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# Transcript of Board Meeting

**Date:** September 11, 2024

**Case:** Chicago Transit Authority Board Meeting, In Re:

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, September 11, 2024

10:03 a.m. CT

Job No.: 551931

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
- ROSA Y. ORTIZ
- MICHAEL EADDY
- ROBERTO REQUEJO

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 September 11th, 2024.

5 MS. GREENLEE: We'll call the roll.

6 Director Requejo.

7 DIRECTOR REQUEJO: Present.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: Here.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Here.

12 MS. GREENLEE: Director Jakes.

13 VICE CHAIRMAN JAKES: Here.

14 MS. GREENLEE: Director Eaddy.

15 DIRECTOR EADDY: Here.

16 MS. GREENLEE: Chairman Barclay, you do  
17 have a quorum. We will note for the record that  
18 Director Jha is absent and Director Michele Lee is  
19 absent.

20 CHAIRMAN BARCLAY: Thank you.

21 Before we begin today's agenda, I'd like  
22 to take a moment to address the recent tragic  
23 events that occurred last week. As most of you  
24 are aware, we lost four of our riders to a

1 horrific shooting aboard one of our trains in  
2 Forest Park on Labor Day. Additionally, one of  
3 our employees was shot and injured in a separate  
4 incident that occurred outside the Howard Street  
5 Station.

6 Those incidents are deeply disturbing and  
7 our hearts go out to the victims of these tragic  
8 events as well as to our employees that are  
9 experiencing trauma from them.

10 I'd also like to acknowledge the  
11 significance of today as we mark the anniversary  
12 of September 11th. This day holds deep meaning  
13 not only for our nation, for people across the  
14 world. We remember the thousands of lives lost,  
15 the families forever changed, and the courage of  
16 the first responders and ordinary citizens who  
17 stepped up in the face of an unimaginable tragedy.  
18 Their strength and resilience continue to inspire  
19 us.

20 Our Citizens Advisory Board recently met.  
21 And CAB Chair Raby started the meeting with a  
22 moment of silence to reflect on the recent events  
23 on the CTA and honor of the victims and those  
24 impacted.

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1 I appreciate her modeling, empathetic, and  
2 thoughtful leadership and would like our Board to  
3 do the same by taking a moment of silence at this  
4 time for those impacted by the recent events on  
5 our system as well as remembering September 11th.  
6 I'd ask you to pause for a moment of silence in  
7 remembrance.

8 (Whereupon, a moment of silence was  
9 observed.)

10 CHAIRMAN BARCLAY: Thank you very much.

11 Our next order of business is the approval  
12 of the minutes of the regular Board meeting of  
13 August 14th, 2024. May I have a motion to  
14 approve?

15 DIRECTOR REQUEJO: So moved.

16 DIRECTOR EADDY: Second.

17 MS. GREENLEE: It's been moved by Director  
18 Requejo, seconded by Director Eaddy that the  
19 minutes of August 14th, 2024, be approved.

20 We'll take a roll call vote.

21 Director Requejo.

22 DIRECTOR REQUEJO: Yes.

23 MS. GREENLEE: Director Ortiz.

24 DIRECTOR ORTIZ: Yes.

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1 MS. GREENLEE: Chairman Barclay.

2 CHAIRMAN BARCLAY: Yes.

3 MS. GREENLEE: Director Jakes.

4 VICE CHAIRMAN JAKES: Yes.

5 MS. GREENLEE: Director Eaddy.

6 DIRECTOR EADDY: Yes.

7 MS. GREENLEE: Chairman Barclay, the  
8 motion passes.

9 CHAIRMAN BARCLAY: Georgette, we're going  
10 to go out of order. Our next order of business is  
11 public comment.

12 MS. GREENLEE: Chairman Barclay, we have  
13 four public comments for today. Two are  
14 registered and two have arrived this morning. I  
15 would like to welcome our public commenters to our  
16 meeting. Thank you for coming. Your perspective  
17 is important to us.

18 I would like to note that the public  
19 comments session -- each person gets three minutes  
20 to speak and we are timing you and I will let you  
21 know when your three minutes are up.

22 We will start with Mr. George Blakemore.

23 MR. BLAKEMORE: Where would you like me?

24 MS. GREENLEE: I would like for you to sit



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1 right there in front of that microphone and speak  
2 into the microphone. Thank you very much.

3 MR. BLAKEMORE: CTA and these other public  
4 agencies feel very comfortable and relaxed,  
5 however, hearing and reading about the incident of  
6 those -- of four people getting murdered.

7 Now, when I arrived, I used public  
8 transportation. I used the bus and the subway.  
9 And it must be safe for our citizens. And so  
10 while I have seen these cameras there, I'm  
11 thinking that is a human being watching this  
12 camera and I'm very secure. But knowing that you  
13 go back a week or so many days later and watch the  
14 camera -- the new technology is already here. Why  
15 is it that CTA is not embracing this new  
16 technology? So it's something wrong here.

17 So you give us a sense of -- with these  
18 cameras that no harm will come to us because  
19 somebody is monitoring these cameras, which is not  
20 true. So my question is why haven't CTA embraced  
21 the new technology? Why are you still using this  
22 antiquated technology? Human life is very  
23 important.

24 Now, the next -- also, I have a problem

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1 with -- right there on -- on Division and LaSalle.  
2 The shelter is gone. It was brought to my  
3 attention that some people was doing crack and  
4 drugs or whatever. You don't throw the baby out  
5 with the bath water. You go to these people and  
6 say you can't hang out, this is not a place to  
7 hang out. You work with the police department.  
8 And then if they don't move, you can arrest them  
9 because this is a public place.

10 So it's unacceptable. And I am demanding  
11 -- not asking -- that that shelter go back up  
12 because all up and down LaSalle, they have  
13 shelters. When you go on the west side, you see  
14 people hanging out in these shelters. You don't  
15 take them all down. It's becoming inclement  
16 weather now, raining and snowing. And then I want  
17 to know the timing up there, when the next bus is  
18 arriving.

19 Put it back. I'm demanding, not asking  
20 you. So somebody demanded that you take them  
21 down, these rich whites in that area. They want  
22 -- they say these blacks were playing their music  
23 so loud, they want to get rid of that. That's not  
24 the way to get rid of them, denying me.

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1           So I'm not asking you. I'm telling you.  
2 Put it back. Put that shelter back. Put it back.  
3 Now, I finished. Why do I have to go out in snow  
4 and rain and sleet. It's not going to happen and  
5 when I want to feel safe when I ride public  
6 transportation. Embrace this new technology.

7           MS. GREENLEE: Our next public commenter  
8 is Carol Sheridan. Ms. Sheridan, you have three  
9 minutes and your time starts now.

10          MS. SHERIDAN: Last -- over -- I'm trying  
11 to think. Last November, there was an accident on  
12 the Skokie Swift. A train ran into a snowplow.

13          Now, they -- they never told how this  
14 accident happened, but they did it like an  
15 investigation that lasted over two months. No one  
16 could ride the train. And then they -- they cut  
17 the speed of the train from 55 to 35 miles an  
18 hour. And then, a few weeks later, they cut the  
19 service.

20          Trains used to run -- a couple years ago,  
21 it was 10 minutes during rush hour, 15 minutes  
22 midday. For over 60 years, this train had been  
23 running every 15 minutes midday and they cut it to  
24 every 20 minutes.

1           And part of rush hour, you have to wait 20  
2 minutes for a train. You have to wait longer for  
3 a train than you do the 97 bus. And for years --  
4 for years, this train has been running over  
5 people. Not in recent years. But people would  
6 stand on the tracks and the train would run them  
7 over and they never cut speed of the train, they  
8 never cut the service.

9           I want the speed restored and the service  
10 restored. I mean, they cut -- they do this, but  
11 they don't take the train. And there is an  
12 article in the Tribune from July saying that  
13 you've increased the service on all the transit  
14 lines except the Skokie Swift. The Skokie Swift,  
15 you cut it.

16           I would like it restored to what it used  
17 to be. And Metra -- Metra runs over people all  
18 the time and they never cut the service. They  
19 never cut the speed.

20           Anyways -- all right. There's another  
21 thing. The 90 Harlem bus. They're renovating the  
22 L station, Blue Line and O'Hare Line, the Blue  
23 Line. The buses are stopping on Harlem north of  
24 Bryn Mawr. I want the bus to let me off south of

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1 Bryn Mawr. And I call up about this. And they  
2 say, oh, they're doing construction work there. I  
3 said there's no construction work there. It's at  
4 the train station.

5 MS. GREENLEE: Five seconds remaining.

6 MS. SHERIDAN: Five seconds. Anyways, I  
7 think the buses stop there because the 423 bus has  
8 to -- waits for people there.

9 MS. GREENLEE: And that's time. Thank  
10 you, Ms. Sheridan.

11 MS. SHERIDAN: All right.

12 MS. GREENLEE: Our next public commenter  
13 is Patricia Fuentes.

14 MS. FUENTES: Thank you. My name is  
15 Patricia Fuentes. I'm not complaining. I just  
16 have some concerns. I don't know why people keep  
17 on saying that I'm a complainer. If I see  
18 something, I say something.

19 My first thing is that the emergency  
20 buttons from the CTA bus -- train do not work.  
21 There was this guy fighting with this girl. I  
22 pressed the button of Kedzie to inform emergency  
23 because that's what it says, he cut this throat.  
24 Nobody showed up. I went downstairs. There was

1 no attendant. Okay. Please, check your buttons,  
2 emergency buttons.

3 Midway elevator. We had a lot of people  
4 coming for the race car, we had a lot of visitors.  
5 The elevator of midway doesn't work. They had --  
6 I even had to help some people get their luggages  
7 all the way to the Midway Airport. Come on guys,  
8 that's the Midway Airport. Please, fix your  
9 elevators because they have always been down.  
10 It's not like they're being fixed. They have  
11 always been down.

12 CTA attendants -- CTA attendants on the  
13 CTA train, they sit on the thing where you have to  
14 punch in and when you turn on the rails to go in,  
15 they're sitting on them. I even had to tell one  
16 of them, you're going to break it; oh, no, nothing  
17 happens, this is what we always do. Please, don't  
18 destroy the property. If you want more money,  
19 then you're going to have to fix them again.

20 The bus stops, can we -- can you guys work  
21 with the law enforcement? Bus stops, I've had to  
22 tell people to move their cars because the bus  
23 stop -- this is the bus stop where the buses stop.

24 They have even told me -- one time, it was

1 a Hispanic, he started telling me I don't know  
2 English, I told him, okay, bus, move because the  
3 bus stop here and they cannot stop because your  
4 car is in front.

5 Later on, I told these kids, you know what  
6 your father -- he has three kids in the back. I  
7 told them your father is not following the rules  
8 and regulations and then he turns around, he tells  
9 me don't be talking to my kids. What happened? I  
10 thought he said that he didn't know how to speak  
11 English. That's another one.

12 The other one is kudos to one of your  
13 drivers. A bus driver ID No. 63890, commendations  
14 for her on 95th and 61st yesterday. Even though  
15 her bus said not on service, she still stopped to  
16 pick up the people and take them -- you know,  
17 that's her route. She was still going to go that  
18 way. I hope everybody does that.

19 And diversity in the workplace, please.

20 MS. GREENLEE: And that's your time, thank  
21 you, Ms. Fuentes.

22 MS. FUENTES: Given people to come --  
23 different diversities, they come and they've said  
24 that they've never been hired. Diversity. More

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1 diversity, not only African Americans and  
2 Hispanics, please. Thank you. That's it. Have a  
3 nice one, everybody.

4 CHAIRMAN BARCLAY: Thank you.

5 MS. GREENLEE: Our last public commenter  
6 for today is Antoine Members.

7 MR. MEMBERS: Thank you.

8 Good morning. Thank you for having me and  
9 thank you for the honor of being able to speak  
10 before you.

11 Ladies and gentlemen, I came here July  
12 17th talking about -- I talked about quite a few  
13 issues. But I did emphasize on public safety and  
14 how we need to have -- consider to have an  
15 in-house police force. And I've heard that you  
16 had that prior years ago, but I believe that  
17 should be a consideration.

