKES, VICE CHAIRMAN
- NEEMA JHA
- MICHELE LEE (via videoconference)
- REV. JOHNNY L. MILLER
- ROSA Y. ORTIZ

ALSO PRESENT:

- DORVAL R. CARTER, Jr., CTA PRESIDENT
- KENT RAY, GENERAL COUNSEL
- GEORGETTE GREENLEE, SECRETARY

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1 P R O C E E D I N G S

2 CHAIRMAN BARCLAY: Good morning. I'd like
3 to call to order the meeting of the Chicago
4 Transit Board for January 18th, 2024.

5 Georgette, please call the roll.

6 MS. GREENLEE: Director Jha.

7 DIRECTOR JHA: Here.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: Here.

10 MS. GREENLEE: Director Jakes.

11 DIRECTOR JAKES: Here.

12 MS. GREENLEE: Director Miller.

13 DIRECTOR MILLER: Here.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Here.

16 Director Lee is suffering from a personal
17 illness but wishes to participate in this meeting
18 remotely. Is there a motion to permit Director
19 Lee to participate in the CTA regular Transit
20 Board meeting remotely?

21 DIRECTOR MILLER: So moved.

22 DIRECTOR ORTIZ: Second.

23 MS. GREENLEE: It's been moved by Director
24 Miller, seconded by Director Ortiz that Director

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1 Michele Lee be allowed to participate in the
2 meeting remotely. We'll take a roll call vote.

3 Director Jha.

4 DIRECTOR JHA: Yes.

5 MS. GREENLEE: Director Ortiz.

6 DIRECTOR ORTIZ: Yes.

7 MS. GREENLEE: Director Jakes.

8 DIRECTOR JAKES: Yes.

9 MS. GREENLEE: Chairman Barclay.

10 CHAIRMAN BARCLAY: Yes.

11 MS. GREENLEE: Director Miller.

12 DIRECTOR MILLER: Yes.

13 MS. GREENLEE: The motion passes.

14 CHAIRMAN BARCLAY: Director Lee --

15 MS. GREENLEE: Director -- no. You go.

16 CHAIRMAN BARCLAY: Director Lee, you've
17 been authorized to attend the meeting remotely.

18 MS. GREENLEE: And, Chairman Barclay, you
19 have a quorum.

20 CHAIRMAN BARCLAY: Thank you.

21 Our first order of business is public
22 comment. Georgette.

23 MS. GREENLEE: Yes. Chairman Barclay, we
24 do have several public comments for today. We

1 have now six -- seven -- six who are here in
2 person and we have one public comment that was
3 received in -- two that have been received in
4 writing, one by John Paul Jones and another by
5 Caroline Pavlecic.

6 We will begin our -- I will just say
7 welcome to each of our public commentators and
8 advise you -- remind you that you each have three
9 minutes with which to speak. We ask that you come
10 and sit at the black table that's directly in
11 front of you.

12 Our first speaker will be Isaac Campbell.

13 MR. CAMPBELL: Good morning. My name is
14 Isaac Campbell.

15 DIRECTOR JAKES: Good morning,
16 Mr. Campbell.

17 MR. CAMPBELL: Thank you very much. I
18 want to make a complaint. I rode -- a bus driver
19 with an incident that happened to me personally
20 the 21st of December.

21 It was very cold that morning, and I
22 decided to transfer two blankets from the storage
23 in a box. See the box here? One of those boxes.
24 And the lady refused to ride me on the bus. She

1 will like mm-hmm, you can't ride that on -- with
2 that on my bus.

3 I nearly had to kneel down and beg the
4 lady. I have been waiting in the cold weather for
5 about 20 minutes. I believe it's necessary to
6 call the attention of this lady and tell her that
7 she can't mistreat the people. I'm paying my
8 fare. That box, it was five pounds, two blankets
9 only.

10 And, finally, the people started to make
11 comments on the bus and she let me into the bus.
12 That was the 36 bus. And then I got off at Clark
13 and Devon to transfer to bus No. 22, and it was
14 quite different with this other lady, the driver.
15 After that lady, she told me -- I asked her, can I
16 ride the bus with this box? She told me, oh, yes,
17 come in. Do you need help? It was an African
18 American lady on the 22.

19 And this little young lady from the 36
20 bus, you can find her name, I got here the date,
21 and the time when I had the incident with her.
22 This little African American lady, she's very
23 arrogant. You cannot ride my bus. And she was
24 like this. No.

1 These people have to be taken into
2 account. I would like the answer of this thing.
3 I would like the answer to the incident and,
4 certainly, we have an elder man that doesn't have
5 time to answer we who elected her. She might be
6 too busy with her life --

7 MS. GREENLEE: You have 20 seconds.

8 MR. CAMPBELL: -- that she doesn't have
9 time to answer these questions. Another thing
10 that I want to -- I would like an answer, if a
11 little bit late, but this incident has been
12 happening.

13 When they detour, they reroute the bus 147
14 that I have been taking for 20 years now. When
15 they have to reroute the trip Touhy instead of
16 Howard --

17 MS. GREENLEE: Can you please wrap up your
18 comments, Mr. Campbell? You've run out of time.

19 MR. CAMPBELL: A lot of the bus driver,
20 they used to continue going through Sheridan; the
21 other one used to turn by Touhy. One day it
22 happened. That happened dozen and dozen of times,
23 some of them going this way, some of them going
24 the other way.

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1 When we were expecting the bus one day, I
2 was 20 minutes waiting for the bus, it turned by
3 Touhy and they said they had already been
4 authorized to go to Sheridan. Then we moved to
5 Touhy and the other one parked at Sheridan.
6 Finally, we had to take a cab, me and a lady with
7 a cane, a white lady with a cane. It doesn't
8 matter if she's white or black. But what I'm
9 telling you, I want to see supervision on these
10 buses.

11 MS. GREENLEE: Mr. Campbell. Okay.
12 You've run out of time, Mr. Campbell, thank you
13 very much.

14 MR. CAMPBELL: Okay. Who is going to give
15 me an answer of this to find out who the lady --
16 someone is behind the wheel here. Okay.

17 PRESIDENT CARTER: Chairman, we'll find
18 Don Bonds.

19 MS. GREENLEE: Mr. Campbell, someone will
20 be coming to speak to you this morning.

21 MR. CAMPBELL: Someone is coming to speak
22 with me?

23 MS. GREENLEE: Yes. Have a seat. Thank
24 you for your comment.

1 Our next public commentator is Nik Hunder.

2 MR. HUNDER: Can I ask a procedural
3 question before my time starts?

4 MS. GREENLEE: Sure.

5 MR. HUNDER: Can I ask them a question
6 that maybe somebody could answer? Can I ask the
7 Board a question and --

8 MS. GREENLEE: I think that this is just
9 for a comment, Mr. Hunder.

10 MR. HUNDER: Well, I don't mean any
11 disrespect, but I kind of figured that would be
12 the answer. You just happen to be the
13 spokesperson. Nothing against you. Start my time
14 now because I'll start commenting.

15 MS. GREENLEE: Okay.

16 MR. HUNDER: So if we can't ask questions
17 now, the only time the Board ever appears
18 publicly, when are we supposed to have any direct
19 line of dialogue?

20 As we enter a new year and several months,
21 the Board and President -- of asking the Board and
22 President to increase transparency and
23 communication, I ask, what's changed? So since
24 the last Board meeting, I'd like to visit a few

1 examples.

2 First, I'd like to start with the most
3 egregious. So earlier this year, the Board sent a
4 long-awaited announcement to transit activists
5 that it's doubling its operator training slots for
6 200 for 2024 and that it's on pace to meet that
7 goal. It was truly a welcome announcement, so
8 imagine how I felt when I discovered that it's
9 mathematically impossible to achieve that.

10 Your own data shows that I FOIAed shows
11 that you had 143 flaggers at the end of last year
12 and President Carter said he wasn't changing the
13 12-month requirement at the end of -- at the
14 November Board meeting. So if you all disagree
15 with that conclusion, please provide a copy of the
16 plan that President Carter said his staff created
17 for him at the last -- November's Board meeting.
18 It's mathematically impossible to achieve that
19 goal.

20 So either the Board is completely out of
21 touch with day-to-day operations or you all
22 thought nobody would find out. And I really don't
23 think it's the first option. I think you're aware
24 of what is happening. So my question is, why

1 would you choose to do this? Doing nothing would
2 have been more productive to your cause.

3 Then there's the 24-hour reversal of the
4 Yellow Line reopening. In 24 hours, the CTA went
5 from no timetable to reopening in 13 hours after
6 getting lots of public flack. What? How do you
7 go from having no idea to having staff scheduled
8 to resume operations? You don't. CTA knew
9 something, but apparently it would have caused so
10 much pain to be even a little bit honest with
11 customers.

12 Every meeting I come, I watch President
13 Carter tell the Board how irritated he is with
14 media coverage and the attention that he and the
15 CTA are getting on social media. If you're so
16 irritated, why won't you host a Q and A? You have
17 all the opportunities in the world to be
18 transparent and honest with the public. You could
19 do it right now in your presidential report.
20 Don't make the Board deceive the public for you.

21 Since CTA loves to compare itself with
22 other agencies, I want to look at the
23 communication of WMATA's GM, Randy Clarke. When
24 something went wrong on their Red Line last

1 December, he said, quote, it was my bad and we own
2 that. Apologies to those impacted. We are doing
3 a review to improve. That read as a caring and
4 earnest message, but I haven't seen any such
5 communication from the CTA.

6 But -- nobody wants to assume the worst,
7 but since the CTA is not communicative or
8 transparent and every FOIA appears to be bad news,
9 that is why your trust has been eroded. But the
10 Board can fix this. If you think he makes you
11 look bad, you can recommend that the Mayor remove
12 him.

13 If I had to sum up the disconnect, though,
14 it's because none of you except Michele ride the
15 system on a weekly basis. If you don't ride the
16 system, how can you reasonably make policy
17 decisions? But it's never too late to start.

18 But to recap the past year and a half, I
19 just sent you about 132,000 words of people who do
20 regularly ride the system. Print out and hang it
21 up in the office whenever you need inspiration. I
22 hope these comments will make you more proactive
23 to situations, not reactive, like past actions.

24 I've also left my e-mail attached with

1 those words. If you want to talk to other public
2 advocates, we will work with you pro bono. We
3 just want to help the CTA be better. But you can
4 also talk to me after this. I don't bite, just
5 ask Director Jakes. We shouldn't be talking to
6 each other only through the media. Thank you.

7 MS. GREENLEE: Thank you. Our next public
8 commentator is Michael Metz.

9 MR. METZ: All right. Good morning,
10 members of the Board. I would like to address the
11 -- what Nik already broadly stated, which is the
12 Yellow Line and the Yellow Line shuttle. The
13 reliability of these shuttles showing up are very
14 low.

15 A lot of people are commenting on the fact
16 that they were not going to Oakton-Skokie. They
17 are, in fact, dropping people way far away from
18 it.

19 And then, also, the turnaround time for
20 when certain announcements were made was wildly
21 inaccurate. It was throwing people way off
22 course. I had a lot of people asking me if any of
23 this information was accurate coming from the CTA
24 itself. The amount of times that the information

1 was turned back and forth was not very helpful to
2 anyone.

3 The other thing is, is that any of the
4 communication with any delays, small or large
5 across the system, not regarding the Yellow Line,
6 has also been very inconsistent. There has been
7 some times where trains will not show up for over
8 a half hour and it was due to something
9 track-related, something operationally-related,
10 but it was not broadcasted on the system alerts
11 page.

12 And then on another topic, along with the
13 recent hiring event that's going to be happening
14 at Malcolm X College on the 26th, while it is a
15 good thing to see that the CTA is now changing its
16 tone on hiring and people and stuff like that for
17 the flagger positions, limiting the amount of
18 people who can sign up for this event does not
19 really help anything when the people that are
20 going to be signing up for the hiring in this
21 position is not always going to be guaranteed.
22 That's just how the job market works, so you need
23 to be open to actual other people coming to these
24 events.

1 It doesn't really help the fact that also
2 there is over 100 RTO positions that are well
3 within budget that you could be hiring for right
4 now and stuff like that.

5 It doesn't really help that there's other
6 agencies across America that aren't having this
7 issue such as WMATA or LA Metro or any other
8 systems. And it especially doesn't help the fact
9 that they're beating us in ridership. It just
10 does not look good on paper and it doesn't look
11 good in person either.

12 And then I'd also like to see a bit more
13 of an active model from either the Board or
14 President Carter on their -- your taps in with the
15 system and your experience with the system. I
16 would like to note that Randy Clarke has rode over
17 600 buses and trains in 2023 and he is quite
18 proudly putting it up there. I don't see the same
19 coming from the Board or from President Carter
20 himself, and I was just kind of wondering how that
21 compares.

22 I should also note that communication with
23 the public and whatnot has been noticeably more
24 receptive at Metra than it has been at the CTA.

1 There's been more things that I have reported to
2 Metra that have come back as, okay, we'll get that
3 fixed or, yes, we'll look into that or, yes, we
4 will make sure that this actually gets fixed and
5 not just radio silence.

6 With that, I'd like to concede the rest of
7 my time. And thank you very much.

8 MS. GREENLEE: Thank you.

9 Bruce Martin.

10 MR. MARTIN: Good morning. My name is
11 Bruce Martin, and I have used the CTA for over 20
12 years. I'm addressing you today on the subject of
13 inappropriate behavior, namely, smoking, both
14 tobacco and otherwise, music playing, and eating
15 and drinking on CTA buses and trains.

16 Before the pandemic, there was no smoking
17 on CTA trains and buses and some limited music
18 playing and eating and drinking. Now, this
19 behavior is ongoing by a subset of CTA riders.
20 Whatever action CTA has taken to address this
21 behavior has been ineffective, requiring new and
22 additional action by CTA to provide a reasonable,
23 pleasant experience for CTA riders.

24 First, all CTA management must ride CTA

1 buses and trains five days each week so that they
2 can experience the same inappropriate behavior
3 that the rest of us are enduring. Like a prior
4 speaker, I would also encourage the Board to ride
5 the CTA frequently so you experience this behavior
6 as well.

7 Second, CTA must find an effective way to
8 remove this subset of riders from the system.
9 Once enough riders are removed via suspension for
10 inappropriate behavior, many of the remaining bad
11 actors are likely to get the enforcement message
12 and end the bad behavior.

13 One way, possibly, to remove bad actors
14 from the system is through use of the Ventra card
15 system. If a CTA rider is suspended from using
16 the CTA for a period of time, the rider's Ventra
17 card data should be used to not allow the rider to
18 continue to access the system.

19 Yes, a rider could obtain additional
20 Ventra using cash, but this represents an
21 inconvenience to the rider, the misbehavior, which
22 is merited given the inappropriate behavior.

23 Enforcement of basic behavior through
24 rider suspension would require a concerted effort

1 by CTA for a period of time until appropriate
2 behavior norms are reestablished. But it sends a
3 clear signal to everyone that CTA is serious and
4 is making a clear effort on this issue.

5 I request that CTA provide a report on the
6 ridership statistics of CTA management and
7 implement a policy, if it's not already in place,
8 of requiring five days a week ridership. I also
9 request that CTA provide a written response
10 regarding its current actions on the inappropriate
11 behavior I have mentioned and it develops a
12 written plan to augment what current ineffective
13 actions are in place.

14 Thank you for the opportunity to address
15 you on this matter. I'd be happy to answer any
16 questions that this discussion brings.

17 DIRECTOR JAKES: I have a quick question
18 just from my understanding. What's your name?
19 I'm sorry.

20 MR. MARTIN: Bruce Martin.

21 DIRECTOR JAKES: Mr. Martin, you said the
22 inappropriate action of smoking are passengers or
23 an employee? Was it passengers or an employee?

24 MR. MARTIN: Passengers. This is all

1 passengers.

2 DIRECTOR JAKES: All passengers. Okay.

3 MR. MARTIN: And I'll just give you -- it
4 may be naive on my part. But this was nearly two
5 years ago, so spring of 2021. I was on the CTA
6 coming from downtown and I smelled something and
7 it's like I'm not familiar with this smoke. What
8 is it? Well, I think it turned out to be the
9 nontobacco smoking.

10 I just hadn't experienced this for a long,
11 long time. And it was on a CTA bus. And, now, I
12 think if you ride the bus or the train, you will
13 acknowledge that smell is around us constantly.
14 And it's not tobacco and it's certainly not your
15 employees.

16 DIRECTOR JAKES: Okay. Thank you.

17 MS. GREENLEE: Our last in-person
18 commentator is Trudy Leong.

19 MS. LEONG: Good morning, members of the
20 Board and President Carter. My name is Trudy
21 Leong, and I'm the administrator at the Rogers
22 Park Chamber of Commerce.

23 The president of the Rogers Park Chamber
24 of Commerce, Bill Morton, he got sick yesterday.

1 Every couple of years, he gets really sick and
2 he's really sick now, so he didn't want to
3 transmit his sickness to anybody.

4 What I wanted to comment about is Bill and
5 I were riding on January 2nd of this year at
6 6:10 p.m. on the Purple Line train, the 5452
7 train, and there was a leak coming from the
8 ceiling, like a spray of water by where the sign
9 is where the enunciator and the display is and,
10 also, all the way on that side of the train near
11 the entrance.

12 And we don't know where the water was
13 coming from. It seemed to be coming from the roof
14 of the train. And I think we saw that once at
15 some other train, but we forgot which. But that
16 is the exact information. I even have a photo of
17 it, which I could send to you, Georgette, if you
18 want, of the enunciator with the time stamp.

19 Also, on the Argyle station, I don't know
20 if it's just my glasses, my vision, but the gray
21 markings on the stairs are not so clear, so I have
22 to be very careful so that I see the edge of every
23 step. Preferably, if the markings were a little
24 clearer, that would be so much easier.

1 There was one other station. I can't
2 remember which. Maybe it was the Damen stop on
3 the Blue Line that has similar problems, but it
4 wasn't gray markings. It was just like I can't
5 really see the edge of the stairs.

6 Also, I have spoken with Jeff at -- Jeff
7 and -- you know, with the engineer, their staff,
8 about an interview with my station, WCRD Chicago,
9 88.3 FM. I think that -- I know that the CTA does
10 care. There's so much to do.

11 And I really wanted to bring the word out,
12 just interview and ask -- bring the -- bring some
13 information to the public that would let the
14 public know what the CTA is doing and it's -- I've
15 requested that interview since maybe six months
16 ago or so and no response. I really, really wish
17 that someone would respond to us.

18 And we also have a TV show, Community,
19 Unity Now. I feel that CTA is intrinsic to
20 community, unity because CTA, the Chicago Transit
21 Authority, brings all of us together. You are a
22 very important part of our community.

23 And then one more thing. One of our
24 constituents, he really would love to see more of

1 the livestream videos of CTA because we've seen
2 that, I think, in your 7000 line trains --

3 MS. GREENLEE: Ms. Leong, you're pastime.

4 MS. LEONG: Okay. Thank you. The 7000
5 line trains have the video of different portions
6 of the train; he would really love to see more
7 videos. He thinks that would improve security as
8 well. Thank you.

9 MS. GREENLEE: Thank you. Chairman
10 Barclay, there are no further comments.

11 CHAIRMAN BARCLAY: Thank you to all our
12 speakers this morning for taking time out to share
13 your thoughts with us.

14 Our next item on the agenda is item No. 3,
15 legislative update. Our presenter will be Denise
16 Barreto, who is our chief equity and engagement
17 officer, and Sam Smith, CTA's vice president of
18 legislative affairs. Good morning.

19 MS. BARRETO: Good morning. All right.
20 Good morning. My name is Denise Barreto. I am a
21 chief equity and engagement officer for the CTA.
22 And I'm excited to give you a legislative update
23 today.

24 26 weeks ago, I joined this team and have

1 spent that time getting my arms around a storied
2 agency with close to 76 years of history,
3 reviewing all aspects of CTA.

4 I've added questions to our employee
5 survey related to equity and engagement, and I
6 look forward to having that data to create our
7 first equity and engagement mission and vision.

8 Currently, there are two departments in my
9 direct area of accountability. The first is the
10 diversity programs department that is led by
11 JuanPablo Prieto. That's our group that handles
12 our DBE and our disadvantaged business, DBE,
13 contracting and support. And then the other team
14 that is within my area of responsibility is our
15 government and community relations, which Sam is
16 our leader of.

17 Two things I want to make sure -- I want
18 to give you the overview -- you're going to get
19 the overview of what I've done and then I'm going
20 to give you an update on our legislative history
21 and framing. I'm going to talk about our 2023 --
22 what exactly happened during that legislative
23 session. And then I'm going to talk about our
24 2024 -- our strategy for moving forward.

1 So just want to be -- make sure that
2 everyone understands what government and community
3 affairs entails. It's government affairs; this is
4 logistics, facilities, service. When folks have,
5 you know, specific things that they're looking
6 for, they often will go to their aldermen or go to
7 their state reps or go to someone in government to
8 assess that. That's the government affairs part
9 of it.

10 The other side of the work is the
11 legislative affairs, which is policy and
12 legislation, and that's the work that the team was
13 -- just driven in from Springfield doing this
14 week, and that's what we're about to talk about.

15 I want to just add that come February 1st,
16 our team will be fully staffed with all the number
17 of vacancies that they had when I arrived. And
18 that -- all those places will be filled. And
19 we've been working furiously for that.

20 So let's have a look back at framing and
21 the context of what we're facing. The last time a
22 major transit bill was passed was 16 years ago
23 around this time in 2008. So many things have
24 changed in Springfield and in the climate since

1 then, and I just want to remind us of some of
2 those things.

3 First of all, the General Assembly
4 composition has drastically changed in 16 years.
5 We have a bottoms-up versus top-down model. And
6 what I mean by that is a lot of the power
7 structures and the ways in which you get things
8 done now is really bubbling up from regular
9 members and not necessarily led by the leaders or
10 not necessarily led by chief executives.

11 The other thing that's very important to
12 understand is there's a bigger distribution of
13 power across members in Springfield. There was a
14 time when Chicago had solidly so many folks that
15 they could count on because those were folks that
16 were Chicago-only districts. Right now, we have
17 -- a majority of our Chicago representatives, they
18 also have represent -- they also have
19 representation and accountability in the suburbs
20 and into counties.

21 We don't have any city members right now
22 that are in key leadership roles of committees,
23 city only. So what that means is what's happening
24 in Springfield is a much broader sort of way to

1 get support for things. And the other final note
2 right now is there is a lot of -- there are a lot
3 of legislative priorities. Obviously, our transit
4 fiscal cliff is amongst the most important, but
5 there are other industries and other sectors that
6 are also facing similar.

7 So I want to give you a quick overview of
8 where we've been, specifically, the 2023. I'm
9 going to step back a little bit further to remind
10 you that, in 2021, we had a Red Line Extension TIF
11 amendment. That was a very big legislative move
12 in 2021.

13 In 2022, went to Springfield for the
14 original operator safety bill that really drove
15 home enhanced criminal penalties, revocation of
16 fares, really strong arming in making sure we had
17 some legislative teeth behind our own policies and
18 codes. That did not happen in 2022, but portions
19 of that came forward in 2023 and were part of an
20 omnibus transportation bill that hosted a lot of
21 different priorities, none of which included
22 funding. Okay?

23 So I want to make that clear. There were
24 lots of priorities in that omnibus transportation

1 bill, but none of those were attached to funding
2 streams. So there were e-bus provisions. There
3 were free rides, free rides and mandates. There
4 were studies that were commissioned. And I'll
5 just remind you the free rides were related to
6 domestic violence victims. And so that's what --
7 the omnibus transportation bill that was signed by
8 the governor in July.

9 So in the spring and veto sessions, one of
10 the things that our team was doing was really
11 feeling out how folks were thinking about the
12 funding. Because even if it wasn't a part of the
13 bill that went forward, we wanted to start talking
14 about it because we didn't want to wait until we
15 need to talk about it.