18 Also, this -- the four victims most likely  
19 was minorities, most likely probably was  
20 predominantly black people. They didn't say that  
21 -- they didn't mention that in the media reports  
22 what race they were, but I'm assuming that it was  
23 predominantly black.

24 The homeless population represents 70



1 percent is African American, the homeless. And I  
2 -- what I've seen over the years is the divestment  
3 in housing, divestment in mental health, and the  
4 sister agencies of CTA have -- pretty much did  
5 that action.

6 And I believe that the leaders here has  
7 been more interdisciplinary in issues. They're  
8 not being restricted just for transportation  
9 because it's a confluency of issues that these  
10 four victims is facing; mental health issues,  
11 housing issues, apparently, poverty.

12 So I believe that if the leaders here  
13 start -- find a way to talk with the sister agency  
14 of how can we invest in public safety, it's just  
15 not one way because it's a very complicated issue.  
16 We have to make sure we can mobilize mental health  
17 workers possibly and get on these trains and see  
18 how it can help the homeless population on the CTA  
19 transit because that's been going on for quite  
20 some time.

21 These individuals didn't just sleep that  
22 night on that unfortunate night, but they were  
23 sleeping on that public transportation probably  
24 prior -- most likely prior. So we have to

1 mobilize sister agencies, CHA, CPS, City of  
2 Chicago. There has to be a partnership somehow  
3 because this is a very complex issue.

4 And, right now, we see a decree from the  
5 federal judge now. Now, people with guns can come  
6 on the CTA now. So we can't bring a knife to a  
7 gun fight. We have to make sure that we have  
8 possibly law enforcement with -- of course, they  
9 have guns.

10 Because security in itself cannot really  
11 deal with that issue because they don't have the  
12 training enough to deal with people who are armed.  
13 Just not happening. I've been law enforcement for  
14 over two decades. They have inferior training  
15 compared to law enforcement. These are facts.

16 So, hopefully, you can find a way to maybe  
17 do a lateral transfer to other places to get law  
18 enforcement on these platforms.

19 MS. GREENLEE: Mr. Members, you're at your  
20 time.

21 MR. MEMBERS: I'm at my time. Okay. Give  
22 me about just two seconds. I just hope -- I know  
23 you're not at the behest of the public because we  
24 did not elect you. But, hopefully, what I'm

1 telling you, put it into consideration. Let's get  
2 the in-house police going. I know it takes more  
3 than just that. Mobilize mental health workers so  
4 we can address these issues.

5 And I'll keep you guys in prayer.  
6 Hopefully, God will give you the wisdom to make  
7 the right calls. But thank you very much for the  
8 opportunity and the grace. Thank you. Have a  
9 good day.

10 MS. GREENLEE: Thank you. Mr. Chairman,  
11 we have no other public commentators for today.

12 CHAIRMAN BARCLAY: Thank you. Our next  
13 item of business on the agenda is our President's  
14 report, which will be given by our President,  
15 Dorval Carter.

16 PRESIDENT CARTER: Thank you, Mr. Chairman  
17 and members of the Board. Good morning.

18 I'd like to begin my report with the  
19 discussion of the two incidents that occurred over  
20 the past ten days. As you are aware, we had four  
21 individuals who tragically lost their lives on  
22 Labor Day aboard a Blue Line train to Forest Park  
23 due to an unspeakable act of senseless gun  
24 violence. This disturbing incident deeply

1 troubles us all, including CTA employees, our  
2 customers, and anyone who believes in the sanctity  
3 of life.

4           Unfortunately, the next day, at our Howard  
5 Station, a CTA employee was shot right outside of  
6 our facility. I want you to know that I have  
7 since visited our employee in the hospital and I  
8 am happy to report that he is recovering from his  
9 gunshot wound.

10           While these incidents give us great pause,  
11 with regards to the Forest Park shooting I want to  
12 at least take a moment to acknowledge every CTA  
13 employee who worked so tirelessly in a variety of  
14 ways to assist the police investigation and helped  
15 to quickly bring the Blue Line shooter to justice.

16           Our staff worked diligently to support law  
17 enforcement efforts and I am thankful to everyone  
18 who worked so hard to catch that shooter. Law  
19 enforcement officials believe that both of these  
20 incidents were random. And I want to reiterate  
21 that the safety of our employees and customers is  
22 always of paramount concern. It is one of the  
23 reasons why we work so closely with the Chicago  
24 Police Department and, specifically, their public

1 transportation section who provides law  
2 enforcement for the vast majority of our transit  
3 system.

4 In addition to our relationship with CPD,  
5 we also, obviously, partner with other police  
6 departments, including the Cook County Sheriffs  
7 Department, as well as suburban police  
8 departments, including Evanston, Oak Park, and, of  
9 course, Forest Park.

10 At a recent press conference where I was  
11 asked about the question of safety and what I'm  
12 doing to make our system safe, I thought it was  
13 important to point out the complexities of a  
14 system such as Chicago Transit Authority.

15 As you know, we provide about one million  
16 rides a day, which is the equivalent of the city  
17 of Indianapolis every day or our system. We have  
18 nearly 1,900 buses, 1,500 rail cars, 145 rail  
19 stations, 16,000 bus stops. We travel 224 miles  
20 of rail every day. And it is a very complex  
21 system to provide safety to.

22 What we do is engage in a number of  
23 efforts that we hope will help mitigate the risk  
24 of crime and other activities on CTA. Those items

1 include the recent expansion of unarmed guards and  
2 two-person K-9 teams which were deployed on our  
3 system 24 hours a day, 7 days a week.

4 The funding of a voluntary special  
5 employment program provides volunteer off-duty  
6 police officers to patrol our systems, the  
7 creation of the strategic decision support center,  
8 which features smart policing technology and full  
9 connectivity to CTA's security camera network, as  
10 well as detectives who are dedicated to  
11 CTA-related crime.

12 We recently expanded our comprehensive  
13 network of more than 33,000 security cameras and  
14 we also benefit from the additional support that  
15 we get from district police officers who will  
16 assist in responding to incidents on our system  
17 separate and apart from the dedicated mass transit  
18 police.

19 But I think it's important to point out  
20 that the issues that we're seeing on public  
21 transit reflect a very larger, very complex issue  
22 around the communities that we serve. It is  
23 imperative that we have a broader conversation  
24 about what we are doing as a community to address

1 issues related to crime, drug use, supporting  
2 those who are unhoused and struggling with  
3 addiction, mental health, and guns.

4 As you know, CTA has engaged the City of  
5 Chicago to partner with family and support  
6 services as well as the Night Ministry and are  
7 providing millions of dollars each year to provide  
8 additional outreach through social service  
9 agencies to unhoused individuals and those who are  
10 dealing with mental health challenges. And that  
11 work will never be done.

12 CTA will continue to work hard to  
13 collaborate with and coordinate with our partners,  
14 be it city departments and sister agencies, to do  
15 everything we possibly can to keep our customers  
16 as safe as possible. But at the end of the day,  
17 there is a need to have a bigger conversation  
18 about what's going on in our communities and why  
19 we are dealing with the problems that we are  
20 seeing on the CTA.

21 Many of you heard me say on more than one  
22 occasion that CTA is a reflection of the  
23 communities that we serve. It is a -- the  
24 ultimate social experiment with regards to race,

1 income, social background, or education. We come  
2 together and have one common experience, which is  
3 riding public transportation.

4 There is a great value in that commonality  
5 and experience that I hope provides a human touch  
6 to what all of us should care about as a society.  
7 But there's also a challenge that comes with that  
8 because we are an open system. Anyone who is  
9 willing to pay is allowed to ride, that being  
10 regardless of your background, regardless of your  
11 criminal history, regardless of any other issues  
12 that may be out there, you can get on that train  
13 or bus and ride it right along with everyone else.

14 That creates a unique challenge that  
15 exists for public transportation more than  
16 anywhere else. It is a challenge that we'll  
17 continue to work diligently to try to address as  
18 best we can but with the understanding -- and this  
19 is not an excuse, but this is a reality -- we  
20 cannot do this alone. We need the support of the  
21 varying communities that we serve to address the  
22 underlying issues that we see play out on CTA  
23 every single day.

24 I will continue to work diligently to



1 support that. I will continue to work diligently  
2 to take whatever additional steps we think make  
3 sense to support the concerns that we have about  
4 safety on CTA. But I think it's important to  
5 recognize that CTA alone is not the solution to  
6 these problems and we need help.

7 The employees that I'm referencing, as you  
8 are very much aware, are some of the hardest  
9 working people in Chicago. And I would like to  
10 take a moment to at least pause and recognize some  
11 recent achievements when the eyes of the nation  
12 were on our city.

13 The Democratic National Convention ended  
14 on August 22nd. And by nearly objective standard,  
15 it has been lauded as a tremendous success. I am  
16 very happy to report that CTA did a tremendous job  
17 of supporting the DNC as well as the travel needs  
18 but also maintained great service while  
19 accommodating a huge influx of visits.

20 By all accounts, the narrative relayed to  
21 me through social networking reports and even  
22 reports from a number of journalists and media  
23 outlets, the hard working and dedicated family of  
24 CTA employees did a tremendous job, and I could

1 not be more proud of them.

2 The applaus received were a  
3 direct result of every CTA department from the  
4 front lines to the back of the house and at every  
5 level of the organization. For months, our staff  
6 planned for providing dedicated DNC bus shuttles  
7 along with continuing our regular service. Staff  
8 also operated buses on many planned routes,  
9 delivered rail service to special events,  
10 maintained our fleet and infrastructure,  
11 coordinated resources for safety and security, and  
12 showcased our system through new marketing,  
13 visuals, and CTA volunteers.

14 From the outset, we told local and  
15 national officials that we could get this job  
16 done, that CTA has a long history of successfully  
17 supporting large events. And as they always do,  
18 the CTA employees who make Chicago move every  
19 single day showed up and made this city, the  
20 agency, and this president very proud. And to all  
21 of them, I say bravo.

22 Speaking of our employees, last Saturday,  
23 CTA's Skokie spot facility hosted our Transit  
24 Jamboree. It was truly an extraordinary event. I

1 realize that some of you may not be familiar with  
2 the Transit Jamboree, but the main draws for this  
3 day-long event are a rail rodeo and a bus rodeo  
4 competition which feature events that challenge  
5 the skills and abilities of CTA's best employees.

6 Participants compete in areas including  
7 bus operations, rail operations, bus maintenance,  
8 rail maintenance, rail customer service,  
9 cleanliness of power signal, and track service.  
10 And I can assure you these skilled and tenacious  
11 workers come to compete.

12 Due to the COVID pandemic, this is the  
13 first Jamboree that we had held since 2019.  
14 During that period, CTA has hired more than 4,000  
15 new employees. What that means is that 40 percent  
16 of our workforce had never had the opportunity to  
17 experience a Jamboree until this past weekend.

18 More than 150 employees competed at the  
19 Jamboree and, as always, it was wonderful to see  
20 them show off their skills. Employees from across  
21 our operations and maintenance department  
22 demonstrated their high levels of expertise not  
23 only impressing onlookers, but leaving no doubt  
24 why CTA is in so many ways still among the best in

1 the industry.

2 I attended the Transit Jamboree and I can  
3 tell you the event did not disappoint. More than  
4 2,700 employees came out in support of their  
5 competing coworkers and to enjoy the food, music,  
6 games, and more. Jamborees in years of past have  
7 always, always been a very good time.

8 But there was a sense of renewed  
9 celebratory spirit that I felt in this particular  
10 one that I think affected everyone there this  
11 year. I was also happy to see the more than 100  
12 invited retirees who also joined us for an alumni  
13 homecoming. I have long said that the CTA family  
14 of employees is a special group and any longtime  
15 employee who comes back to spend time with us has  
16 their own reasons for celebrating the CTA and our  
17 employees.

18 I cannot say enough about this  
19 well-planned and beautifully-executed event, which  
20 included participation by the Chicago police and  
21 fire departments, Cigna, as well as our wellness  
22 partners, children's activities, and a performance  
23 by the Jessie White Tumblers.

24 Another wonderful Jamboree activity was

1 the dunk tank that you see here in the picture  
2 that raised \$2,800, which will be used to support  
3 CTA's holiday train. I'd like to thank the staff  
4 that volunteered to sit in the dunk tank,  
5 including several of our chiefs. In fact, as you  
6 may have noticed, this is our own chief  
7 infrastructure officer, Bill Mooney, in this  
8 particular photo.

9 I have been advised that everyone who sat  
10 above the tank left drenched, including  
11 Mr. Mooney, but it was all for a very good cause  
12 and one that we were very happy to participate in.

13 I want to thank everyone who worked so  
14 hard to support the Transit Jamboree to make it a  
15 reality with a special tip of the hat to Jamboree  
16 cochairs chief transit officer, Don Bonds, and  
17 Mr. Mooney.

18 We are working very hard to improve the  
19 morale of our employees at CTA, something that has  
20 certainly suffered over the years because of the  
21 number of challenges that we have faced.

22 I can tell you and I know that the  
23 Chairman who was with me felt the same way, the  
24 spirit and morale of the employees at this event

1 was through the roof. It was not only a great  
2 opportunity for our employees to enjoy some time  
3 together, but it was an opportunity for their  
4 families to experience it as well. And I would  
5 certainly encourage all of you, if you have the  
6 time in the future, to participate and attend this  
7 event because it is a really unique experience for  
8 CTA.

9 Finally, last May, our staff, along with  
10 members of the Joint Urban Mobility and Transit  
11 Lab at Massachusetts Institute of Technology and  
12 the Argonne National Laboratory Vehicle and  
13 Mobility Systems Division provided you with a  
14 report entitled Mobility, Equity, and the Economic  
15 Impact of Transit in the Chicago Region, which I  
16 believe is a vital tool in the ongoing public  
17 discussion regarding the future of transit in  
18 Chicago right along with the report that you heard  
19 this morning from Jarrett Walker.

20 Argonne staff has now followed up with a  
21 second report that focuses on transit expansion  
22 and how transit investment can and will impact the  
23 Chicago region in the future. I've asked them to  
24 come here today to talk about these findings and

1 I'm going to ask CTA's chief planning and  
2 innovation officer Molly Poppe who will introduce  
3 the representatives from Argonne that are joining  
4 us today to talk through this presentation and the  
5 results of their findings.

6 Molly.

7 MS. POPPE: Sorry about that.

8 Good morning, Directors. I'm Molly Poppe,  
9 chief planning and innovation officer for CTA.  
10 I'm joined by Amyeric Rousseau from Argonne. And  
11 Amyeric is the director of mobility and vehicle  
12 services. Is that right?

13 And as President Carter mentioned, Argonne  
14 has built on the study that they did earlier this  
15 spring to look at what happens when you do invest  
16 in transit. So what's that joy that you were  
17 talking about Director Requejo? What does it mean  
18 to actually sustainably and equitably fund transit  
19 to drive a mobility outcome that I think we all  
20 want to see in the city?

21 And so Amyeric is going to walk through  
22 this presentation about the results and what we  
23 really see as the benefits of investing in transit  
24 for the region.

1           Amyeric.

2           MR. ROUSSEAU: Thank you, Molly.

3           Good morning, everyone. So when we first  
4 met last May, we discussed what happen when we  
5 remove transit. And so the previous study,  
6 obviously, kind of was a dooms day scenario,  
7 right? Lots of congestions, lots of activities  
8 canceled, about \$35 billion economic impact.

9           So, you know, this time around what we  
10 wanted to do is actually -- oops -- looking at  
11 different ways and -- on how we can improve level  
12 of services through additional funding. So the  
13 baseline scenario is looking at a certain  
14 percentage of preCOVID services on CTA, Pace, and  
15 Metra.

16           But then we looked at two scenarios. The  
17 first one is short term and really focused on  
18 transit-centric investments, improving frequency,  
19 increasing speed by 20 percent, increasing  
20 corridors, adding BRTs on Ashland and Western,  
21 adding 95th and Ashland Pulse for Pace, looking at  
22 Red Line Extension, so on and so forth.

23           So we also look at what happens when we're  
24 considering the entire system. So in addition to



1 investing in transit, you know, using frequency  
2 and what we discussed, we also are looking at what  
3 happens when you start to integrate land use. So,  
4 now, we're actually trying to attract a population  
5 within the city, for example, with  
6 transit-oriented developments.

7 Also, looking at what happens when we  
8 increase transit, increase population, considering  
9 further reduction of car ownership per households.  
10 And we're estimating about 12 percent in the  
11 region but 13 percent in the city.

12 So let's jump to the overall takeaways on  
13 improving the level of services. By considering  
14 both transit investment combined with land use and  
15 lower car ownership, we are looking at about a 53  
16 increase in transit boarding throughout the  
17 region. What that means is that now we're  
18 flipping the script to the previous discussion  
19 that we had in May.

20 We now are improving speed. We now are --  
21 by five percent. We now have estimating travel  
22 time saving by nine percent. When we are looking  
23 at improved speed, we are looking at also savings  
24 in terms of energy and greenhouse gases. When we

1 talk about PM 2.5, those are, you know, very  
2 important.

3 We also are estimating a 12 percent change  
4 in activity. So when we're combining travel time  
5 saving along with lower car ownership, we have  
6 about a 13 percent return on investment. Very  
7 similar -- actually, about -- exactly the same  
8 than what we were discussing earlier.

9 So let's dig into some of the details. We  
10 are predicting with this additional investments  
11 some transit mode share increase, about 25 percent  
12 short term. That's transit-only focused. 43  
13 percent long term in the city. And what it means  
14 is that, you know, when we are looking at the  
15 transit modes, this is about a 9.4 percent to a  
16 13.5 percent, mostly, again, driven in the long  
17 term by lower drive modes.

18 One added benefit is now we are also  
19 increasing activity. People walk more, right?  
20 When you take the train, as we were discussing in  
21 the first presentation, people walk to the train,  
22 take the train, and walk to another place, which  
23 is -- also has benefits.

24 So the service improvements, increased

1 boarding. As we mentioned, in the long term,  
2 throughout the region, we are looking at about 53  
3 percent, about a 700,000 increased transit  
4 boarding per day. So -- and this is, you know,  
5 consistent throughout all the agencies and  
6 throughout all the modes.

7           So where do these increased boarding  
8 occur? The nice thing is we are looking at  
9 consistent improvements across the entire Chicago  
10 metro area, right? When we are looking at  
11 percentage change in transit mode share and  
12 percentage change transit boarding, they actually  
13 do occur throughout the regions, so they do  
14 benefit everyone.

15           In addition to benefitting transit riders,  
16 right, again, we are looking at the system point  
17 of view. The more people take transit, the better  
18 for everyone. What we are looking at here is the  
19 vehicles in traffic throughout the day. Baseline  
20 in green, you know, short term and the long term  
21 in orange.

22           So due to increased transit ridership, you  
23 know, we have major congestion relief, especially  
24 during peak hours. So a lot of the congestion

1 improvements with, you know, improved average  
2 travel time, improved speed, actually would occur  
3 during morning and evenings, so during rush hours.

4 A lot of what also happens is reduction is  
5 vehicle mass travels. Vehicle mass travels have  
6 become a main target for most planning agencies  
7 throughout the U.S., right? The less cars you  
8 have on the roads, the lower the VMT, the better  
9 the congestion, the better the emissions, the  
10 better the overall access to mobility.

11 Now, where do this vehicle mass travel  
12 reduction come from? Again, they come from, you  
13 know, throughout the city. This is not really  
14 specific areas. So everybody benefits from a  
15 better transit from the south side to the west  
16 side to the north side.

17 Lower vehicle mass travels means lower  
18 fuel, means, obviously, cost savings, but, in that  
19 case, decreasing greenhouse gas emissions as well  
20 as pollutants. One of them, the primary one,  
21 being PM 2.5. So in short term, we're estimating  
22 about a 3 to 4 percent reduction in those metrics  
23 and about a 10 to 12 percent reduction in the  
24 longer term.

1           So this is, again, significant. There is  
2 a lot of investments being done and research being  
3 done in CMAP right now. So transit in order to  
4 achieve the region goals definitely is the key.

5           So who benefits from this? The increase  
6 in activity counts mostly are predicting favors  
7 underserved community, mostly black, very low  
8 income people in the city. So you can look here  
9 as a presentation of activities by race, by  
10 gender, and by income.

11           So when we put all of this together, what  
12 does this mean from an economical point of view?  
13 The two main drivers here are travel time saving,  
14 which we're estimating using \$30 per hour, and  
15 annual car ownership saving, which we're  
16 estimating using \$10,000 per car, which is the  
17 U.S. average right now. So for every dollar  
18 invested in transit, we are estimating that it  
19 generate \$13 in economic activity and travel time  
20 saving throughout the Chicago region.

21           So as a summary, coming to some of the key  
22 takeaways, you know, increasing transit boarding  
23 from added investments with benefits on the  
24 mobility side with lower congestion, that would

1 save about nine percent travel time leading to  
2 savings in energy, greenhouse gases and emissions,  
3 leading to an overall return on investment of  
4 about 13x. And we discussed this, again, in May,  
5 by the average estimated is about 6X, but because  
6 of Chicago unique density and -- the expected  
7 return on investment is much higher.

8 And I would like to thank my colleagues  
9 from Argonne as well as all the support from CTA  
10 in that study. And that study was funded by the  
11 U.S. Department of Energy Vehicle Technologies  
12 Office. Thank you very much.

13 MS. POPPE: So just to -- you know, how we  
14 think about utilizing this and the partnership  
15 that we've had with Argonne has really been  
16 invaluable in how we discuss an investment in  
17 transit doesn't mean picking transit over cars.

18 Oftentimes, when we talk about funding,  
19 there's often this discussion of if you invest in  
20 transit, you have to invest an equal of cars. Or  
21 if you invest in transit, it diminishes car travel  
22 or, you know, you need to invest equal in roads  
23 and bridges.

24 And I think the point that we're trying to

1 make and I think what really demonstrates here is  
2 an investment in transit raises all mobility  
3 modes. You see that you get a decreased speed --  
4 or decreased travel times with cars, it invests in  
5 car travelers as well as invests in transit.

6 And so I think that's a really important  
7 conversation as we go down and start having  
8 conversations with legislators is an investment in  
9 transit doesn't mean you're hurting car travelers  
10 or it doesn't mean you're taking away from vehicle  
11 travel. It does mean that you're actually  
12 investing in the overall mobility of our community  
13 and ensure that there is equitable transit access  
14 as well as good mobility throughout all of our  
15 communities.

16 So I think that's one really important  
17 point that because of the way Argonne does their  
18 analysis, they're able to look at the overall  
19 system. They don't just say this is transit.  
20 They're able to look at how the system would  
21 function as a whole if you invest in transit.

22 And the other piece of this analysis that  
23 Americ really hit on and talked through is this  
24 isn't just about improving frequency. This is

1 also a policy discussion as well. How do you  
2 think about land use? How do you think about  
3 prioritization of bus on the street? And when you  
4 make those investments, you see an even further  
5 return on investments.

6 So when we're talking with legislators and  
7 we're talking about investing in transit, it is  
8 both a funding conversation as much as it is a  
9 policy conversation. Tell us where you want to  
10 spend your money. I'm going to tell you your  
11 priorities, right? That's the typical. But,  
12 also, tell me what policies you're putting  
13 forward.

14 We're not just asking for additional  
15 funding for transit. We're asking for a policy  
16 discussion about the prioritization of transit in  
17 all areas of our community from how we decide  
18 street infrastructure to how we decide land use  
19 and investing in electrification and all these  
20 different energy and sustainability components.

21 So, you know, that's -- happy to take any  
22 questions. Amyeric and I can, you know, dive into  
23 any details. There's obviously a lot of analysis  
24 behind this that we're happy to discuss.



1           CHAIRMAN BARCLAY: Thank you. I've  
2 learned a great deal this morning about Argonne's  
3 work and what they've done. I expressed some of  
4 that earlier in the committee meeting.