16 And so the fall veto session, which I
17 personally attended, was very, very strong and
18 heavy on reintroducing ourselves, right? It was
19 an opportunity for CTA in Springfield, with all
20 those new legislators, with all the new dynamics,
21 for us to introduce ourselves, remind folks of who
22 we are, and make sure that we give the historical
23 context of the current funding model and remind
24 folks that CTA carries about 80 percent of people

1 that engage in transit in our region, but we enjoy
2 a lot less percentage in funding. And so that was
3 really what our focus was, was to help reestablish
4 kind of who we are and what exactly we were going
5 to be looking for.

6 So those fact-finding missions led us to
7 the current legislative strategy going into this
8 year. So just want to state a few facts. Our
9 fiscal cliff right now is projected to hit us in
10 the beginning stages of 2026.

11 Now, that is with everything sort of
12 staying flat. And when you think about the
13 aggressive hiring targets and you think about some
14 of the things that we are endeavoring to do, if we
15 are successful at those things, which I have
16 reason to believe we will be, that is going to
17 pull that money into 2025.

18 And why that's important is the 2025
19 budget season is now. This year, this October, we
20 will have to put our cards on the table for what
21 our budget situation is going into 2025. And,
22 again, trending -- if the trends go in the way
23 that we want them to go, it will pull our fiscal
24 cliff into 2025. So ample time is needed for the

1 General Assembly to collaborate and find and
2 identify new revenue.

3 Another fact is, 2024, we are in the midst
4 of an election. There is a very big and important
5 election in 2024. The bottom line about that is
6 election years are very odd years. They can be,
7 especially legislatively.

8 CTA is collaborating with other service
9 boards and with the General Assembly leadership.
10 We want to be at the table to cocreate ideas and
11 cocreate revenue projections. We are not waiting
12 for folks to do that. We are in collaboration
13 with the RTA and all the other service boards on
14 that.

15 Next, I want to make it clear, again, that
16 this is going to be a rank and file, vote by vote
17 relationship building endeavor. We have to
18 continue to meet face to face as much as possible
19 with all the Illinois General Assembly members who
20 are within the RTA service area, but we also have
21 to make sure that we're meeting with folks from
22 other areas that have transit like Peoria, like
23 Rockford, Winnebago County, those folks. Because
24 whatever transit bill comes, it's going to have to

1 be inclusive of everyone, and it's also going to
2 have to be sustainable.

3 We are not looking to ask the General
4 Assembly for any Band-Aids or anything that is
5 temporary. We're asking for a generation sort of
6 investment, and so we need everyone and we will be
7 engaging everyone.

8 We are enlisting and leveraging all of our
9 relationships. We plan to engage the public,
10 that's riders and residents alike, including
11 business owners, community organizations,
12 faith-based, issue-based,
13 affinity-and-identity-based, and regional and
14 neighborhood groups and, of course, you all.
15 Every -- all hands on deck at CTA, all of my
16 coworkers and I will be working collaboratively,
17 but we also invite the Board to join us.

18 That concludes my comments and I look
19 forward to any questions.

20 DIRECTOR MILLER: Thank you.

21 CHAIRMAN BARCLAY: I want to thank you for
22 that information. The Board requested last month
23 that -- a legislative report update.

24 We are all concerned about the dynamics

1 that are leading to issues of fiscal -- you know,
2 how we're going to deal with some of the fiscal
3 issues come 2026. I was pleased by Jeremy's
4 report this morning that the money that we do have
5 may stretch a little bit further. That's good
6 news. But none of us know how far that will go,
7 and we wanted to be proactive.

8 I know that President Carter and myself
9 are scheduled to go down to Springfield next
10 month, and I invite any other Board members or
11 anyone else that wants to help to, you know, talk
12 with our legislators about what we are dealing
13 with here in Chicago.

14 Some of the concerns that were raised even
15 by our public speakers are very serious issues
16 that we take seriously, but we have to have to the
17 resources to make shows things happen and to
18 improve the quality of services.

19 So I'm very pleased with what I've heard
20 so far. Thank you.

21 DIRECTOR MILLER: Thank you.

22 MS. GREENLEE: We'll take additional
23 questions.

24 Director Lee.

1 DIRECTOR LEE: No questions. Just a
2 comment, that I'm happy to support in any way.
3 I'm happy to go to Springfield as well. So this
4 is important stuff and we need to bring it to the
5 legislators. So I appreciate all the work and the
6 update.

7 MS. GREENLEE: Director Jha.

8 DIRECTOR JHA: Plus one to Director Lee.
9 Happy to help as well and thank you for the
10 update.

11 DIRECTOR ORTIZ: Yes, I am here. I think
12 the different categories that you have on there,
13 both government and legislation and community
14 affairs, are all really important and they can all
15 have a whole team. So I'm glad, one, you're going
16 to have a full team soon. But really happy to
17 hear that.

18 And looking forward to hearing more on how
19 we're wanting to engage all of the different
20 components that you just mentioned, both
21 legislators, the work that we're going to be
22 doing, community organizations, and otherwise to
23 help us all come together and push for additional
24 funding for CTA.

1 MS. GREENLEE: Director Jakes.

2 DIRECTOR JAKES: Denise, I'm not sure if
3 this is -- goes to you or someone else.

4 But this whole idea of reimagining CTA,
5 what does that look like? I'm reading -- I've
6 read a book, rather, by Jack Uldrich called
7 Business as Unusual. He's a futurist. And I
8 think about CTA as it relates to that, you know,
9 especially when I'm listening very intently to our
10 public commenters about, again, the reimagining or
11 let us reintroduce ourselves. What does that look
12 like so that way we're not seen as the same CTA of
13 even 2019? Because times have changed.

14 MS. BARRETO: Well, I don't think it is
15 entirely on me. I know -- I'm looking back at
16 Molly because Molly and I are going to become very
17 good friends in these next bunch of months because
18 I've seen some of the things -- and I'm not taking
19 her thunder -- things that she's got coming down
20 the pike. And I think that's going to be one of
21 the ways my team and her team are going to marry
22 up some of the initiatives that will be seen in
23 the public.

24 I think it's everyone's job to reimagine

1 CTA. You're asking me, so I'm saying, you know,
2 this doesn't sit on one chief. This doesn't sit
3 on one person's job. We're all part of the system
4 and I think we all own reimagining it and I think
5 we all own listening and being responsive to what
6 folks say.

7 MR. SMITH: If I could jump in. Sam
8 Smith, VP of the legislative affairs.

9 These types of large pieces of legislation
10 don't happen very often. It's about every 15 or
11 so years. So, really, the critical question, you
12 know, that reimagining, it really is what -- not
13 only to the Board but also to other relevant
14 parties, but, critically, to the General Assembly,
15 what is it that you want this system to look like.
16 We can do a lot of things if we have the proper
17 support. And, historically, that has not been the
18 case when it comes to this agency.

19 So if we're not worried about making a
20 certain number or a recovery ratio or meeting a
21 certain financial benchmark and we can concentrate
22 on serving critical populations, those populations
23 that need us the most, that, I think, is really
24 what we're talking about and trying to relay that

1 information to the General Assembly and not miss
2 this opportunity and not just throw another
3 Band-Aid to keep the system just running along.

4 This is an opportunity to actually get
5 what you're looking for here. If there's
6 something else that the body and this body is
7 looking for, this is the opportunity to go ask for
8 that money.

9 MS. BARRETO: And I think about what
10 President Carter said about things and Director
11 Jha, the things that they've seen across the
12 world. This is the time for us to talk about
13 that, right? When you open up the Act, you give
14 us the opportunity to look for ways to generate
15 revenue in ways that we are not currently able to
16 generate revenue.

17 When you have the chance to open up the
18 Act, you give yourselves the opportunity to look
19 for all the different paths to build what we need.
20 Right now, the money and the dollars that everyone
21 are talking about, that's to deliver what we
22 deliver now. That's the truth.

23 We are starting to have conversations with
24 people about what is it we want transit to be in

1 Chicagoland. And so that, I think, is a very
2 different conversation than the kinds of
3 conversations we have been having. And, again,
4 not wanting to just tweak. We want to do a
5 robust, sustainable, and equitable funding model
6 for this area.

7 DIRECTOR JAKES: So when you are meeting
8 with Molly and others so that we'll know what this
9 looks like and how we can be supportive and that
10 there's one voice as opposed to several voices?

11 MS. BARRETO: Yes. Well, Molly and I
12 already have a meeting on the calendar in the next
13 two weeks to begin this work.

14 But, A, we're going to be -- we're going
15 to enlist you and we're going to be talking to you
16 regularly. I mean, I know you haven't spoken with
17 me in six months. That won't be the case anymore.
18 Because, right now, we're in crunch time. We're
19 in a march in a campaign to this new legislation.
20 So, one, you will hear from us regularly.
21 President Carter is committed to that.

22 Our teams are starting to come together
23 and we will give you regular updates. That's what
24 -- that's the best I can say at this moment.

1 DIRECTOR JAKES: Okay.

2 CHAIRMAN BARCLAY: Mr. Smith, I don't want
3 to leave out the importance of local government as
4 well. There are council members that are very
5 supportive and concerned about some of the issues
6 that we're facing. They may not be able to solve
7 the big money issues, as in Springfield, but, you
8 know, what is our connection and our outreach to
9 local lawmakers to assist in supporting the
10 legislative agenda in Springfield as well as, you
11 know, leaving that door open as well with the City
12 Council?

13 MR. SMITH: It's every level of
14 government. And the City Council is critical to
15 this campaign, to this effort as well.

16 So, you know, we are looking to add more
17 people to this tent, this big tent, not just our
18 voice going down to Springfield to say -- to fight
19 for this. We are more effective when there are
20 other voices at the table.

21 And so we will be keeping the aldermen, in
22 particular, engaged in this campaign, but, also,
23 hopefully, activating them as well to reach out to
24 their state reps, their state senator, to the

1 governor, if necessary, tap their own constituents
2 who are interested to speak with that one voice
3 and urge action from the General Assembly to
4 support this.

5 And, again, there's an opportunity to do
6 something transformative with the system right
7 now. That is the opportunity. And to get away
8 from what has historically been tied to funding
9 and finances to, you know, the reimagining that
10 Denise had talked about to how are we considered,
11 the provision of service that we provide, is it
12 more like, you know, the Post Office or the
13 library? It's a critical service, but it's not
14 necessarily termed or based on how much money does
15 the library make, how much money does the Post
16 Office make. It's a critical service.

17 And so I'm -- at least for myself, that's
18 what I'm looking at in terms of, you know, how are
19 we perceived, not only CTA, but the system at
20 large in the region, how is it perceived, and
21 really voicing or pointing out how critical we are
22 to so many people in this city and in this region.

23 MS. BARRETO: And I just want to add,
24 we've realigned our department to reflect exactly

1 what you're talking about. We used to be divided
2 by state who were state, some folks were city.

3 Well, now, as of January 31st, folks are
4 going to have a slice of a region and they're
5 going to have city, county, state, and feds. And
6 that's because the environment that we're in now
7 is, like I just said, it's grass up, right?

8 And my favorite example, there's a
9 congresswoman in the city, in Pilsen, who came out
10 of the Illinois General Assembly who is very,
11 very, very involved in the things happening in her
12 ward too. So it's no longer this separate, hey,
13 the feds are over there, the county is over there.
14 Folks are talking to each other. And so we have
15 realigned our department to reflect that, right?

16 We've realigned our department to make
17 sure that our people are responsive to that
18 because we know that they're all talking to each
19 other. There may have been a time when they
20 weren't, but they are now, and we have to make
21 sure that we are covering all those bases and, as
22 you said, there's a unified voice and a proactive,
23 not reactive.

24 CHAIRMAN BARCLAY: All of us, in addition

1 to being Board members, we're constituents, so I
2 would encourage all my colleagues to reach out to
3 our state reps, our City Council people and talk
4 to them about the need of transforming this
5 agency.

6 Public transportation is so critical and
7 vital to any city, and I think we have all the
8 good bones of the system. And I like the thought
9 of reimagining what public transportation could
10 look like if it was funded properly.

11 MS. GREENLEE: Director Miller, do you
12 have any comments or questions?

13 DIRECTOR MILLER: I just want to say
14 thanks to Denise, Sam, and that entire team for
15 bringing us this information.

16 I, like other board members, look forward
17 to moving forward in these branches that you have
18 brought up because when we're all involved in a
19 team together, everyone achieves more. Faith,
20 community, and I meet a lot with those, so I look
21 forward to your involvement. We have a community
22 center, so it's not just faith, but it's
23 community, and people are there for many reasons.
24 And, yes, CTA always comes up.

1 MS. BARRETO: Excellent. Thank you.

2 MS. GREENLEE: Chairman Barclay, I believe
3 that concludes our questions.

4 CHAIRMAN BARCLAY: Thank you very much.

5 Our next item of business on the agenda is
6 our presidential report, which will be given by
7 President Dorval Carter.

8 PRESIDENT CARTER: Thank you.

9 Mr. Chairman and members of the Board, I'd
10 like to begin my remarks with a brief note about
11 CTA's response to our recent extreme weather
12 conditions both in terms of our operations and the
13 work being done by our employees.

14 As you are aware, since last Friday,
15 temperatures have not been above freezing and they
16 are not forecasted to return above 32 degrees
17 until next Monday. This sustained cold, along
18 with varying levels of snowfall, has required CTA
19 to implement the cold weather strategy for which
20 we begin to prepare well before the snow arrives.

21 In the past several days, we have deployed
22 track snow removers, sleet fighter trains, and
23 special equipment that deices the third rail along
24 rail tracks. We've also worked to ensure the rail

1 station heat lamps are operational and, when
2 necessary, repair it as quickly as possible. And
3 that station platforms are shoveled and garage
4 locks and turnarounds are plowed. Just to name a
5 few of the things that we do on the facility side
6 to prepare for and manage the inclement weather.

7 With regards to our fleet, we do winter
8 weather prep work on our vehicles to prepare them
9 for the winter. So when inclement weather
10 arrives, we have teams in place to check systems,
11 troubleshoot issues, and respond to vehicle
12 defects.

13 However, it is important to recognize that
14 operating service in these conditions is not
15 without its challenges. Like anyone whose car has
16 refused to start, who has ever gotten stuck in the
17 snow, who experiences a burst in their home or
18 business, CTA is not immune from the challenges
19 that we all face during extreme cold weather
20 events.

21 We are committed to making every effort to
22 address these challenges and the adverse impacts
23 that they have on our service as quickly and
24 effectively as possible on behalf of our

1 customers.

2 We are, of course, aware of the impacts
3 these challenges may have on our service and work
4 as much as possible to communicate these impacts
5 and unexpected delays to our customers during
6 these periods so that they can plan accordingly.
7 Of course, that only can happen if our team shows
8 up every day ready to serve. And the hardworking
9 men and women of the CTA have, for the most part,
10 shown up every single day.

11 We understand that in spite of the weather
12 conditions, our customers expect our bus operators
13 to be out on their routes picking up customers,
14 rail operators to operate the trains and assist
15 passengers in wheelchairs on to trains and
16 platforms, our station personnel to attend to
17 matters at stations for which they cannot remain
18 in their heated booths, our bus and rail
19 maintenance personnel to brave the elements to
20 deal with mechanical issues to keep our trains and
21 buses operating.

22 Other employees who are generally less
23 customer-facing, like those in the infrastructure
24 department, will also be working outside executing

1 tasks that include assessing and addressing track
2 conditions, repairing rail that has been damaged
3 by cold weather, something that happens very
4 frequently in this type of weather situation, and
5 making repairs at stations and facilities.

6 Regarding rail track conditions, I would
7 like to highlight that while our rail operations
8 and infrastructure staff are frequently in
9 conversations about rail track defects, the effect
10 of sustained freezing cold temperatures can and
11 often does cause rails to crack, most times
12 without any warning.

13 That was certainly the case during
14 Monday's Orange Line derailment. Prior to the
15 derailment, staff had determined that there was a
16 cracked rail on the Orange line. As a result of
17 that, there are a number of things that CTA staff
18 does when that occurs.

19 One is to basically implement a slow zone
20 to allow trains to move slowly over the cracked
21 rail, which is doable depending on the severity of
22 the crack. The other options are to basically do
23 a line cut and run single track through that
24 section of the rail system.

1 In this particular case, when the
2 derailment occurred, our infrastructure team were
3 actually at the location repairing the rail itself
4 when the rail failed and caused a derailment.

5 While the matter is still under
6 investigation to determine if there are any other
7 things that we could do, I am happy or at least
8 pleased to state that there were no injuries as a
9 result of the derailment as the train was moving
10 at extremely slow speed because of the condition
11 of the rail and that the rail was repaired soon
12 thereafter so it could restore full and normal
13 service.

14 Most important is that the safe resolution
15 of the Orange Line incident and the restoration of
16 service are day-to-day operations, maintenance
17 worker repairs, and the many other tasks and
18 tremendous efforts required to serve our customers
19 and to respond to these extreme weather conditions
20 are all made possible by our employees.

21 While thanks are due to every CTA employee
22 who has worked during this cold weather, I
23 especially want to recognize our operations,
24 maintenance, and infrastructure departments from

1 our frontline employees to those who work on our
2 tracks, yards, and maintenance facilities to the
3 supervisors and managers that we rely on to make
4 it all work no matter the challenges that we face.

5 I think it's important to remember the
6 complexity of operating a transit system, even
7 under the best conditions, is never easy. Under
8 the conditions that we were facing with
9 historically low temperatures, extreme windchills,
10 it becomes even more difficult than most systems
11 are capable of handling.

12 So I want to take a moment to thank and
13 commend the staff that have worked diligently
14 throughout the last three or four days to keep our
15 service running and to do the best that we could
16 even under these extreme conditions to address the
17 needs of our customers.

18 I think it's important to point out -- and
19 I want to repeat this -- we recognize that our
20 system and our service did not run perfectly
21 during these situations. I can honestly tell you
22 I don't know of any system that would.

23 If you look at the media reports that were
24 occurring even here in Chicago, you heard about

1 challenges that Metra was facing, challenges that
2 Amtrak was facing, and challenges that CTA was
3 facing. These types of extreme conditions always
4 create challenges for operations. Having said
5 that, our staff works very hard well in advance of
6 the winter to prepare for these kinds of
7 conditions and, ultimately, to provide the
8 services that we need.

9 You heard them mention before around the
10 legislative discussion about all hands on deck.
11 Well, I can tell you that when we have extreme
12 weather, it is an all hands on deck moment for CTA
13 as well. And that means all of our staff.

14 And I know I mentioned the operational
15 staff, but I will tell you our train instruction
16 team, our IT team, our fare and media team, all of
17 them work collaboratively and in coordination to
18 continue to provide the services that our
19 customers expect. And we will continue to do that
20 regardless of the conditions.

21 So in closing on this issue, I want to
22 thank Don Bonds, our chief transit officer, and
23 Bill Mooney, our chief infrastructure officer, for
24 their continued outstanding leadership and

1 around-the-clock commitment to directing their
2 staff, monitoring the conditions across our
3 systems, and keeping me apprised and looped in at
4 all times. Their outstanding focus and dedication
5 are the big reasons why we're able to work through
6 our toughest moments and continue serving our
7 customers despite the frigid temperatures that we
8 were facing during that time.

9 Next, I'd like to turn to the reopening of
10 the Yellow Line. As you heard, on Friday, January
11 5th, after thorough comprehensive analysis and
12 testing by CTA, we were able to restore service on
13 the Yellow Line.

14 For nearly two months, we have worked
15 closely with the NTSB, the National Transportation
16 Safety Board, to provide -- in full cooperation
17 with them and their investigators to investigate
18 the incident that occurred on November 16th on the
19 Yellow Line.

20 During that time, we also examined all
21 aspects of the Yellow Line operations from traffic
22 signals to train operations and communications.
23 As a result, we have implemented several interim
24 safety enhancements including reduced travel

1 speeds, additional enhanced track cleaning, and
2 enhanced operations communications to allow us to
3 ensure that we can operate the Yellow Line safely.

4 While the NTSB will issue their full
5 report later this year, I want to be clear that
6 the measures that we have implemented are out of
7 an abundance of caution and to further protect our
8 customers and our employees from any future
9 incidents.

10 The incident and the extended service
11 interruption was, obviously, very unfortunate, but
12 we place safety above all other considerations.
13 And we are very happy that our customers are now
14 again able to safely travel on the Yellow Line
15 trains.

16 I need to remind the Board, as I have
17 mentioned in the past, that I am limited in what I
18 can say about the investigation itself because of
19 the confidentiality requirements the NTSB has
20 placed on all the parties who are involved in the
21 investigation.

22 But I will continue to assert our
23 commitment to work closely with the NTSB as they
24 conclude their investigation and determine if

1 there are any other actions that need to be taken
2 in the future or any other steps that we can do to
3 further improve the safety of our system as we
4 move forward.

5 Next, let me talk to you about customer
6 surveys. Over the past year and a half, CTA has
7 conducted six customer satisfaction surveys to
8 help CTA better understand and evaluate our
9 customers' thoughts, needs, and preferences.

10 Since we began the quarterly surveys in
11 2022, customers have told us that for the most
12 important areas influencing whether or not they
13 would take CTA, including service frequency, the
14 accuracy of realtime arrival information of buses,
15 and bus feed reliability, are the factors that
16 have the biggest influence on their ridership.

17 Over the course of these surveys, we have
18 seen significant increases in customer
19 satisfaction with regard to service frequency,
20 reliability of bus service, and accuracy of the
21 bus tracker information. Accuracy of realtime
22 arrival information for trains has also increased
23 significantly.

24 We've worked closely with the Chicago

1 Police Department and private security personnel
2 to increase the presence at rail stations and to
3 address survey respondents' concerns about safety,
4 which has resulted in customer satisfaction with
5 personal security at train stations seeing the
6 highest increase of all our rail metrics.

7 Personal security on the train, however,
8 while improved, still has seen smaller gains, and
9 we will continue to work towards improvement of
10 that important area working in coordination with
11 our partners at the Chicago Police Department.

12 In summary, these quarterly surveys are
13 immensely useful tools that answer important
14 questions about customers' habits and preferences.
15 Over the course of this upcoming year, we will be
16 increasing both the frequency and the methods of
17 the tools that we use to continue to increase our
18 customer feedback so that we have a good and
19 complete understanding of what our customers are
20 experiencing, what their concerns are, and, most
21 importantly, put together strategies that will
22 allow us to address those concerns as we move
23 forward.

24 I believe this is a critical component to

1 our overall strategy to increase our ridership
2 and, ultimately, get CTA back to a prepandemic
3 level in terms of the service that we provide.

4 These steps will ensure that we are
5 responding to the thoughts and concerns that are
6 identified as a result of these surveys so that we
7 can ultimately deal with them accordingly. And we
8 will, of course, continue to apprise the Board of
9 the survey results as well as the steps that we
10 are taking to address these issues in the future.

11 Next, I want to talk a little bit about
12 the works that we're doing around diversity,
13 particularly, in our contracting work. One of the
14 things that we are focused on is creating job
15 opportunities for individuals that ultimately are
16 looking for jobs at CTA. And I'll speak to that
17 in a minute.

18 But, also, this year, we are also focused
19 on how we increase the number of opportunities,
20 particularly, for small businesses in our
21 communities to take advantage of the opportunities
22 CTA pursues on the contracting side.

23 As part of that effort, CTA is soliciting
24 applications for our nine-week 2024 small business

1 educational series. This is a program that is in
2 person and an educational initiative that provides
3 instruction on a host of topics related to how
4 small businesses can compete to participate in CTA
5 contracts.

6 The series also includes basic business
7 instruction on topics like pursuing contracting
8 opportunities, effective project management,
9 writing payroll, among other topics. The
10 application window for this series closed on
11 Thursday, January 11th. And, in the near future,
12 participants will be paired up with a mentor for a
13 year-long mentor/protege relationship.