5           But, as you know, there's currently a  
6 series of State Senate meetings about transit in  
7 the region. And the points covered here would be  
8 helpful, again, for our legislature to get a  
9 better understanding of how to sustain transit in  
10 the region in funding.

11           But there's also some proposed changes in  
12 governance and I wanted to know if you're studying  
13 or taking any of that into consideration as we  
14 have these other sister agencies and the proposed  
15 governance structure that's being proposed versus  
16 what we have now.

17           MS. POPPE: Yeah. You know, I'm going to  
18 speak for Amyeric a little bit just because they  
19 are a -- they're a federally-funded organization  
20 with the Department of Energy and they work with  
21 everyone.

22           So they didn't necessarily look at  
23 governance. And I think the point -- and probably  
24 President Carter can make a stronger point because

1 he's been doing this for decades. You know, the  
2 governance structure is not part of the  
3 conversation because governance didn't drive a  
4 reduction in ridership, right? It was lack of  
5 funding. It was the recessionary cuts that  
6 Jarrett Walker talked about. That's really what  
7 has impacted transit performance in the region.

8           And so looking at governance wouldn't have  
9 -- we didn't look at it because it's not part of  
10 the outcomes that we're talking about. It's --  
11 we're talking about how the state prioritizes and  
12 how other prioritize transit and that comes from  
13 the funding and policy perspective.

14           So I don't know, sir, if you want to add  
15 more to that.

16           PRESIDENT CARTER: Molly, I think you  
17 covered it very well and it's been part of the  
18 bigger point that I've been making in the  
19 conversation that I've had with the elected  
20 officials.

21           We didn't end up here because of a  
22 governance problem. We ended up here because of a  
23 funding problem. And that history of what that  
24 funding problem has done, particularly for CTA,

1 almost uniquely for CTA, is part of why it needs  
2 to be changed.

3 The other point that I think that's being  
4 made here and I think is a point one particularly  
5 in a postpandemic environment is broadening the  
6 definition of what successful transit means.  
7 Historically, that has been based on one metric  
8 and one metric alone, ridership.

9 The truth of the matter is in a  
10 postpandemic environment where the investments  
11 that need to be made in public transportation are  
12 not necessarily aligning with the type of  
13 ridership you may see, particularly in low income  
14 and minority communities, particularly in late  
15 night in our service, the ridership, historically,  
16 is not going to be at the same level as it would  
17 be during weekday, particularly in an environment  
18 where there are fewer people who are commuting to  
19 and from work that make up the vast majority of  
20 our ridership numbers on a particular weekday.

21 We need to start talking about the value  
22 of public transportation in a much broader sense.  
23 That's part of what this report is also getting  
24 to, which is there are benefits to public

1 transportation that go beyond just fewer numbers  
2 of who ride the system every day. And as part of  
3 one of the reasons why projects like the Red Line  
4 Extension are so important, that they are going to  
5 create value in that community that goes way  
6 beyond just, you know, ridership.

7 The third point that I think is really  
8 important in the study that I think is important  
9 to remember -- and, Director Requejo, I will point  
10 to you because you and I have had some very  
11 interesting conversations about public  
12 transportation in other countries like Barcelona  
13 and Spain and so forth. But the conversation is  
14 not just a funding conversation but the policy  
15 conversation.

16 Putting in place good land use planning,  
17 putting in place good zoning strategies, putting  
18 in place good development strategies all have to  
19 work together to maximize the benefit of public  
20 transportation. It is not just the dollars that  
21 go into public transit alone that drive that.

22 When we look at what call a world class  
23 transit systems and you look at what they are  
24 doing, they are the combining all of that as part

1 of an overall strategy that is driving not only  
2 the ridership on public transportation but the  
3 other community investments that support it.

4 If we can get to that kind of and  
5 understanding with our elected officials, then I  
6 think you have the environment in which CTA,  
7 Metra, Pace, all of us will flourish. That is not  
8 an environment that we've ever had in Illinois and  
9 it certainly isn't an environment we've had in  
10 Chicago. And you've seen the results of that from  
11 the conversation that we had earlier with  
12 Mr. Walker.

13 We can reverse those trends as you all  
14 have indicated in your reaction to what we shared  
15 with you today. But it does require a coordinated  
16 effort with our elected officials to make that  
17 happen. It is not something that CTA will do  
18 totally by itself.

19 CHAIRMAN BARCLAY: Any other questions?

20 DIRECTOR REQUEJO: Just a couple things.

21 One, I wanted to acknowledge and thank  
22 Molly and the team for brings these joyful  
23 scenarios to the table. Because, again, the  
24 conversation has been dominated by doom and gloom

1 and that does not get people excited or  
2 legislators excited. For future messaging, I  
3 would encourage, as I mentioned before, to use  
4 specific examples of what that impact would be  
5 that are more micro.

6 I saw you mentioned the Ashland BRT, what  
7 that would look like, what that would cost, and  
8 what that would do would be super helpful to get  
9 people excited. So I wanted to say that to you  
10 all and, of course, offer myself or whatever you  
11 need in terms of helping connect dots and bring  
12 storytellers to the table.

13 And then I wanted to also acknowledge our  
14 Chairman and President for acknowledging the  
15 horrible crime and shooting that took place Labor  
16 Day. And I wanted to remember the victims; Simeon  
17 Bihesi, Adrian Collins, Margaret Miller, Sean  
18 Jones and their loved ones in this difficult time.

19 And I wanted to thank the many first  
20 responders and the work of CTA staff to help  
21 arrest the shooter. And I also want to  
22 acknowledge the immediate measures that the  
23 security team and the CTA leadership have provided  
24 at the Forest Park Station.

1           And I wanted to say -- and I'm completely  
2 behind your call for support and that we cannot do  
3 this alone. I want to say that we have in place  
4 -- CTA has in place a strategic plan or is  
5 developing one and Molly has been great at  
6 connecting dots there. There's also a budget  
7 process in motion for the agency and there's a  
8 request to Springfield to provide funding next  
9 year.

10           And, also, it's been six months since the  
11 RTA convened the safety summit that they put  
12 together. Hundreds of advocates, experts, police  
13 came to the table and produced a report with  
14 recommendations.

15           So I'm saying all this because I have a  
16 question to President Carter and CTA leadership.  
17 And the question is what would it take to build on  
18 all these streams of work and develop a  
19 comprehensive and multilayer security plan relying  
20 on more and deeper partnerships with government,  
21 with the private sector, and with the nonprofit  
22 community?

23           And I feel strongly that we have an  
24 opportunity to build a security plan and strategy

1 that helps not only with the perception and the  
2 reality of security, but, also, with many other  
3 goals at the same time such as customer experience  
4 and increased ridership. And many of these  
5 amazing opportunities that we have seen here today  
6 don't make sense if people are scared to take the  
7 train or to wait for the train or to wait for the  
8 bus.

9 So I just wanted to say this, pose this  
10 question, and, also, making myself, of course,  
11 available to support that security plan process,  
12 build the table that we need to build, recruit the  
13 partners that we need to bring to the table, and  
14 help find the resources to compensate.

15 PRESIDENT CARTER: Thank you. I'm happy  
16 to make sure that we sit down with you and walk  
17 through the multiple layers of our security plan  
18 that we are pursuing. There are multifaceted  
19 assets (indiscernible). I covered a small portion  
20 of it in my report. And it is multilayered, as  
21 you point out.

22 The point that I was making earlier wasn't  
23 necessarily tied to our ongoing efforts to both  
24 improve and develop additional areas within our



1 own security plan, but it was just a recognition  
2 of the fact that there are other elements that  
3 impact our security and safety that are outside of  
4 our control and the harsh reality of how we go  
5 about doing that.

6 And I think, to your point, how we're  
7 making the public aware of what we're doing, I  
8 think it's an exercise that we will continue to do  
9 and continue to improve and define.

10 I don't want to put this in the context of  
11 there are limitations, be it financial or others,  
12 that we face in terms of what we have the ability  
13 to do or not to do. But I agree completely with  
14 you that it requires a collaborative -- for lack  
15 of a better word, a whole government approach to  
16 address these issues.

17 And we are, as you may be aware, very  
18 active in much bigger issues that are more  
19 citywide and countywide in addition to what we're  
20 doing here at CTA. And I'm happy to make sure  
21 that you get some more detail around all of that  
22 as we move forward.

23 As our budget process moves forward as  
24 well, we'll obviously be focused on this as an

1 initiative along with other initiatives that we  
2 haven't addressed in the upcoming fiscal year and  
3 certainly look forward to the dialogue during that  
4 process on how we can continue to move the needle  
5 forward as best as we can around the safety and  
6 security of our customers and of our employees.

7 DIRECTOR REQUEJO: I appreciate that.  
8 Thanks.

9 CHAIRMAN BARCLAY: Any questions?

10 DIRECTOR ORTIZ: Yes.

11 Maybe along those lines, there may be an  
12 opportunity to do a safety task force or, you  
13 know, we have other ways of convening partners. I  
14 know the mayor is doing a lot on safety. So I  
15 would love to see how there continues to be a  
16 stronger dialogue between all of our team members  
17 looking at safety, the mayor, their initiatives  
18 that are happening there so that we can leverage  
19 those resources and whatever impact is practical  
20 on the safety items.

21 PRESIDENT CARTER: I agree. And that's  
22 part of what I was mentioning earlier. We are on  
23 a number of task forces that are broader around  
24 the safety issues in the city around the

1 challenges around the root causes of those issues  
2 at the community level. And we continue to be  
3 engaged in that. So I don't want to leave an  
4 impression CTA is not a part of some broader  
5 conversations. We're very much a part of that.

6 And I know that the mayor is, obviously,  
7 very committed to addressing these root cause  
8 issues that we know are creating a lot of the  
9 challenges that we're seeing play out on CTA as  
10 well as on every street corner in many parts of  
11 our city as well.

12 So I think that's the point that I think  
13 is worth making here. This isn't just occurring  
14 on CTA. You know, the media is filled of stories  
15 of crime and other acts of violence that are  
16 occurring throughout the city that, obviously, are  
17 of concern and that I know the mayor cares very  
18 deeply about.

19 He has brought many elements of  
20 government, departments, and agencies to work on  
21 this. And we are a part of that effort. And I  
22 will make sure that we give the Board a better  
23 understanding of what else we are dabbling in this  
24 issue separate from the work that we do here

1 directly at CTA.

2 DIRECTOR ORTIZ: Great. Thank you.

3 Another point, we also have seen through  
4 other reports that the data that is shown is  
5 really important and it's great to show it by race  
6 and ethnicity. So if there are ways to also  
7 impact in the Latino community who have also  
8 benefitted a lot from these services, particularly  
9 bus, I'd love to hear a little bit more on that.  
10 I didn't see it quite on this one. I saw it in  
11 the earlier one. So I would really appreciate  
12 understanding those demographics and the impact of  
13 this work into that joyful scenario. Thanks.

14 Last but not least. I want to second that  
15 comment around storytelling. I felt like there is  
16 a great way to share this joyful scenario, this  
17 beneficial scenario. And so just beaking it down  
18 in a level like maybe one person is going to have  
19 these many more jobs available which can increase  
20 in this many more income levels. So thinking  
21 about at the individual level how we can tell that  
22 story a little easier I think would be really  
23 impactful. That's all. Thank you.

24 PRESIDENT CARTER: Director, to your

1 question, we are actually working on exactly that.  
2 I've had those conversations with Molly and the  
3 rest of my team as we continue our dialogue down  
4 in Springfield as well as throughout the region  
5 that we start turning this -- you know, this work  
6 and the work of Mr. Walker and the work being done  
7 internally into real stories of what a typical,  
8 you know, member of the community can experience  
9 in a future vision of public transportation that  
10 would support their needs to do everything from  
11 going to work to school to child care to the  
12 grocery store on a regular basis.

13           So the elements of what you're talking  
14 about are also being woven into a bigger, you  
15 know, message that I'm giving directly around what  
16 I believe the future of public transportation can  
17 look like and why we believe that we need the  
18 funding levels that we need to do that.

19           And to that point, the conversation is  
20 about getting a level of funding that doesn't just  
21 close a gap that we currently have and we're  
22 facing in 2026. But it's providing a level of  
23 funding to allow us to do the improvements that  
24 we're talking about that ultimately can support a

1 level of service, a frequency of service, a span  
2 of service that can really meet the needs of the  
3 communities that we serve at a level that they  
4 should expect and, ultimately, driving some of the  
5 other benefits that we see discussed here as a  
6 direct result of that.

7 None of this is being done in a vacuum  
8 from everything else. It's actually all coming  
9 together right now, which is why you're getting  
10 presented on it, that is all going to feed into  
11 the bigger conversation of we're doing in  
12 Springfield and, ultimately, what we want to see  
13 accomplished as part of an overall strategy to  
14 address the funding needs that we have going  
15 forward.

16 CHAIRMAN BARCLAY: Any further comments?

17 MS. GREENLEE: Director Jakes?

18 VICE CHAIRMAN JAKES: You put in a series  
19 of meetings with the Senate. When they talk, most  
20 of it about is transit reform. Is anything we're  
21 talking about today falling in their conversation  
22 of transit reform?

23 PRESIDENT CARTER: The hearings that I've  
24 been in so far have really been almost more like

1 what I would call town halls. It's an opportunity  
2 for the committee to hear from the communities  
3 that they're been going into about what they want  
4 or what they feel is missing in public transit.

5 They also have been an opportunity for  
6 other local elected officials to weigh in on the  
7 governance conversation and whether or not they  
8 believe that the future that they're looking for  
9 in terms of public transportation can be addressed  
10 through government reform.

11 I believe there needs to be more  
12 discussions like the ones that we're having here.  
13 I think there is more of an opportunity to further  
14 educate the legislature in Springfield about the  
15 broader opportunity that exists with proper  
16 funding.

17 And I'm looking forward to those kind of  
18 conversations occurring as the hearings continue  
19 into this fall and as the House side of this  
20 conversation starts to really get started, which  
21 is really just getting underway in the last couple  
22 of weeks. The Senate side is who we've been  
23 primarily engaging with over the last several  
24 months.

1           VICE CHAIRMAN JAKES: So there's really  
2           been no conversation downstate about equity; the  
3           reform is making sure that there are no ghost  
4           buses?

5           PRESIDENT CARTER: There's a lot more  
6           discussion about that than there is about equity.  
7           I don't want to say there isn't any discussion  
8           about equity because there is. And if from no one  
9           else, then from the service board members  
10          themselves who go to all of these hearings and  
11          speak to those issues as part of the broader topic  
12          of discussion.

13          But, you know, I think there are  
14          opportunities for a much deeper dive into what  
15          that means and what that would look like that we  
16          have yet to have with the Senate Transportation  
17          Committee. But I'm optimistic and hopeful that we  
18          will have it as we move forward.

19          CHAIRMAN BARCLAY: President Carter -- any  
20          other comments?

21          You know, I do want to thank you and your  
22          team for the work that went into apprehending the  
23          person who committed this heinous crime on our  
24          system.



1 MS. GREENLEE: Excuse me. Chairman  
2 Barclay, could you please speak up?

3 CHAIRMAN BARCLAY: Sure.

4 I want to compliment you and the entire  
5 CTA team. You know, I continue to be impressed  
6 with your professionalism and tenacity working  
7 towards this goal, but it was through our system  
8 and our employee that we were able to assist the  
9 police in apprehending this person who did this  
10 crime on our system.

11 So while we continue to grieve the loss of  
12 that which happened, moving forward, we want to  
13 work together with various agencies in the city to  
14 make sure that our system is safe.

15 And I want to just compliment our  
16 employees. They do a hard job. It's a very  
17 difficult job working with the public. And  
18 sometimes they don't get the compliments that they  
19 deserve for the hard work that they do.

20 And because -- in thinking about that  
21 person getting off the Blue Line and getting on  
22 the Pink Line, but for an alerted employee, we  
23 could have been looking at a second tragedy on  
24 that line as well. So I do want to extend our --

1 and maybe we can acknowledge that employee at some  
2 time in the future.

3 PRESIDENT CARTER: Absolutely.

4 CHAIRMAN BARCLAY: I want to also talk  
5 about the DNC as well. The city demonstrated on a  
6 world stage that we are able to, you know, work  
7 with the shared goal of making sure that there's  
8 safety.

9 I've heard comments that they saw police  
10 on the platforms, that they saw police on the  
11 train. And so we're deeply concerned about the  
12 safety of our citizens and our riders. And so  
13 we'd like to see more police on the trains and on  
14 the platforms, not just for the DNC, but for  
15 everyday citizens who have to get back and forth  
16 to work and to church and to synagogue and to  
17 wherever else they need to go. We want to  
18 basically make sure that they're safe and that  
19 when they leave home, they can reasonably count on  
20 returning home in a safe manner.

21 One of the things that has puzzled me --  
22 and I struggle with this. We talked about the  
23 inequity of services throughout the communities,  
24 particularly in the black and brown communities,

1 but we have overnight routes that, basically,  
2 there are not a lot of people on those routes.  
3 And so sometimes the criminals come out and they  
4 do things in the middle of the night -- like we're  
5 sleeping and other people are trying to get home  
6 from that last shift to make it home, sometimes  
7 there's a lot of crime that occurs on our system.

8 And I'd like to get a better understanding  
9 of how we balance continuing with overnight  
10 service on certain lines if we're going to not be  
11 able to tackle some of these -- the criminal  
12 element that's going on at the same time.

13 I mean, in the daytime, there are probably  
14 more people, criminals are probably less likely to  
15 target people. But those who are sleeping, those  
16 who are trying to get home from that last shift to  
17 make it home, those who may just be on the train  
18 because they have nowhere else to go, how do we  
19 balance continuing with a 24-hour service on lines  
20 where there's a lot of criminal activity?

21 PRESIDENT CARTER: I think -- as you know,  
22 CTA is one of only two transit systems in the  
23 country that provides rail service 24 hours a day,  
24 7 days a week. It has been a source of pride to

1 this agency that we continue to do that because of  
2 particularly the needs of those individuals who  
3 don't have other options, some of which I heard  
4 Mr. Walker talked about in his report just a, you  
5 know, few minutes ago.

6 The challenge around that conversation is  
7 that it's sort of -- the reality of the need for  
8 public transportation is to meet those individuals  
9 who don't have options while also dealing with  
10 some of the other challenges that may occur on our  
11 system at that time of night.

12 I certainly, you know, understand what  
13 those tradeoffs can be. And I'm certainly more  
14 than prepared to have that conversation with the  
15 Board around those tradeoffs. I think it is a  
16 decision that we have historically felt  
17 comfortable justifying because of the need to  
18 provide that access and that mobility on those two  
19 lines.

20 Certainly, an incident like what we had  
21 happen at Forest Park gives people pause over what  
22 we can do to protect our customers and our  
23 employees at those hours of the night and is there  
24 more that we should be doing or can do to address

1 that.

2 I don't know the answer to that question  
3 in a very definitive term. I can tell you that  
4 we'll continue to explore what options are  
5 available in coordination with our partners in the  
6 police and law enforcement industries to do that.

7 And, yes, if the Board is interested in  
8 understanding maybe a little bit more clearly  
9 what's happening in those hours of the night, what  
10 our ridership looks like, what the crime activity  
11 is during that time, what the need its, we can  
12 certainly present that information to the Board to  
13 have a better understanding of the decision behind  
14 why we continue to operate that service and why we  
15 view it as an important part of the services that  
16 we provide.

17 CHAIRMAN BARCLAY: Well, I would like to  
18 see -- in, perhaps, 60 or 90 days come back and  
19 report to us about the impact of this. Because I  
20 want to learn more about when these crimes are  
21 taking place during these shifts that are probably  
22 -- there's a little bit less -- fewer number of  
23 people who are traveling during this time period.

24 And like I said, I struggle with this

1 because I understand the need for people to get  
2 home from that last shift. But I am concerned  
3 about -- if we don't have the security that's  
4 needed to safeguard those passengers, that is a  
5 concern of mine.

6 I've always said that, you know, we're in  
7 the transportation business and it's rare that we  
8 see our trains break down. It's rare we see our  
9 buses break down on the side of the road. But  
10 these social issues that are a little bit outside  
11 of the transportation realm sometimes don't make  
12 us look very good at all. And so I have some  
13 concerns about that.

14 PRESIDENT CARTER: Understood. And I'm  
15 happy to get our staff together and give you some  
16 analysis on that issue.

17 CHAIRMAN BARCLAY: Finally, I want to say  
18 that I did attend the Transit Jamboree on  
19 Saturday. What a wonderful event. Other board  
20 members next year, if you could attend, that would  
21 be great.

22 But it shows the CTA in the most favorable  
23 light where employees compete against each other  
24 but also take pride in what they do. And it's a

1 wonderful family event. And it's something that I  
2 would encourage all of us to take advantage of.

3 But it really shows a different side of  
4 CTA that we don't often see. There are a lot of  
5 people who work very hard, don't get the kind of  
6 recognition that they deserve, but they do their  
7 jobs very well and they take pride and they do it  
8 well.

9 So thank you for the invitation. And I  
10 want to put out one last point. I'm going to ask  
11 my board members and challenge them to next year  
12 put up \$100 each if President Carter will get in  
13 the dunk tank. We can raise a little extra money  
14 for that. Thank you very much.

15 PRESIDENT CARTER: Well, maybe if the  
16 Chairman joins me, I might consider it.

17 CHAIRMAN BARCLAY: We'll talk about that.  
18 Thank you.

19 DIRECTOR ORTIZ: I'm staying out of that  
20 conversation.

21 CHAIRMAN BARCLAY: Our next order of  
22 business is executive session. Kent.

23 MR. RAY: Chairman, we will go into closed  
24 session today under the Illinois Opening Meetings

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1 Act Subsection subsection 2(c), 1, 2, 8, 11, and  
2 21.

3 CHAIRMAN BARCLAY: I will now entertain a  
4 motion to recess into executive session for  
5 reasons state by counsel.

6 DIRECTOR REQUEJO: So moved.

7 DIRECTOR EADDY: Second.

8 MS. GREENLEE: It's been moved by Director  
9 Requejo, seconded by Director Eaddy that the Board  
10 recess into executive session for the reasons  
11 stated by counsel.

12 We'll take a roll call vote.

13 Director Requejo.

14 DIRECTOR REQUEJO: Yes.

15 MS. GREENLEE: Director Ortiz.

16 DIRECTOR ORTIZ: Yes.

17 MS. GREENLEE: Chairman Barclay.

18 CHAIRMAN BARCLAY: Yes.

19 MS. GREENLEE: Director Jakes.

20 VICE CHAIRMAN JAKES: Yes.

21 MS. GREENLEE: Director Eaddy.

22 DIRECTOR EADDY: Yes.

23 MS. GREENLEE: The motion passes.

24 (Whereupon, the Board entered into



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1 executive session.)

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

4 DIRECTOR REQUEJO: So moved.

5 DIRECTOR EADDY: Second.

6 MS. GREENLEE: It's been moved by Director  
7 Requejo, seconded by Director Eaddy that the Board  
8 return to open session.

9 We'll take a roll call vote.

10 Director Requejo.

11 DIRECTOR REQUEJO: Present.

12 MS. GREENLEE: Director Ortiz.

13 DIRECTOR ORTIZ: Yes.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Yes.

16 MS. GREENLEE: Director Jakes.

17 VICE CHAIRMAN JAKES: Yes.

18 MS. GREENLEE: Director Eaddy.

19 DIRECTOR EADDY: Yes.

20 MS. GREENLEE: Chairman Barclay, the  
21 motion passes.

22 CHAIRMAN BARCLAY: We will now address  
23 Board item -- agenda item 6A. Kent.

24 MR. RAY: Item 6A, the Board --

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1 VICE CHAIRMAN JAKES: I'm sorry, Kent.