14 CTA has been an acknowledged national
15 public transit leader for small and disadvantaged
16 business enterprise outreach and education. And
17 I'm excited that through our diversity programs
18 department, the CTA is making this excellent
19 program available for yet another group of small
20 businesses and entrepreneurs who we hope will be
21 able to conduct and do business with CTA in the
22 future.

23 Next, let me give you an update on our
24 ridership for 2023. In the January meeting, it's

1 always traditionally a good opportunity to provide
2 some final statistics for the year just passed
3 given that the final numbers are now in.

4 In terms of ridership, we experienced
5 significant postpandemic improvement and saw very
6 good trends that we hope will continue year over
7 year in 2024. In 2023, CTA provided more than 279
8 million rides, an increase of 36 million riders or
9 nearly 15 percent compared to 2022. Bus ridership
10 grew last year by 15.5 percent and rail ridership
11 increased by 13.4 percent.

12 Notably, today's new normal in terms of
13 our customers' commuting patterns and continued
14 work from home policies implemented by downtown
15 businesses has had a direct impact on our ability
16 to make bigger ridership gains, yet, ridership
17 still continues to steadily increase.

18 For context, 2023's 279 million rides is a
19 10 percent increase over last year's 243.5 million
20 rides, but it's equal to 61 percent of 2019's
21 455.7 million rides.

22 Finally, I want to close talking about
23 hiring. We now have our final hiring numbers in
24 for 2023. The highlights of those numbers are the

1 total number of new hires in 2023 was 2,244.
2 Among them was 1,003 new bus operators. The CTA
3 ended 2023 with a total workforce of 10,477
4 employees, which is an increase of 726 employees
5 over 2022's year-end total of 9,751.

6 As we look forward to the rest of the
7 coming year, I am pleased to advise the Board that
8 we are launching two training cohorts of new rail
9 operators during the month of January. The first
10 class started on January 2nd and the second is
11 starting on January 29th.

12 These classes will contribute to our goals
13 of training 200 rail operators this year. And I
14 did not stutter. I will explain why I believe
15 that that's an appropriate number and goal for us
16 to reach.

17 And in doing that, I'd like to close this
18 discussion with a brief discussion about rail
19 flagger hiring and promotion. It's an issue that
20 was recently discussed in a newspaper opinion
21 piece that one of our commenters referred to
22 during the public comment section.

23 CTA began 2023 with 128 rail flaggers.
24 Over the following 12 months, we hired 159

1 flaggers to replace those who were completing
2 training and being promoted to rail operator
3 positions, nearly 90 last year are leaving for
4 other reasons. We ended the year with 142
5 flaggers.

6 Under CTA's normal processes, rail
7 operators must first serve as flaggers. They can
8 then start rail operator training based on
9 seniority, not after 12 months, as was claimed in
10 the op-ed piece. In other words, a flagger does
11 not have to wait 12 months to be transitioned to a
12 rail operator. There is no limitation in my
13 collective bargaining agreement that requires me
14 to do that, and, in fact, we have not been doing
15 that for some time.

16 I make this point because when people
17 accuse CTA of misleading them based on data that
18 they believe they understand without understanding
19 the context in which to read and understand that
20 data, you can draw incorrect conclusions, which is
21 exactly what happened in this case.

22 As I've noted before, serving as a rail
23 flagger is the best path to become a rail
24 operator. Flaggers are thoroughly trained on

1 right-of-way safety, rail operations, and system
2 communications. This training and experience in
3 railroad operations are an important prerequisite
4 for becoming a rail operator, a path that allows
5 us to maintain the highest safety standards for
6 both riders and employees, one of the things that
7 I am committed to as the head of this agency.

8 I am aware that there is a very small
9 group of individuals that call for CTA to abandon
10 this practice. But I want to be clear. CTA will
11 not compromise safety for expediency. The
12 extensive safety training and solid base of
13 experience in the rail environment that our
14 employees receive as rail flaggers are an
15 important precursor to going into service as rail
16 operators and should not be sacrificed to
17 accommodate speedier hiring.

18 In addition, contrary to the suggestions
19 in the op-ed, CTA hires flaggers from both
20 internal candidates and external applicants. The
21 ability to hire candidates with external
22 applicants was an item that I negotiated with the
23 Union as an addition to our collective bargaining
24 agreement to allow us to increase the pool of

1 flaggers that we ultimately could bring into rail
2 operator positions.

3 Internal candidates are given priority for
4 flagger vacancies, which is in line with what our
5 collective bargaining agreement calls for with our
6 Union, which requires these positions to be
7 offered to existing rail employees first before I
8 can offer it to employees who are brought in from
9 the outside.

10 As I indicated, CTA supplements internal
11 candidates with external ones. CTA most recently
12 took external applicants for the flagger position
13 in October and November of last year and received
14 over 800 applications. Many of those successful
15 applications are now filling our flagger ranks as
16 we sit here today.

17 The CTA appreciates a robust dialogue
18 about transit service in our region and
19 opportunities to improve our existing service
20 because that's how we get better for our riders,
21 but when that dialogue is based on incorrect
22 conclusions drawn from incomplete information and
23 a misunderstanding of CTA's hiring and training
24 process, the only group that suffers are our

1 riders.

2 The data analysis and the commentary may
3 have been well-intended, but, unfortunately, was
4 incomplete and painted an inaccurate picture.
5 While they attempted to use data to draw
6 conclusions, it lacked an understanding of the
7 context of the numbers and led to an incorrect
8 narrative that doesn't support our collective goal
9 of improving transit for our communities.

10 A moment ago, I mentioned our training
11 goal of 200 operators, which we have also
12 supported by increasing the number of rail
13 instructors that we have to help address the
14 increase in training demand and within those
15 flaggers become operators. We have a large pool
16 of customer service assistants ready to backfill
17 the vacant flagger spots as they become available.

18 Our goal is always to grow our numbers and
19 improve our processes, which is an ongoing
20 evolving endeavor. I have no doubt that we will
21 beat our target, in part, because of hiring events
22 like the rail flagger career fair that we will be
23 holding at Malcolm X College next Friday, January
24 26th from 10:00 a.m. until 1:00 p.m., which is

1 when we will, again, take external applicants.

2 I want to encourage anyone who is
3 interested in a rail flagger job opportunity to
4 register for the fair at
5 www.transitChicago.com/careers. These are
6 good-paying jobs with great benefits and an
7 opportunity for advancement that are perfect for
8 anyone who is looking to join the CTA family.

9 At this time, Chairman, that concludes my
10 remarks, and I'm happy to answer any questions
11 that the Board may have.

12 CHAIRMAN BARCLAY: Thank you, President
13 Carter, for the update. I commend you and your
14 team for the progress that you've made in 2023 and
15 (indiscernible) bus operations, certainly
16 unprecedented, you know, just across the board in
17 service delivery and the improvements that we have
18 seen and the public has seen as well, so thank
19 you.

20 Of course, we recognize that there's still
21 a lot of work to do. We're not there yet. And
22 progress must be made. We heard this morning some
23 of the concerns that were raised by our public
24 speakers that still need to be addressed, for the

1 most part, but I appreciate your effort.

2 I'd also like to just remind the public
3 that this is the Chicago Transit Authority. It's
4 not the Carter Transit Authority. And this Board
5 is responsible for developing policy and setting
6 standards for you and for members of your team.
7 And so the buck does stop here.

8 And so we are encouraged by what we see --
9 at least as Chairman of this Board -- what we see
10 in terms of progress. And as I indicated,
11 certainly, there's a lot of work to do to improve
12 the quality of service across the board for our
13 customers, for the citizens of Chicago, but I am
14 pleased with the progress that we are making
15 moving forward towards those goals.

16 And I have it open for other Board members
17 who may want to make comments.

18 MS. GREENLEE: Director Miller.

19 DIRECTOR MILLER: Just want to say thanks
20 to President Carter for your report and the update
21 and to you and the team for -- especially these
22 last few days, this inclement weather, showing the
23 quality and how CTA is up for the task. So, thank
24 you, for the report and what you've done.

1 MS. GREENLEE: Director Jakes.

2 DIRECTOR JAKES: I'm interested in not
3 only the -- I understand the data that we're
4 getting from you, President Carter, and when we
5 get it from Molly and others. But I'm also
6 interested -- and it probably cannot be answered
7 now.

8 When Nik presents their data, you know,
9 I'm just interested in where -- at what point can
10 someone, at some point, sit down and have a
11 conversation with each other so that, you know,
12 there are not op-eds saying this when it's this or
13 there's not the presumption that, you know, we are
14 rubber stamping everything the President says.

15 And I'm not saying it has to be you, per
16 se.

17 PRESIDENT CARTER: I understand that. I
18 can tell you that had someone come to us and
19 talked to us about the data, we would have
20 certainly explained where the errors were and the
21 assumptions that were being made.

22 But if your goal isn't to talk to us, if
23 your goal is to really try to make statements in a
24 public venue, then that becomes very hard to

1 achieve.

2 DIRECTOR JAKES: Okay.

3 CHAIRMAN BARCLAY: Any other comments from
4 any other Board members?

5 MS. GREENLEE: Director Ortiz.

6 DIRECTOR ORTIZ: I also want to commend
7 the team for having delivered service in such
8 harsh conditions. It was hard for anyone to be
9 out. And so I really appreciate and second all of
10 your comments to recognize some of our team
11 members that were out there.

12 PRESIDENT CARTER: Our team did a terrific
13 job. I know that the service wasn't perfect. I
14 know that there were challenges throughout these
15 last several days. We had power issues, we had
16 door issues, we had, you know, challenges with our
17 fare media from time to time.

18 This is part of the harsh reality of what
19 you deal with in extreme weather conditions. And,
20 you know, our focus always was to be as responsive
21 as possible to the issues that we're facing.

22 There are a large number of -- believe me,
23 you have no idea how many people behind the scenes
24 basically worked nonstop all weekend long to keep

1 the service running. It was an all hands on deck
2 moment. Those employees should be commended for
3 the work that they did in these conditions and for
4 the difficulties that they had to experience being
5 out in this weather.

6 You know, I'm not going to say that our
7 service was perfect during this time, but we were
8 doing the best we could under challenging
9 conditions. And there was no lack of effort on
10 the part of our team to do the best we could under
11 the circumstances.

12 MS. GREENLEE: Director Jha.

13 DIRECTOR JHA: Yeah. I'm going to add
14 thank you so much. I agree. Technology fails in
15 temperature like this. My phone -- my watch died
16 when I went out for a run -- I was telling
17 somebody this morning -- completely died on me.

18 I think two things that I'd like to kind
19 of bring to your attention. One is this is not
20 the first time this type of temperature has hit
21 Chicago, so we definitely -- I know the team is
22 learning and, you know, maybe making some of that
23 data available to the public in terms of, you
24 know, these are the best practices that we've put.

1 Because I also know that there's a lot of
2 preventative measures that were already put in
3 place before the storm hit. And, a lot times, all
4 the good deeds kind of goes unnoticed and all we
5 hear about is, you know, this is what didn't work.

6 So it would be good to start to publish
7 some of that information of what worked well based
8 on past experiences and what are still new things
9 we're learning. Because these are changing times.
10 And we continue to see new technology, new
11 problems that we have to solve for. So would love
12 to see some of that also made available, right?

13 And then number two is I think there's a
14 recurring theme here in terms of transparency and
15 open dialogue, whether that is happening, how much
16 of that is happening. Maybe start to get some of
17 that information on a monthly basis to say CTA's
18 leadership meant with these constituents to
19 discuss these topics. Maybe let's start to make
20 some of that information, if we can, or at least
21 start to work towards that just so that we're
22 working with all of that information that's
23 available to all of us.

24 I know in the background we get briefed

1 very, very detailed. We spend hours going through
2 every single item, so it may seem that we are here
3 and we're approving and we're agreeing, that is
4 because a lot of background work has gone into
5 asking and vetting and times when we don't agree
6 on some things and that doesn't get implemented
7 right away and the team goes back and works on
8 them.

9 So this is a great opportunity to start to
10 highlight some of that process as well just so
11 everybody is on the same page.

12 PRESIDENT CARTER: I do know that my
13 government community relations team does engage in
14 various advocacy groups and does talk to them
15 about what we're doing. But I'm going to repeat
16 my earlier comment. Engagement is a two-way
17 process.

18 DIRECTOR JHA: Absolutely.

19 PRESIDENT CARTER: And if you have an
20 agenda that isn't consistent with wanting to make
21 the system better but is consistent with really
22 trying to attack the agency or individuals in the
23 agency, then that becomes really difficult to
24 accomplish. So if people are committed to the

1 things they say they're committed to, then that
2 shouldn't be a problem.

3 MS. GREENLEE: Director Lee.

4 DIRECTOR LEE: Yeah. Just wanted to say
5 thank you for the update, President Carter. And
6 just, you know, wanted to recognize all the
7 employees who have really just been showing the
8 dedication and commitment to serving our riders
9 and so recognizing them. And I was out there with
10 everyone else, right, riding the bus, and it's not
11 easy out there. And so thank you. Thank you for
12 the team leaders and everyone out there. So
13 appreciate that. And also wanted to throw in my
14 hat about more transparency. I welcome that as
15 well. Thanks.

16 CHAIRMAN BARCLAY: Thank you, President
17 Carter.

18 Our next order of business is the approval
19 of the minutes of the regular Board meeting of
20 December 13th, 2023. May I have a motion to
21 approve?

22 DIRECTOR MILLER: So moved.

23 DIRECTOR ORTIZ: Second.

24 MS. GREENLEE: It's been moved by Director

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1 Miller, seconded by Director Ortiz. We will take
2 a roll call vote.

3 Director Miller.

4 DIRECTOR MILLER: Yes.

5 MS. GREENLEE: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 MS. GREENLEE: Director Jakes.

8 DIRECTOR JAKES: Yes.

9 MS. GREENLEE: Director Ortiz.

10 DIRECTOR ORTIZ: Yes.

11 MS. GREENLEE: Director Jha.

12 DIRECTOR JHA: Yes.

13 MS. GREENLEE: Director Lee.

14 DIRECTOR LEE: Yes.

15 MS. GREENLEE: The motion to approve the
16 minutes of December 13th, 2023, passes.

17 CHAIRMAN BARCLAY: Our next order of
18 business is executive session. It's my
19 understanding, Kent, that there is an executive
20 session today.

21 MR. RAY: Yes, Chairman. The Board will
22 move into closed section pursuant to the Illinois
23 Open Meetings Act, Section 2(c), subsections 1,
24 11, and 21.

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1 CHAIRMAN BARCLAY: I will now entertain a
2 motion to recess into executive session for the
3 reasons stated by counsel.

4 DIRECTOR MILLER: So moved.

5 DIRECTOR ORTIZ: Second.

6 MS. GREENLEE: It's been moved by Director
7 Miller, seconded by Director Ortiz that the Board
8 will move into executive session. We'll take a
9 roll call vote.

10 Director Lee.

11 DIRECTOR LEE: Yes.

12 MS. GREENLEE: Director Jha.

13 DIRECTOR JHA: Yes.

14 MS. GREENLEE: Director Ortiz.

15 DIRECTOR ORTIZ: Yes.

16 MS. GREENLEE: Director Jakes.

17 DIRECTOR JAKES: Yes.

18 MS. GREENLEE: Chairman Barclay.

19 CHAIRMAN BARCLAY: Yes.

20 MS. GREENLEE: Director Miller.

21 DIRECTOR MILLER: Yes.

22 MS. GREENLEE: The motion to move into
23 executive session has passed.

24 (Whereupon, the Board was in Executive

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1 Session from 11:38 a.m. to 11:55 a.m.)

2 CHAIRMAN BARCLAY: I will now entertain a
3 motion to return to open session.

4 DIRECTOR MILLER: So moved.

5 DIRECTOR ORTIZ: Second.

6 MS. GREENLEE: It's been moved by Director
7 Miller, seconded by Director Ortiz that we move
8 back into open session. We'll take a roll call
9 vote.

10 Director Jha.

11 DIRECTOR JHA: Yes.

12 MS. GREENLEE: Director Ortiz.

13 DIRECTOR ORTIZ: Yes.

14 MS. GREENLEE: Director Jakes.

15 DIRECTOR JAKES: Yes.

16 MS. GREENLEE: Chairman Barclay.

17 CHAIRMAN BARCLAY: Yes.

18 MS. GREENLEE: Director Miller.

19 DIRECTOR MILLER: Yes.

20 MS. GREENLEE: Director Lee.

21 DIRECTOR LEE: Yes.

22 MS. GREENLEE: The motion passes.

23 CHAIRMAN BARCLAY: We will now address
24 Board agenda item No. 6(a), Kent.

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1 MR. RAY: Thank you, Chairman. In item
2 6(a), the Board reviewed the closed meeting
3 minutes from December 13th, 2023.

4 MS. GREENLEE: Do we have a motion?

5 CHAIRMAN BARCLAY: May I have a motion to
6 approve the closed session minutes for December
7 13th, 2023?

8 DIRECTOR MILLER: So moved.

9 DIRECTOR ORTIZ: Second.

10 MS. GREENLEE: It's been moved by Director
11 Miller, seconded by Director Ortiz that the
12 minutes from the closed session for December 13th,
13 2023, be approved. We'll take a roll call vote.

14 Director Jha.

15 DIRECTOR JHA: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes.

18 MS. GREENLEE: Director Jakes.

19 DIRECTOR JAKES: Yes.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Yes.

22 MS. GREENLEE: Director Miller.

23 DIRECTOR MILLER: Yes.

24 MS. GREENLEE: Director Lee.

1 DIRECTOR LEE: Yes.

2 MS. GREENLEE: The motion to approve the
3 closed session minutes passes.

4 CHAIRMAN BARCLAY: We will now address
5 Board agenda item 6(b), Kent.

6 MR. RAY: Thank you, Chairman. In
7 connection with Board agenda item 6(b), the Board
8 reviewed the recommended findings and decision of
9 the hearing committee appointed in connection with
10 the review of the discharge of CTA employee Kevin
11 McCormick under Section 28 of the Metropolitan
12 Transit Authority Act.

13 After hearing the testimony of witnesses
14 and reviewing the evidence, the hearing committee
15 has recommended that this Board sustain
16 Mr. McCormick's discharge.

17 CHAIRMAN BARCLAY: Thank you, Kent. May I
18 have a motion to sustain the hearing panel
19 recommendations for Kevin McCormick?

20 DIRECTOR MILLER: So moved.

21 DIRECTOR ORTIZ: Second.

22 MS. GREENLEE: It's been moved by Director
23 Miller, seconded by Director Ortiz that the
24 hearing panel's recommendation to sustain the

1 discharge of Kevin McCormick be approved.

2 Director Lee.

3 DIRECTOR LEE: Yes.

4 MS. GREENLEE: Director Jha.

5 DIRECTOR JHA: Yes.

6 MS. GREENLEE: Director Ortiz.

7 DIRECTOR ORTIZ: Yes.

8 MS. GREENLEE: Director Jakes.

9 DIRECTOR JAKES: Yes.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Yes.

12 MS. GREENLEE: Director Miller.

13 DIRECTOR MILLER: Yes.

14 MS. GREENLEE: The motion to sustain the
15 discharge passes.

16 CHAIRMAN BARCLAY: We will now address
17 Board agenda item No. 7, Board matters.

18 Georgette, do we have any Board matters today?

19 MS. GREENLEE: Mr. Chairman, we have five
20 Board matters for today.

21 Our first is to receive a report from the
22 Citizens Advisory Board from our vice chairperson
23 for that Board, Mr. Rob Johnson.

24 Our second is to approve a resolution

1 changing the date of the January 2024 Chicago
2 Transit Board regular meeting.

3 Our third is to approve an ordinance
4 supplementing ordinance 016-100, which amended
5 ordinance 006-75 regarding rules of conduct.

6 Our fourth is to approve an ordinance
7 appointing members of the Chicago Transit
8 Authority ethics committee.

9 And our fifth is to approve an ordinance
10 authorizing a first amendment to the sublease with
11 the Community and Economic Development Association
12 of Cook County, Incorporated of the 12th Floor
13 located at 567 West Lake Street in Chicago,
14 Illinois.

15 CHAIRMAN BARCLAY: Thank you. I invite
16 the vice chairperson of the Citizens Advisory
17 Board to come forward to give their report.

18 Mr. Johnson.

19 MR. JOHNSON: Good morning, Chairman
20 Barclay, Transit Board, and President Carter.

21 My name is Rob Johnson, vice chairman of
22 the CTA Citizens Advisory Board, and I'm here to
23 report out to the Transit Board what the Citizens
24 Advisory Board has been up to.

1 All right. On June 16th, 2023, you
2 appointed me and 12 others to serve on the
3 Citizens Advisory Board. The purpose of the
4 Advisory Board is to review CTA policies and
5 programs from the perspective of the riding public
6 and to give feedback to the Transit Board from
7 that perspective.

8 All our meetings in 2023 were designed to
9 educate members of the Citizens Advisory Board
10 about CTA and its business. Toward that end, we
11 met twice during the last quarter of 2023; on
12 October 30th, for our budget briefing, and on
13 December 12th, 2023.

14 At our October 2023 budget briefing, the
15 CTA chief financial officer, Jeremy Fine, and
16 Michelle Curran, vice president of budget
17 management and finance, presented an overview of
18 the fiscal year 2024 budget. They also vetted any
19 questions from CAB members.

20 At our December meeting, CTA staff gave a
21 presentation on the Bus Vision Plan. CAB members
22 were intrigued by the data. There were lots of
23 questions asked and we also provided feedback
24 about the next phase of the study.

1 Staff also gave a presentation about the
2 Innovation Studio pilot project. The members
3 shared feedback about the future goals and
4 implications of the pilot program and the goals of
5 the program, discovering new cutting-edge
6 solutions and tools.

7 I look forward to providing regular
8 feedback on both policy and operational issues to
9 the Transit Board, and I look forward to working
10 with the Board and management on the important
11 issues affecting CTA riders and overall ridership.

12 As today's spokesperson for the Citizens
13 Advisory Board, we look forward to working with
14 you, Chairman Barclay, and you, President Carter,
15 and your staff in the coming years.

16 CHAIRMAN BARCLAY: Thank you very much.

17 MR. JOHNSON: Happy to answer any
18 questions.

19 MS. GREENLEE: Are there any questions of
20 the Citizens Advisory Board? Chairman Barclay.

21 CHAIRMAN BARCLAY: I just want to thank
22 you. And if you can convey to the whole Board
23 that we appreciate their efforts and thank you
24 very much for your report.

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1 MR. JOHNSON: Absolutely. Very welcome.
2 MS. GREENLEE: Director Jha.
3 DIRECTOR JHA: No questions. Thank you.
4 MS. GREENLEE: Director Ortiz.
5 DIRECTOR ORTIZ: No questions.
6 MS. GREENLEE: Director Jakes.
7 DIRECTOR JAKES: No questions. Thank you.
8 MS. GREENLEE: Director Miller.
9 DIRECTOR MILLER: No questions.
10 MS. GREENLEE: Director Lee.
11 DIRECTOR LEE: No questions. Just a quick
12 comment. Thank you for serving, you know, on the
13 Board and also just bringing feedback. And we'd
14 love to, you know, as you keep coming back, hear
15 some of the feedback as well. Thank you.
16 MR. JOHNSON: Happy to share. Thank you.
17 CHAIRMAN BARCLAY: Thank you.
18 May I have a motion to approve the
19 resolution changing the date of the January 2024
20 Chicago Transit Board regular meeting?
21 DIRECTOR MILLER: So moved.
22 DIRECTOR ORTIZ: Second.
23 MS. GREENLEE: It's been moved by Director
24 Miller, seconded by Director Ortiz that the date

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1 be changed of the January 2024 Chicago Transit
2 Board regular meeting. We'll take a roll call
3 vote. Director Jha.