2 Are we recording?

3 MS. GREENLEE: Are we recording? Yeah.

4 Veda -- I believe so. Veda, are we good? Yes.

5 Got you.

6 MR. RAY: In item 6A, Chairman, the Board  
7 reviewed the closed session meeting minutes for  
8 August 14th, 2024.

9 CHAIRMAN BARCLAY: May I please have a  
10 motion to approve the closed session minutes for  
11 August 14ht, 2024?

12 DIRECTOR REQUEJO: So moved.

13 DIRECTOR EADDY: Second.

14 MS. GREENLEE: It's been moved by Director  
15 Requejo, seconded by Director Eaddy that the  
16 closed session minutes from August 14th, 2024, be  
17 approved.

18 We'll take a roll call vote.

19 Director Requejo.

20 MR. CARTER: Yes.

21 MS. GREENLEE: Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 MS. GREENLEE: Chairman Barclay.

24 CHAIRMAN BARCLAY: Yes.

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1 MS. GREENLEE: Director Jakes.

2 VICE CHAIRMAN JAKES: Yes.

3 MS. GREENLEE: Director Eaddy.

4 DIRECTOR EADDY: Yes.

5 MS. GREENLEE: The motion passes.

6 MR. RAY: I'll move on to item 6B,  
7 Chairman. With respect Board agenda item 6B, the  
8 Board reviewed the recommendation by counsel to  
9 approve a settlement in the matter of Michael  
10 Paige versus CTA and Donyell Robinson pending in  
11 the Circuit Court of Cook County, Illinois, Case  
12 No. 2021 L 001357 in the amount of \$3,625,000.

13 CHAIRMAN BARCLAY: Thank you. May I have  
14 a motion to approve a settlement in the matter of  
15 Michael Paige versus CTA and Donyell Robinson  
16 pending in the Circuit Court of Cook County, Case  
17 No. 2021 L 1357, in the amount of \$3,625,000.

18 DIRECTOR REQUEJO: So moved.

19 DIRECTOR EADDY: Second.

20 MS. GREENLEE: It's been moved by Director  
21 Requejo, seconded by Director Eaddy that the Board  
22 approve the settlement in the matter of Michael  
23 Paige versus CTA and Donyell Robinson.

24 We'll take a roll call vote.

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1 Director Requejo.

2 DIRECTOR REQUEJO: Yes.

3 MS. GREENLEE: Director Ortiz.

4 DIRECTOR ORTIZ: Yes.

5 MS. GREENLEE: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 MS. GREENLEE: Director Jakes.

8 VICE CHAIRMAN JAKES: Yes.

9 MS. GREENLEE: Director Eaddy.

10 DIRECTOR EADDY: Yes.

11 MS. GREENLEE: The motion passes.

12 CHAIRMAN BARCLAY: We will now address  
13 agenda item 6C. Kent.

14 MR. RAY: In connection with Board agenda  
15 item 6C, consideration of this matter will be  
16 deferred to the Chicago Transit Board's October  
17 meeting.

18 CHAIRMAN BARCLAY: Thank you, Kent.

19 MR. RAY: In connection with Board agenda  
20 item 6D, Chairman, the Board reviewed an ordinance  
21 authorizing execution of a collective bargaining  
22 agreement containing the terms of the tentative  
23 agreement with the International Brotherhood of  
24 Electrical Workers Local 134 for the controllers.

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1 CHAIRMAN BARCLAY: Thank you. May I have  
2 a motion adopt the ordinance authorizing the  
3 execution of a collective bargaining agreement  
4 containing the terms of a tentative agreement with  
5 the International Brotherhood of Electrical  
6 Workers Local 134 controllers.

7 DIRECTOR REQUEJO: So moved.

8 DIRECTOR EADDY: Second.

9 MS. GREENLEE: It's been moved by Director  
10 Requejo, seconded by Director Eaddy that the Board  
11 approve the ordinance authorizing the execution of  
12 the collective bargaining agreement with the  
13 Brotherhood of Electrical Workers Local 134  
14 controllers.

15 We'll take a roll call vote.

16 Director Requejo.

17 DIRECTOR REQUEJO: Yes.

18 MS. GREENLEE: Director Ortiz.

19 DIRECTOR ORTIZ: Yes.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Yes.

22 MS. GREENLEE: Director Jakes.

23 VICE CHAIRMAN JAKES: Yes.

24 MS. GREENLEE: Director Eaddy.

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1           DIRECTOR EADDY: Yes.

2           MS. GREENLEE: The motion passes.

3           MR. RAY: In connection with Board agenda  
4 item 6E, Chairman, the Board reviewed an ordinance  
5 authorizing execution of a collective bargaining  
6 agreement containing the terms of a tentative  
7 agreement with the International Brotherhood of  
8 Electrical Workers Local 134 representing the rail  
9 janitor coordinators.

10           CHAIRMAN BARCLAY: Thank you, Kent. May I  
11 have a motion to adopt the ordinance authorizing  
12 the execution of a collective bargaining agreement  
13 containing the terms of a tentative agreement with  
14 the International Brotherhood of Electrical  
15 Workers Local 134 rail janitors.

16           DIRECTOR REQUEJO: So moved.

17           DIRECTOR EADDY: Second.

18           MS. GREENLEE: It's been moved by Director  
19 Requejo, seconded by Director Eaddy that the Board  
20 adopt the ordinance authorizing the execution of a  
21 collective bargaining agreement with the  
22 International Brotherhood of Electrical Workers  
23 Local 134 rail janitor coordinators.

24           We'll take a roll call vote.

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1 Director Requejo.

2 DIRECTOR REQUEJO: Yes.

3 MS. GREENLEE: Director Ortiz.

4 DIRECTOR ORTIZ: Yes.

5 MS. GREENLEE: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 MS. GREENLEE: Director Jakes.

8 VICE CHAIRMAN JAKES: Yes.

9 MS. GREENLEE: Director Eaddy.

10 DIRECTOR EADDY: Yes.

11 MS. GREENLEE: The motion passes.

12 MR. RAY: In connection with Board agenda  
13 item 6F, the Board reviewed an ordinance  
14 authorizing the execution of a collective  
15 bargaining agreement containing the terms of a  
16 tentative agreement with the International  
17 Brotherhood of Electrical Workers Local 134  
18 representing the roadmasters.

19 CHAIRMAN BARCLAY: Thank you, Kent. May I  
20 have a motion to adopt the ordinance authorizing  
21 the execution of a collective bargaining agreement  
22 containing the terms of a tentative agreement with  
23 the International Brotherhood of Electrical  
24 Workers Local 134 roadmasters.

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1 DIRECTOR REQUEJO: So moved.

2 DIRECTOR EADDY: Second.

3 MS. GREENLEE: It's been moved by Director  
4 Requejo, seconded by Director Eaddy that the Board  
5 adopt the ordinance authorizing the execution of  
6 the collective bargaining agreement with the  
7 International Brotherhood of Electrical Workers  
8 Local 134 roadmasters.

9 We'll take a roll call vote.

10 Director Requejo.

11 DIRECTOR REQUEJO: Yes.

12 MS. GREENLEE: Director Ortiz.

13 DIRECTOR ORTIZ: Yes.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Yes.

16 MS. GREENLEE: Director Jakes.

17 VICE CHAIRMAN JAKES: Yes.

18 MS. GREENLEE: Director Eaddy.

19 DIRECTOR EADDY: Yes.

20 MS. GREENLEE: The motion passes.

21 MR. RAY: Finally, in connection with  
22 Board agenda item 6G, the Board reviewed an  
23 ordinance authorizing execution of a collective  
24 bargaining agreement containing the terms of a



1 tentative agreement with the International  
2 Brotherhood of Electrical Workers Local 134  
3 representing the yardmasters.

4 CHAIRMAN BARCLAY: Thank you, Kent. May I  
5 have a motion to adopt the ordinance authorizing  
6 the execution of a collective bargaining agreement  
7 containing the terms of a tentative agreement with  
8 the International Brotherhood of Electrical  
9 Workers Local 134 yardmasters.

10 DIRECTOR REQUEJO: So moved.

11 DIRECTOR EADDY: Second.

12 MS. GREENLEE: It's been moved by Director  
13 Requejo, seconded by Director Eaddy that the Board  
14 adopt the ordinance authorizing the execution of a  
15 collective bargaining agreement with the  
16 International Brotherhood of Electrical Workers  
17 Local 134 yardmasters.

18 We'll take a roll call vote.

19 Director Requejo.

20 DIRECTOR REQUEJO: Yes.

21 MS. GREENLEE: Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 MS. GREENLEE: Chairman Barclay.

24 CHAIRMAN BARCLAY: Yes.

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1 MS. GREENLEE: Director Jakes.

2 VICE CHAIRMAN JAKES: Yes.

3 MS. GREENLEE: Director Eaddy.

4 DIRECTOR EADDY: Yes.

5 MS. GREENLEE: The motion passes.

6 CHAIRMAN BARCLAY: We will now address  
7 Board agenda item 7, Board matters. Georgette, do  
8 we have any Board matters today?

9 MS. GREENLEE: Chairman Barclay, we do not  
10 have any Board matters today.

11 I would bring to your attention that we  
12 did pass over the Citizens Advisory Board report  
13 and that -- and just make note for the record that  
14 neither the Chairman nor the Vice Chair of the  
15 Citizens Advisory Board is able to appear today --  
16 or was able to appear today. And the request and  
17 the recommendation that they've asked for is that  
18 they be allowed to present in October at the Board  
19 meeting.

20 And that's it, Chairman Barclay.

21 CHAIRMAN BARCLAY: Thank you.

22 Our next order of business is a report  
23 from the Committee on Strategic Planning and  
24 Service Delivery.

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1 Director Ortiz.

2 DIRECTOR ORTIZ: Yes. We had a  
3 presentation at the meeting but no motions were  
4 done.

5 CHAIRMAN BARCLAY: Our next order of  
6 business is the report from the Committee on  
7 Finance, Audit, and Budget.

8 Director Jakes.

9 VICE CHAIRMAN JAKES: Do you happen to  
10 have a copy of that readily available, Georgette?

11 MS. GREENLEE: Yes, I do.

12 VICE CHAIRMAN JAKES: Chairman Barclay,  
13 request permission to go to the next item and then  
14 circle back to me.

15 DIRECTOR ORTIZ: I would like to request  
16 permission to slightly go back prior to that, if  
17 that's okay.

18 CHAIRMAN BARCLAY: That's fine.

19 DIRECTOR ORTIZ: Thank you. I'll do a  
20 more detailed briefing on that specific report.

21 So the committee met earlier this morning  
22 and approved the December 13, 2023, committee  
23 minutes. The committee entertained one report, a  
24 presentation on an initiative entitled Bus Vision

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1 Project Framing Report by Molly Poppe, our CTA  
2 chief innovation and planning officer, with  
3 Jarrett Walker and Cara Bader. That concludes my  
4 report, Chairman Barclay.

5 CHAIRMAN BARCLAY: Thank you, Director  
6 Ortiz. I will turn to the FAB report.

7 VICE CHAIRMAN JAKES: Okay. The committee  
8 met earlier this morning and approved the August  
9 14th, 2014, committee minutes and reviewed the  
10 finance report. The committee reviewed one  
11 ordinance; review of an ordinance authorizing a  
12 temporary right of entry agreement with the Union  
13 Pacific Rail Road Company for the Red Line  
14 Extension project.

15 The committee also reviewed nine contracts  
16 and placed the one ordinance and nine of the  
17 contracts on the omnibus. The committee approved  
18 and recommended for Board approval one ordinance  
19 and nine contracts. This concludes the report of  
20 the Finance, Audit, and Budget Committee.

21 Thank you.

22 CHAIRMAN BARCLAY: Thank you. I will now  
23 entertain a motion to approve the omnibus.

24 DIRECTOR REQUEJO: So moved.

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1 DIRECTOR EADDY: Second.

2 MS. GREENLEE: It's been moved by Director  
3 Requejo, seconded by Director Eaddy that the  
4 omnibus be approved.

5 We'll take a roll call vote.

6 Director Requejo.

7 DIRECTOR REQUEJO: Yes.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: Yes.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Yes.