4 DIRECTOR JHA: Yes.

5 MS. GREENLEE: Director Ortiz.

6 DIRECTOR ORTIZ: Yes.

7 MS. GREENLEE: Director Jakes.

8 DIRECTOR JAKES: Yes.

9 MS. GREENLEE: Chairman Barclay.

10 CHAIRMAN BARCLAY: Yes.

11 MS. GREENLEE: Director Miller.

12 DIRECTOR MILLER: Yes.

13 MS. GREENLEE: Director Lee.

14 DIRECTOR LEE: Yes.

15 MS. GREENLEE: The motion to approve the
16 resolution passes.

17 CHAIRMAN BARCLAY: Thank you.

18 Item 7(c) is a motion to approve an
19 ordinance supplementing ordinance 016-100, which
20 amended ordinance 006-75 regarding rules of
21 conduct on the CTA system. Kent.

22 MR. RAY: Chairman, item 7(c) involves an
23 amendment to the CTA rules of conduct to align
24 with recent amendments to the RTA Act and to

1 authorize a hearing process for purposes of
2 suspending or confiscating fare media to riders
3 who violate those provisions. This ordinance will
4 help set up that process and enable CTA to take
5 those actions.

6 CHAIRMAN BARCLAY: Thank you. May I have
7 a motion to approve an ordinance supplementing
8 ordinance 016-100, which amended ordinance 006-75?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR ORTIZ: Second.

11 MS. GREENLEE: It's been moved by Director
12 Miller, seconded by Director Ortiz to approve this
13 ordinance. We will take a roll call vote.

14 Director Jha.

15 DIRECTOR JHA: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes.

18 MS. GREENLEE: Director Jakes.

19 DIRECTOR JAKES: Yes.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Yes.

22 MS. GREENLEE: Director Miller.

23 DIRECTOR MILLER: Yes.

24 MS. GREENLEE: Director Lee.

1 DIRECTOR LEE: Yes.

2 MS. GREENLEE: The motion to approve the
3 ordinance supplementing passes.

4 CHAIRMAN BARCLAY: Thank you. Next is a
5 motion to appoint Kristina Becker, Norman B.
6 Jones, and Jessica Pipersburgh as members of the
7 Chicago Transit Authority ethics committee.
8 Sisavanh Baker, Chicago Transit Authority deputy
9 general counsel and ethics officer.

10 MS. BAKER: Thank you, Directors.
11 Sisavanh Baker. I'm back with my ethics hat on.
12 And we are seeking appointment of three very
13 qualified individuals for the really
14 newly-constituted ethics committee.

15 The point of the ethics committee is to
16 try to enhance our ethics program here with
17 improving our ability to conduct investigations,
18 internal investigations. This is not to be
19 confused with the investigations that go to the
20 OAIG. This is to supplement that.

21 And also allow it to review and update our
22 policies and procedures so that it is commiserate
23 with other comparable ethics programs around this
24 area.

1 With respect to the individuals, we highly
2 recommend them. Jessica Pipersburgh is a former
3 ASA in Cook County. She has significant
4 experience in legal advice to large corporations,
5 including Blue Cross Blue Shield. She is
6 currently senior counsel at Johns Hopkins
7 Medicine. And she has been providing compliance
8 and regulatory advice for a number of years.
9 We're seeking her appointment to January 2028.

10 We are also seeking appointment of Norman
11 Jones to January 2027. He has been in the DEI
12 space and has a master's in industrial
13 organization and psychology. Has done a lot of
14 compliance and regulatory advice to a number of
15 corporate entities, including Apple, JLL, and
16 Discover.

17 And, finally, Kristina Becker is vice
18 president and assistant general counsel for Harris
19 Associates and has been providing regulatory
20 advice in compliance, including review of code of
21 ethics matters for her clients.

22 With that, I will let you know that the
23 candidates are available online should you have
24 any questions or concerns for them. I am also

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1 happy to answer any questions or concerns you may
2 have.

3 MS. GREENLEE: Chairman Barclay.

4 CHAIRMAN BARCLAY: None.

5 MS. GREENLEE: Director Jha.

6 DIRECTOR JHA: I'm good. Thank you.

7 MS. GREENLEE: Director Ortiz.

8 DIRECTOR ORTIZ: No questions. Thank you.

9 MS. GREENLEE: Director Jakes.

10 DIRECTOR JAKES: No. No questions.

11 Welcome.

12 MS. GREENLEE: Director Miller.

13 DIRECTOR JHA: No questions.

14 MS. GREENLEE: Director Lee.

15 DIRECTOR LEE: No questions. Welcome.

16 MS. GREENLEE: Chairman Barclay, there are
17 no questions.

18 CHAIRMAN BARCLAY: Thank you, Ms. Baker.

19 May I have a motion to approve an ordinance
20 appointing Kristina Becker, Norman B. Jones, and
21 Jessica Pipersburgh as members of the Chicago
22 Transit Authority ethics committee?

23 DIRECTOR MILLER: So moved.

24 DIRECTOR ORTIZ: Second.

1 MS. GREENLEE: It's been moved by Director
2 Miller, seconded by Director Ortiz that Kristina
3 Becker, Norman B. Jones, and Jessica Pipersburgh
4 be appointed to the Chicago Transit Authority
5 ethics committee. We will take a roll call vote.

6 Director Lee.

7 DIRECTOR LEE: Yes.

8 MS. GREENLEE: Director Miller.

9 DIRECTOR MILLER: Yes.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Yes.

12 MS. GREENLEE: Director Jakes.

13 DIRECTOR JAKES: Yes.

14 MS. GREENLEE: Director Ortiz.

15 DIRECTOR ORTIZ: Yes.

16 MS. GREENLEE: Director Jha.

17 DIRECTOR JHA: Yes.

18 MS. GREENLEE: The motion to appoint
19 passes.

20 DIRECTOR JAKES: I'm sorry. Sisavanh,
21 real quick, when the ethics committee meets, will
22 they -- will you be presenting to the Board a
23 report from the ethics committee from time to time
24 or will they come before us?

1 MS. BAKER: I think I -- well, we can
2 discuss that within our rules, but, certainly,
3 someone will be representing ethics reports to the
4 full Board on a regular basis.

5 DIRECTOR JAKES: Thank you.

6 CHAIRMAN BARCLAY: Item 7(e) involves a
7 motion to approve an ordinance authorizing the
8 first amendment to the sublease with the Community
9 and Economic Development Association of Cook
10 County, Inc. of the 12th Floor located at 567 West
11 Lake Street, Chicago, Illinois.

12 Kent, can you address any questions?

13 MR. RAY: This is a matter that was
14 discussed last month and was not included in the
15 omnibus. It's back today for final approval. Are
16 there any questions?

17 CHAIRMAN BARCLAY: May I have a motion to
18 approve an ordinance authorizing the first
19 amendment to the sublease with the Community and
20 Economic Development Association of Cook County of
21 the 12th Floor located at 567 West Lake Street,
22 Chicago, Illinois?

23 DIRECTOR MILLER: So moved.

24 DIRECTOR ORTIZ: Second.

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1 MS. GREENLEE: It's been moved by Director
2 Miller, seconded by Director Ortiz. We'll take
3 the roll call vote.

4 Director Miller.

5 DIRECTOR MILLER: Yes.

6 MS. GREENLEE: Chairman Barclay.

7 CHAIRMAN BARCLAY: Yes.

8 MS. GREENLEE: Director Jakes.

9 DIRECTOR JAKES: Yes.

10 MS. GREENLEE: Director Ortiz.

11 DIRECTOR ORTIZ: Yes.

12 MS. GREENLEE: Director Jha.

13 DIRECTOR JHA: Yes.

14 MS. GREENLEE: Director Lee.

15 DIRECTOR LEE: Yes.

16 MS. GREENLEE: The motion passes.

17 CHAIRMAN BARCLAY: Our next order of
18 business is a report from the Committee on
19 Finance, Audit, and Budget, which will be
20 presented by Director Jakes.

21 DIRECTOR JAKES: Mr. Chairman, the
22 Committee met earlier this morning and approved
23 the December 13th, 2023, Committee minutes and
24 reviewed the finance report.

1 The Committee reviewed five ordinances:

2 Number one, review of an ordinance
3 authorizing a copromotional advertising trade
4 agreement with Bank of America for the 2024 Bank
5 of America Shamrock Shuffle, the Chicago 13.1, and
6 Chicago Marathon.

7 Two, review of an ordinance authorizing
8 the treasurer to execute an electricity contract.

9 Three, review of an ordinance authorizing
10 payment of relocation expenses arising from the
11 acquisition of the property located at 11426 South
12 Perry Avenue, Chicago for the Red Line Extension
13 project.

14 Four, review of an ordinance authorizing a
15 license agreement with the Granite Construction
16 Company for a portion of the land located at the
17 Authority's 74th Street bus garage.

18 Fifth, review of an ordinance authorizing
19 a purchase of underground storage tank insurance
20 for policy year January 28th, 2024 through January
21 28th, 2025.

22 The Committee also reviewed eight
23 contracts. The Committee placed the five
24 ordinances and eight of the contracts on the

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1 omnibus. The Committee approved and recommended
2 for Board approval five ordinances and the eight
3 contracts.

4 And that concludes the report of the
5 Finance, Audit, and Budget Committee.

6 CHAIRMAN BARCLAY: I will now entertain a
7 motion to approve the omnibus.

8 DIRECTOR MILLER: So moved.

9 DIRECTOR ORTIZ: Second.

10 MS. GREENLEE: It's been moved by Director
11 Miller, seconded by Director Ortiz that the
12 omnibus be approved. We'll take a roll call vote.

13 Director Miller.

14 DIRECTOR MILLER: Yes.

15 MS. GREENLEE: Chairman Barclay.

16 CHAIRMAN BARCLAY: Yes.

17 MS. GREENLEE: Director Jakes.

18 DIRECTOR JAKES: Yes.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: Yes.

21 MS. GREENLEE: Director Jha.

22 DIRECTOR JHA: Yes.

23 MS. GREENLEE: Director Lee.

24 DIRECTOR LEE: Yes.

1 MS. GREENLEE: The motion passes.

2 CHAIRMAN BARCLAY: Our next order of
3 business is the construction report from Bill
4 Mooney, our chief infrastructure officer, and
5 JuanPablo Prieto, our director of diversity
6 programs.

7 MR. MOONEY: Good afternoon. I am Bill
8 Mooney, your chief infrastructure officer. I am
9 joined by --

10 MR. PRIETO: Good afternoon, JuanPablo
11 Prieto, director of diversity programs.

12 MR. MOONEY: And I'm here with your
13 monthly construction briefing.

14 So we'll start where normally do, our
15 Damen station project. So a lot of work has
16 happened in the last couple months around the --
17 on the structure of the building come out of the
18 ground and going up. You'll see kind of in these
19 photos the framework of the building coming
20 together.

21 In the upcoming couple months, you'll see
22 a lot more detail going on around the platforms
23 and the elevator towers and that main bridge I
24 keep talking about coming in place. Those are a

1 couple of those updated photos.

2 Here in this photo you can see the main
3 station house, the frame in place, gives you a
4 sense of the scale and shape of that building.
5 They're pouring the rear wall of that building.
6 Here is some of the framing going in for the --
7 ultimately, the mezzanine floor and the ceiling
8 below it.

9 These are the stingers for the -- these
10 are the big beams that ultimately are the basis
11 for the platform going up in place. They're
12 craning them up to be attached and rebuild kind of
13 the structure to be able to accommodate the size
14 of all of this. This beam itself is almost four
15 feet tall. It gives you some sense of the scale
16 on it.

17 And here are those beams in place and
18 they're starting to set the deck platform. So
19 this is a precast concrete deck that gets
20 installed in pieces up here. And you can see them
21 setting them into place there. Now we're starting
22 to see the shape and real platform coming up the
23 mark there.

24 Moving forward to our nonrevenue vehicle

1 maintenance facility, a project that proceeds
2 forward on budget and tight to schedule. We are
3 still looking to open this facility in the later
4 part of the spring as the weather approves.

5 Lots of progress in the last month as they
6 hurry to kind of finish up a lot of this and
7 you'll see a lot of the fine detail work in the
8 facility coming forward in these photos. Here you
9 can see them laying tile in the office space and
10 starting to get those finishes. You can see the
11 coating in there.

12 Here you can see the full facility. And
13 this is them actually commissioning these massive
14 cranes that are used to move -- this, again, is
15 for the work equipment, our diesel snow fighters,
16 our tampers, all of the types stuff we used to
17 maintain tracks themselves. They get maintained
18 out of this facility. These are massive piece of
19 equipment that have huge parts that require cranes
20 to move the parts on and off the machines as well
21 as moving spare parts in place.

22 And so you'll see some of these cranes
23 here. They are huge cranes and they're in the
24 commissioning process. Again, here's the spacial

1 shot. They're doing some of the finish work on
2 the overhead fire alarm system there with some of
3 that pipe installation.

4 And here is the south yard. So this is
5 ultimately where this facility gets connected to
6 the railroad itself. So that equipment can get in
7 and out of the facility, they excavate it all the
8 way down. And we have CTA forces on site, not
9 this week because of recent weather, but, you
10 know, starting shortly to build up the track that
11 will connect this facility to our main railroad.

12 Moving on to our Barry Damen Canal
13 substation project. That project proceeds forward
14 on schedule and on budget. It's really exciting
15 to see. As the cold weather hit, we got weather
16 tight over at Damen, so that building is
17 completely enclosed at this point and we're in the
18 process of getting all the finish work. So here
19 you see some of the final outside work, some of
20 the finish of the roofing there, and the final
21 tuckpointing and the brickwork.

22 Here at Haymarket, just down the street,
23 you'll see the second of the lineups for the
24 traction power upgrade here. This is actually the

1 transformer and rectifier being lowered into the
2 facility. This was commissioned and put online,
3 so now we are actually running on two brand new
4 lineups there. So we're almost exclusively
5 running on equipment, which is really exciting.

6 And here is kind of the other end of that
7 connection for Haymarket. So Haymarket creates
8 more power that speeds up to the Green Line and we
9 borrow some of that power and connect it down to
10 the subway for the Blue Line to increase the power
11 capacity. I showed you the breaker house and the
12 subway and ultimately these cables connect to that
13 breaker house down there. So here they are
14 pulling those cables into the subway.

15 And here's Barry. So Barry is one of the
16 more uniquely -- very architectural featured
17 buildings. Very exciting to start to see the
18 finishes. But you start to see the bones of it.
19 You see some of that shape. It's a top-class
20 facility with brick on the bottom there. And
21 you'll see that brickwork coming up over the next
22 couple of months as it moves forward. It's really
23 exciting to see this come out of the ground and
24 see some of the vision of the architect coming to

1 life here.

2 Moving on to our Red/Purple Modernization
3 project. We continue to charge forward. We are,
4 in many cases, what I would call in the rinse and
5 repeat cycle. So you saw last month we finished
6 the cut over on what we call what we called MM2 to
7 MM3 and now we are starting track demolition
8 again. We start rebuilding track. And you're
9 seeing a lot of that in the photos.

10 So here we are in the Red/Purple bypass
11 area. So we did that commissioning of the new
12 structure there that we are exclusively running on
13 for our Red/Purple service right now. And here
14 you can see demolishing the last of that old
15 structure, that 100-year-old corridor structure
16 between Addison and Belmont, which is commonly
17 known as tracks three and four, which are the two
18 northbound original tracks. So you can see that
19 demolition here.

20 Up at the Lawrence, Bryn Mawr
21 modernization area, we're in station construction
22 fully now. So they have completed a significant
23 amount of caissons that will support the platforms
24 for those stations, but they've also started

1 excavating. So here you see them sheeting and
2 excavating out for the foundations of the new
3 station houses. So really exciting to see those
4 things come online now. It is a big change in
5 this phase as we build those new stations.

6 And then here's a little bit of that kind
7 of rinse and repeat up in that corridor. You've
8 seen this for many years now. We're now in the
9 next phase. In our stage B, we're now drilling
10 the caissons and putting in the cages and new
11 columns that are sprouting out of the ground to
12 hold up that new segmental box structure. They
13 actually start the gantry erection this week --
14 this upcoming week up there. So in the upcoming
15 months or so, you'll start to see photos of gantry
16 again.

17 We have -- one of the big milestones of
18 the project, we have completed the fabrication of
19 all the prefab segmental box riggers, so those
20 pieces you've seen us installing in stage A, all
21 1,155 of them have been fully fabricated at this
22 point. Now, we've just got to put them all in
23 place.

24 Here you can see those columns. So after

1 the caissons are filled and poured in that cage,
2 then they start to sprout up to the ground and
3 form those columns. As we get into this inclement
4 weather, we bring in a lot of heat to support the
5 concrete process. It's a very balanced process.
6 It takes a lot of time. But they really are in
7 stride. They didn't mess a step in the phase
8 stage. Really exciting to see them move forward.

9 And here at the far north end, they are
10 pouring the deck. So this is the tie in point to
11 the old railroad just around Thorndale. Before
12 the segmental box structure starts, there is this
13 one span of bridge that we build in place.

14 And this is really where the gantry
15 launches from. It's right at Ardmore Avenue. And
16 so they're finishing up putting in the rebar and
17 then they've already poured this deck. And so
18 this will be the building point as we start
19 building again from the north to the south.

20 We continue our ongoing coordination with
21 the 44th Ward, the 46th Ward, the 48th Ward,
22 meeting weekly or biweekly with them, as required.
23 We have a bunch of tours that are going on with
24 local groups, the Southeast Asian Center for one,

1 you know, we meet with local businesses.

2 And as though it's been frigid, we are
3 looking for the pitchers and catchers to report
4 and started our annual coordination efforts with
5 the Chicago Cubs as our Red/Purple bypass area is
6 right in the Wrigleyville footprint and that
7 requires a lot of coordination, so we've had those
8 project update meetings.

9 And we've launched our next phase of our
10 open for business campaign called Discover. So
11 this has been an ongoing effort where we are
12 supporting local businesses that are impacted
13 during the construction, highlighting -- in this
14 case, you can see one of the door hangers hanging
15 in there, but there's also signage throughout the
16 project area highlighting local businesses with
17 the tag lines like discover Edgewater, and
18 discover such and such businesses and highlighting
19 them.

20 It's been a very positive program we've
21 been doing throughout the course of construction
22 and always great to see it refreshed and kind of
23 touching on some of those things.

24 And, with that, I'll turn it over to

1 JuanPablo.

2 MR. PRIETO: Thanks, Bill. On December
3 4th and 5th, we hosted a tracks to trade session
4 in partnership with CPS's Chicago Builds program
5 at Dunbar High School.

6 This collaborative program between CTA,
7 Walsh-Fluor, and other subcontractors on RPM,
8 building trade unions. And what we tried to do is
9 expose high school age and young adults to careers
10 in construction industry and show them the
11 different pathways that are available to them.

12 Around 115 students heard about the RPM
13 project, opportunities on the project that are
14 available now or are going to be available in the
15 coming months, and how to pursue a career in the
16 building trades or the professional services space
17 for construction.

18 Speakers included representatives from
19 Ironworkers Local 1, Operating Engineers Local
20 150, one of the RPM work partners, Hire360, a DBE
21 firm, and BMO Bank.

22 As of the end of 2023, 118 unique DBE
23 firms have been awarded over \$268 million between
24 the design and construction packages on RPM phase

1 one, and 53 of those firms are new to CTA.

2 On the workforce side, as of the end of
3 2023, over 20,00 unique individuals have worked
4 over 1.5 million labor hours and earned over \$90
5 million.

6 Now, we'd like to show you the next
7 installment in our monthly video series in which
8 we highlight the RPM project's ambitious workforce
9 and DBE inclusion programs.

10 Today, you'll hear from Mike Seay, owner
11 and founder of Allstate Concrete, a subcontractor
12 to Walsh-Fluor. Mike is also a graduate of our
13 small business educational series and a
14 participant in our building small businesses
15 program.

16 It's an honor to share these stories on
17 how CTA and RPM have improved the lives of
18 Chicagoans and their families. Thank you.

19 MR. MOONEY: We'll be glad to take any
20 questions at this time.

21 DIRECTOR JAKES: That's great. Thank you.

22 MS. GREENLEE: Chairman Barclay.

23 CHAIRMAN BARCLAY: No questions. But I do
24 always enjoy the personal touch. It really brings

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1 it home for us.

2 MS. GREENLEE: Director Miller, any
3 questions or comments?

4 DIRECTOR MILLER: No questions. Thank
5 you.

6 MS. GREENLEE: Director Jakes.

7 DIRECTOR JAKES: No. That was great.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: I agree. Thank you.

10 MS. GREENLEE: Director Jha.

11 DIRECTOR JHA: No questions. Thank you.

12 MS. GREENLEE: Director Lee.

13 DIRECTOR LEE: No questions. But just
14 excited to see the progress and love, also, always
15 seeing how we're benefitting communities and also
16 small businesses, so, thank you.

17 MS. GREENLEE: Chairman Barclay, there are
18 no further questions.

19 CHAIRMAN BARCLAY: Thank you very much.

20 Our final order of business is new
21 business. Georgette, is there any new business?

22 MS. GREENLEE: Chairman Barclay, there is
23 no new business.

24 CHAIRMAN BARCLAY: Since there is no

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1 further business to come before the Board, may I
2 have a motion to adjourn the Chicago Transit Board
3 meeting of January 18th of 2024?

4 DIRECTOR MILLER: So moved.

5 DIRECTOR ORTIZ: Second.

6 MS. GREENLEE: It's been moved by Director
7 Miller, seconded by Director Ortiz to adjourn the
8 meeting. We'll take a roll call vote. Director
9 Lee.

10 DIRECTOR LEE: Yes.

11 MS. GREENLEE: Director Jha.

12 DIRECTOR JHA: Yes.

13 MS. GREENLEE: Director Ortiz.

14 DIRECTOR ORTIZ: Yes.

15 MS. GREENLEE: Director Jakes.

16 DIRECTOR JAKES: Yes.

17 MS. GREENLEE: Director Miller.

18 DIRECTOR MILLER: Yes.

19 MS. GREENLEE: Chairman Barclay.

20 CHAIRMAN BARCLAY: Yes.

21 MS. GREENLEE: The motion passes.

22 PRESIDENT CARTER: Mr. Chairman, before
23 the Board steps away, you may have noticed some of
24 the ruckus that was occurring outside the room

1 here. What's happening is that our new employees
2 are arriving for their graduation ceremony.

3 So you heard me mention during my report
4 that we hired over 1,000 bus operators, but that
5 isn't the only section that we hired in. Every
6 month, we hold a graduation ceremony for the
7 employees who completed their training and are
8 moving into new positions, which I'll be doing
9 after the Board meeting.

10 So I wanted to let you know that's what's
11 going on and if any of you have a second to stop
12 by before you leave, feel free. I know the
13 employees would love to see you and certainly give
14 you the sense of the number of people that we're
15 moving into CTA literally every single month.

16 CHAIRMAN BARCLAY: Thank you.

17 DIRECTOR JAKES: How many are graduating,
18 Mr. President?

19 PRESIDENT CARTER: I don't know the answer
20 to that. I don't know if Tom is here. You know
21 the conference room that we have, it's usually
22 full. So well over 100.

23 DIRECTOR JAKES: Over 100. Great. Happy
24 New Year, everybody.

1 (Off the record at 12:26 p.m.)

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CERTIFICATE OF SHORTHAND REPORTER

I, Courtney Petros, Registered Professional Reporter and Certified Shorthand Reporter, the officer before whom the foregoing proceeding was taken, do hereby certify that the foregoing transcript is a true and correct record of the testimony given; that said testimony was taken by me and thereafter reduced to typewriting under my direction; that reading and signing was not requested; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto signed this 22nd day of January, 2024.



COURTNEY PETROS, RPR, CSR

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