12 MS. GREENLEE: Director Jakes.

13 VICE CHAIRMAN JAKES: Yes.

14 MS. GREENLEE: Director Eaddy.

15 DIRECTOR EADDY: Yes.

16 MS. GREENLEE: The motion passes.

17 CHAIRMAN BARCLAY: Our next order of  
18 business is the construction report from Bill  
19 Mooney, our chief infrastructure officer, and  
20 JuanPablo Prieto, our director of diversity  
21 programs.

22 MR. MOONEY: Good afternoon -- morning --  
23 afternoon. I am Bill Mooney, your chief  
24 infrastructure. And I am joined by JuanPablo

1 Prieto, director of diversity programs. And we  
2 have your monthly construction update.

3 We'll move to our first project, which is  
4 our Canal, Barry, and Damen substation upgrade  
5 project. The project continues forward on  
6 schedule and on budget.

7 At Damen, we have traction power equipment  
8 showing up. So I've shown you a lot of building  
9 work over the last few months. We now are  
10 enclosed enough that they were able to bring in  
11 the new lineups here so you can see here the  
12 transformer and rectifier combos being installed  
13 here. They will be wired up and, over the next  
14 three or four months, fully integrated and start  
15 their commissioning process, which is pretty  
16 extensive, and especially in a facility here.

17 Here at Barry, they've now got power  
18 coming into the building. So this is them  
19 installing the new duct bank to the facility.  
20 Also, we opened up the street on Kimball there.  
21 We were able to bring in water and sewer at the  
22 same time.

23 So this is actually a pretty key milestone  
24 to be able to make those final connections. They

1 are working on weathering tightening the building  
2 as they come into the fall. And the equipment up  
3 there shows up shortly, too.

4 Here, you can see kind of the subsurface  
5 work at Barry. Just for your recollection, this  
6 is a full multistory building. It goes up a  
7 story, but it also goes down two stories. So here  
8 is some of the work in the subgrade basements  
9 prepping it for those future equipment installs.

10 Moving on to our next project, which  
11 doesn't have a cover slide, for whatever reason.  
12 This is the Western Brown Line station improvement  
13 project. This is a new project that we've  
14 introduced this month. It is a \$30 million  
15 investment in the Western Station on the Brown  
16 Line.

17 When we did a Brown Line capacity  
18 expansion project, this station saw a very  
19 minimalist amount of investment at the time. This  
20 is heavily supported by City of Chicago TIF  
21 funding. And it's getting a lot of more cosmetic  
22 and wear-and-tear improvements, curb and wall  
23 repairs, window upgrades, but, really, a lot of  
24 painting and lighting and improvements as well as

1 the bus turnaround gets an ADA upgrade. So all  
2 the bus access will be fully accessible at that  
3 point.

4 Here, you can see some of the prep work  
5 for painting. You can see the kind of aged look  
6 of the structure there. Here's some additional  
7 prep work right on Western Avenue. It's pretty  
8 amazing to see the impact of the paint here  
9 already. Here, you can see some of that prime  
10 coat and then fresh -- that tan coat going on.  
11 This is, again -- this is over Lincoln Avenue,  
12 which is the other side of the station.

13 We're also doing a bunch of roof repairs  
14 on the station house. So they had to go up on the  
15 roof, clear out the area, make a bunch of kind of  
16 conditional repairs of the roof as well as tidy up  
17 some areas underneath there.

18 Here's some renderings of what that future  
19 improvement will work like. So this is a fast  
20 moving project. A significant portion of the  
21 project gets done this year. It currently has an  
22 impact with the back ride for the outbound  
23 direction there right now, which is for concrete  
24 repairs. We're replacing kind of the concrete



1 edges of the platform where that ADA tactile strip  
2 is. We see a lot of debris repair there. It's  
3 being completely removed and reformed as well as  
4 they're painting all that surface structure. In  
5 the upcoming weeks, we'll actually flip in to the  
6 other side. So you'll see some of the finish work  
7 coming for that.

8 Here's another rendering. This is on the  
9 other side of the facility where you can see the  
10 upgraded kind of facade, the new curtain wall and  
11 glass, as well as that new translucent canopy with  
12 the bus facility and that full ADA access.

13 Moving on to Harlem bus bridge. The  
14 project moves forward very swiftly. This is  
15 pretty quite exciting. It's going very well. You  
16 can see the fully demolished out deck of the  
17 former bus bridge. This is the steel stringers  
18 getting ready to pick. They get removed,  
19 ultimately. We do a bunch of prep work. And then  
20 in the upcoming month, we'll start setting the new  
21 bridge members.

22 Here is actually the abutment walls on  
23 either side of there where they actually have to  
24 completely rebuild and reconnect those abutment

1 walls, resurface them so they increase the load of  
2 the new steel. Here you can see some of the that  
3 excavation work around that. This is, again,  
4 preparatory for the future installation of the  
5 steel coming in.

6 With our Racine Station and ADA traction  
7 power upgrades, we've got walls at Racine. So we  
8 have, over the last month, continued to grow out  
9 of the ground up there. So you can see exterior  
10 walls here for the new station house. Here's the  
11 interior where you're starting to see some of  
12 those rooms being formed for our electrical panels  
13 and other such things as well as the elevator  
14 enclosure and we've also got a roof being  
15 installed. So here is the roof members for that  
16 station itself.

17 And this is one of the really fine  
18 architectural features of the new station. This  
19 -- I showed you some initial steel around this a  
20 couple months ago, but this a big waterfall  
21 stairwell. So it comes down with this glass  
22 sweeping enclosure from the main station house to  
23 the platform level. And you're seeing that curved  
24 steel erection for that future stairwell.

1           At the Morgan substation, they continue to  
2           add roof and build up kind of around there. They  
3           also have formed and poured out the main floor for  
4           the concrete. You can see kind of all the holes  
5           that are where all the cables come up from track  
6           level for that facility. And here's kind of some  
7           additional steelwork going on, the prep for that  
8           second floor, which is being installed as we  
9           speak.

10           Moving forward with our refresh and renew  
11           program. So we did a lot of work around the DNC  
12           in preparation to welcome all our visitors, but we  
13           do continue forward with our base program with 17  
14           of the 29 stations fully completely, 9 of the 14  
15           bus turnarounds. We are making a full press to  
16           finish up as we move into the fall here.

17           Our highlight stations. Here is a before  
18           and after of O'Hare. So we did a ton of work out  
19           at O'Hare as a gateway station for us as a  
20           community. We took the opportunity -- one of the  
21           unique architectural features of O'Hare when it  
22           was first opened in 1984 was there was a colored  
23           wall. It's actually -- the wall behind the glass  
24           is painted and striped with colors and there's

1 lights that reflect upon it that allows that color  
2 to come through the glass block there.

3 Over the years, the lighting had been more  
4 and more challenged and it had gotten dirty. So  
5 we actually fully cleaned. It is a  
6 floor-to-ceiling -- it's 30 feet tall -- wall. We  
7 fully cleaned it from the bottom up, gave it a  
8 fresh coat of paint. You can see the difference  
9 from the left to right how that color pops out.  
10 We also added the flag pendants along the way. It  
11 kind of allows you kind of that welcome opening  
12 feeling as you walk in. And we completed a new  
13 epoxy coating on all the floors thee.

14 Here at the mezzanine level, we refreshed  
15 the lighting, upgrading everything to LEDs. You  
16 get a very clean, crisp lighting footprint now.  
17 Our station really shines in that corridor. For  
18 those who never used it, we are kind of nestled  
19 into the underground there at the airport, and  
20 this really makes it pop out as you walk up to it.

21 Here is one of our recent bus turnarounds.  
22 This is a Navy Pier. You can see kind of the  
23 upgrades there, the cleanup around facility. Here  
24 are some other striping examples there.

1           And this is Chicago just down the street  
2           from us on the Blue Line. You can see kind of  
3           this was a station that now was done -- opened --  
4           completed the rehab on it in 2019. It's coming  
5           around, in 2024, to that five-year cycle of touch  
6           points, you're seeing that kind of clean up,  
7           scraping, painting. Luckily, it was a newer  
8           invested station. It doesn't require nearly as  
9           much effort, just a lot of -- more of a refresh  
10          than a renew.

11          Moving on to or Red/Purple Modernization,  
12          continue forward on budget, on schedule. A lot of  
13          activity. We are, again, kind of in a rinse and  
14          repeat cycle here. So this is the Red/Purple  
15          bypass corridor. You can see them building what  
16          we call skeletonized track, so just the rails and  
17          the plate assemblies that they're prepping for  
18          concrete pout. This is the diamond that will  
19          connect ultimately tracks two and three out here.  
20          It's part of what we call Clark junction here. It  
21          facilitates a lot of movement of trains around  
22          other things.

23          One of the major other impacts we've been  
24          seeing in the Red/Purple bypass area is we've

1 actually been installing the underground detention  
2 systems. One of the benefits the neighborhood  
3 actually receives as part of this project is we  
4 collect water that our structure ends up  
5 collecting in rain events. We hold it underground  
6 until the rain event has ended and then it  
7 dissipates into the sewer system, which creates  
8 and overall benefit for the water shed of the  
9 neighborhood as a whole.

10 It is a sustainability feature. It is  
11 something that is required in the code in most  
12 cases. And with the level of size of canopy we  
13 create with the track deck, it is a pretty  
14 sizeable system. So you'll see a series of these  
15 microdrainage structures where we connect into the  
16 main sewer line.

17 Moving up north to the Lawrence to Bryn  
18 Mawr area. The stations continue to grow. So  
19 here you can see the precast panels for platforms.  
20 I've shown you kind of the steel and other aspects  
21 of these stations. Here at Bryn Mawr, which is  
22 the furthest along of all the stations, they  
23 actually are getting a platform installed as we  
24 speak. Here is the main stairwell for that

1 station. You can see the concrete floors being  
2 poured there.

3 Moving further down the street to Berwyn,  
4 that is actually an escalator. So, again, with  
5 the access around the segmental box structure, we  
6 got to bring in those major escalator spans early  
7 in the project. They are wrapped in layers and  
8 lay of plastic and other tarps to protect them  
9 throughout the rest of construction, but they  
10 wouldn't be able to be installed otherwise. You  
11 can also see that elevator in the background in  
12 that photo.

13 Here at Argyle, they're starting to form  
14 up. Last month, we showed you kind of the  
15 foundation of the station there. Here you can  
16 start to see, similar to Bryn Mawr, those stairs  
17 getting prepped for construction as well as the  
18 exterior walls of the station there.

19 And we continue with site restoration. So  
20 one of the big aspects of the project, on the  
21 backside of it is we actually resurface streets  
22 and alleys in the footprint. Part of the goal is  
23 that we actually lower the streets under our  
24 structure. So not only do we make a higher

1 structure, we actually bring the streets down a  
2 little bit to increase the movement of vehicles  
3 underneath it and potential impacts, but we also  
4 replace all the sidewalks in the areas that we're  
5 doing work.

6 So, here, you can see they're moving ahead  
7 with a lot of that work. So the community is also  
8 seeing benefits of the project even before we're  
9 done with those new improvements.

10 And what would be a monthly photo without  
11 our most powerful worker, the Windy City gantry  
12 here setting up our segmental box structure. This  
13 is just north of Argyle as it continues to work  
14 south. So this should be finishing up in the next  
15 month or so and we'll say goodbye to Windy City.

16 We continue our ongoing outreach, weekly  
17 check-ins with the 44th Ward, the 46th Ward, the  
18 48th Ward. In July we hosted, as part of the  
19 FTA's transit asset management round table, tours  
20 of the project.

21 So this was one of the first projects that  
22 actually included a TAM requirement where the  
23 contractor puts together a bunch of data about  
24 asset management that goes into our work order



1 systems, gets fed into our work order piece. They  
2 asked to highlight it. And so we were able to  
3 oblige a multiphase tour of it.

4 We've participated in local events such as  
5 the Argyle Night Market, the Edgewater Farmer's  
6 Market. And then we actually had an ongoing -- we  
7 have a -- I talk about it. We have an ongoing  
8 effort that's called our open for business  
9 campaign where we work with the local chambers and  
10 local businesses. We did a checkpoint with them  
11 talking about the next round of the campaign  
12 coming up, any needs they may have for us to  
13 highlight, and other businesses we should be  
14 looking to sign up.

15 With that, I'll turn it over to JuanPablo.

16 MR. PRIETO: Thanks, Bill. Good  
17 afternoon, Directors. I'll be providing you an  
18 update on RPM and our outreach activities.

19 As of the end of July, 119 unique DBE  
20 firms have been awarded over \$279 million between  
21 the design and construction packages on RPM phase  
22 one. 54 of those firms are new to CTA. DBEs have  
23 been paid more than \$175 million on the design  
24 build contract, which puts Walsh-Fluor's

1 attainment at 17.32 percent.

2 On the workforce side, as of the end of  
3 July, 2,333 unique individuals have worked over  
4 1.8 million labor hours and earned over \$111  
5 million. Walsh-Fluor is tracking to meet their  
6 workforce goals.

7 Next slide, please.

8 In July and August, we hosted tables at  
9 several events, including the Chicago Latino  
10 magazine DEI event, the Illinois DCEO  
11 Latino/Latina Economic Summit, Cisco's Annual  
12 Union Construction Trades Fair, and the African  
13 American Contractors Association Contractors' Day.

14 We also hosted tables at CHA's  
15 Construction Trades and Apprenticeship Expo and  
16 the Chicago Federal Reserve Banks Business  
17 Smart -- Smart Business Week.

18 We presented at the conference of minority  
19 transportation officials at their annual  
20 conference and also at the DCEO Latino/Latina  
21 Economic Summit.

22 We hosted an orientation session for our  
23 building small businesses program, participated in  
24 the RLE project office build-out meet the

1 contractors event to ensure that they have high  
2 participation of DBEs and SBEs in that build-out  
3 and attended the Illinois Hispanic Chamber  
4 membership breakfast.

5 Finally, we host two sessions of our  
6 monthly driving small businesses the distances  
7 webinar on accounting and taxes and another on  
8 certification. We hosted two certification  
9 drives, one in the RLE project footprint and the  
10 other here at headquarters in partnership with  
11 HACIA. And we hosted a meet the contractors event  
12 with FH Paschen for the Western Brown Line  
13 project.

14 We'll continue to bring you our activities  
15 and our work on how we advocate, certify, and  
16 invest in our DBEs, SBEs, and career seekers.  
17 That concludes our presentation. Happy to answer  
18 any questions.

19 MS. GREENLEE: Director Requejo.

20 DIRECTOR REQUEJO: Yeah. Thanks for the  
21 report. And a lot of those stations -- those new  
22 stations are already attracting development  
23 nearby. When we opened the Damen station, there  
24 was already and ETOD next door. Same thing at

1 Western. And several times, President Carter,  
2 you'll be making calls for more capacity for CTA  
3 to be able to develop land and be a driver of TOD.

4 And so I wonder what would it look like to  
5 have a good TOD or ETOD plan to present as part of  
6 the funding requests to Springfield knowing that  
7 the legislation that has been introduced includes  
8 a pretty significant portion to set up an office  
9 of ETOD at that regional level. And I feel that  
10 we could lead that effort ourselves in that we  
11 have already examples. There's already a call for  
12 that support. CTA's part of the ETOD working  
13 group with the city.

14 But we don't have, like other transit  
15 authorities do, a TOD office that is staffed full  
16 time to be the driver and the manager of those  
17 efforts. So I just wanted to check in with you  
18 all how you're thinking about building such  
19 capacity. And, to me, it would make sense to be  
20 proactive and be the ones coming to the table with  
21 our own idea of this is what we could do with this  
22 capacity that we need from the point of view of  
23 legislation and with additional funding, rather  
24 than, again, waiting for others to shape our

1 agenda.

2 So any thoughts on that portion?

3 PRESIDENT CARTER: Well, as your  
4 indicated, the TOD activity currently happens  
5 within our planning department working in close  
6 coordination with infrastructure as part of that  
7 effort.

8 I think, to some degree, you're almost  
9 having a chicken and the egg conversation.  
10 Because what I want is more authority to do more  
11 TOD, which would then, I think, justify creating  
12 an office that would be focused on that particular  
13 activity while, obviously, taking advantage of  
14 where we think there are TOD opportunities,  
15 particularly on projects like Red Line Extension  
16 and RPM where we're working closely with the city  
17 who is pursuing appropriate TOD strategies as part  
18 of that effort.

19 I know that we have funded on both RPM and  
20 RLE some significant amount of work around those  
21 areas. I think the real opportunity for future  
22 TOD growth is not necessarily around our expansion  
23 projects but really around our existing  
24 infrastructure and much of the vacant land that

1 the Chairman talks to me about all the time that I  
2 feel if we could have more of a say in what to do  
3 and how to do it, we might be able to move those  
4 opportunities forward.

5 And, more importantly, we would view it as  
6 more of a priority to make something happen. We  
7 would have more of an incentive to want to pursue  
8 that. And I think that's -- historically, that's  
9 been the challenge in really getting the attention  
10 that I think those types of activities exist going  
11 forward.

12 You know, the question would I create an  
13 office, you know, as a budgetary matter, I see  
14 your point about it sort of puts a marker down on  
15 our intention to do that. And I'm certainly  
16 willing to have that conversation with my team  
17 about whether that's something you want to put  
18 into our budget for something going forward.

19 Right now, you're right, it gets  
20 incorporated in other departments -- department  
21 responsibilities as part of the work they do on  
22 various projects.

23 DIRECTOR REQUEJO: Thank you. I would  
24 welcome that next step knowing that it's not only

1 myself. I've heard several of my fellow board  
2 members concerned about vacant land in their  
3 communities adjacent to sometimes -- many times,  
4 next to a train station, which in another city  
5 would be unthinkable to have that prime real  
6 estate vacant and to make it part of a package.

7 Because I do -- I'm aware of the budgetary  
8 constraints. But sometimes you have to put  
9 everything together, the land, the capacity, the  
10 financial products necessary to make a strong  
11 case. And, again, offer myself for any support on  
12 that front.

13 I think we have a rare opportunity now  
14 that -- for the first time that I've been in  
15 Chicago, I have never seen legislation being  
16 introduced that there is a clear call for the  
17 creation of such TOD infrastructure.

18 And, again, CTA has led in the region.  
19 Let's do whatever we can to be ahead of the curve  
20 and think big on this issue knowing that we have a  
21 ton of opportunity to become that TOD leader.

22 PRESIDENT CARTER: Well, I would welcome  
23 your engagement in doing that and, certainly, we  
24 can have further conversations about what that

1 would look like here at CTA in conjunction with,  
2 obviously, the additional legal authority that we  
3 want to have that would allow us to fully -- to  
4 take full advantage of that type of an office and  
5 those types of programs going forward. Because I  
6 think this has been a key component of what I've  
7 been discussing down in Springfield about the  
8 things they need to address as part of any new  
9 funding strategy going forward for the agency.

10 DIRECTOR REQUEJO: Great. Thanks.

11 CHAIRMAN BARCLAY: I know my discussions  
12 with some of the legislators have indicated that  
13 they would look favorably upon a bill that would  
14 expand the authority -- legislative authority to  
15 allow for TOD activities with the Chicago Transit  
16 Authority. So I think we just need to get our  
17 government affairs people on that and sponsor a  
18 piece of legislation in the pipeline so we can  
19 move forward.

20 I know RTA has also said that they would  
21 favor that as well. And I know the City of  
22 Chicago has also spoken with the commissioner of  
23 planning who has also said that they would give  
24 their support as well.



1           PRESIDENT CARTER: Yeah. Like I said, I  
2 think it has been discussed -- it is being  
3 discussed as part of the broader funding solution  
4 for CTA. As you know, many transit systems use  
5 TOD as another funding stream to support their  
6 transit operations. And that's certainly what we  
7 discussed CTA could do as well if we had the  
8 authority to pursue, in a much more aggressive  
9 way, those types of opportunities.

10           So I have not heard any opposition either  
11 in any conversations I've had around that  
12 approach. And it certainly is something that is  
13 on our radar as part of what we want to see in  
14 terms of legislature going forward.

15           DIRECTOR ORTIZ: I want to second both  
16 comments. And thank you for all that background  
17 around ETOD and the opportunities that we do have  
18 on hand.

19           I will also note a tiny little detail, but  
20 I think there's an opportunity here as well. On  
21 the Western Brown Line stop that we show down  
22 there, there were a lot of white walls on there.  
23 I'm not sure if they're going to get painted.

24           But, you know, there are probably some

1 great fiscally responsible ways of maybe creating  
2 that a more dynamic kind of space. Obviously,  
3 that might help with any graffiti that might  
4 happen in the space. So if we use it and  
5 highlight it with whatever ways or means that we  
6 can put maybe art there or engage community  
7 partners to do something there, I think that would  
8 be great.

9 MR. MOONEY: There's been a lot of  
10 conversation around space around the station.  
11 There's a courtyard directly adjacent the Chicago  
12 Department of Transportation owns and looking  
13 they're looking at a program.

14 So I think one of the things that they've  
15 asked us to think about is could we use the wall  
16 of a station as a projector. It's tan. It's  
17 light tan brick. But could now the courtyard host  
18 movie nights and things like that and being able  
19 to use that station.

20 We also have a partnership with the  
21 Chicago Film Archives. We have a project down at  
22 Cicero. We support at project at 43rd where they  
23 actually knit together home videos from  
24 neighborhood from many, many years and we allowed

1       them display it and stuff. So we've talked a  
2       little bit about activating space like that, too,  
3       with them.

4               On the other side, in the internal space  
5       of the station, we actually have a historical  
6       relic of the Berlin Wall within the station, which  
7       is kind of the maginate piece. And the project  
8       does include some restoration of that piece as  
9       well as some -- being able to highlight it with  
10      some better lighting and actually containing it to  
11      protect it from elements a little differently. So  
12      it does have some aspects around that.

13              And then there's kind of a third leg of it  
14      which is there's an under L activation. So  
15      there's an area that is a pathway from kind of the  
16      station between the eastern exit from the  
17      stationhouse to Lincoln Avenue that's a regular  
18      walkway.

19              I showed one of the early photos where  
20      they were covering the cables and there's an  
21      activation space there that we're also looking to  
22      work with -- we've been kind of talking to the  
23      community and CDOT and others about how you make  
24      that space most beneficial, not only for a

1 walkway, but are there some things with other  
2 points that would support that.

3 So we'll take it back. We'll take a good  
4 look at the walls too. It's been a pretty  
5 strongly dedicated active community process here  
6 with the alder. And we have another follow-up  
7 meeting probably in late September, early October  
8 with the final pieces.

9 This is a unique job. This is the first  
10 progressive design build job we've ever done,  
11 which means that it kind of -- we're designing and  
12 getting pricing on aspects of it as we are  
13 building. So there's work going on that we're  
14 still getting the next leg of work going and  
15 stuff. It's a new model that we're trying. And  
16 so it certainly allows for some flexibility to  
17 think about things as it evolves. So --

18 DIRECTOR ORTIZ: I appreciate it. Thank  
19 you.

20 CHAIRMAN BARCLAY: Any other comments?

21 DIRECTOR EADDY: Yeah. Juan, I wanted to  
22 raise this question. When I saw here about the  
23 119 unique DBE firms and then I saw about the new  
24 ones, is there some sort of a referred or

1 preapproved listing and then new ones are added  
2 and then what is that criteria?

3 MR. PRIETO: No. The unique thing with  
4 RPM because of the size and length of it, we were  
5 able to do a lot of outreach and make sure that  
6 any DBE that was interested in participating on  
7 the project new how to bid to the prime. There  
8 were multiple pathways that were put out.

9 So if a DBE bid on their first iteration  
10 of let's say the concrete package and didn't win,  
11 they knew there was two other concrete packages  
12 behind there that they could ask for a debrief  
13 from the prime and then try again later.

14 Those strategies have led to that number  
15 of 54 new to CTA. And that was one of the goals  
16 that we had set out when we started the project  
17 was to say we're going to spread the message about  
18 the project as far and wide as we can so that  
19 people know that this project is happening, that  
20 there's opportunities on it.

21 We also did, like we're doing now for RLE,  
22 multiple certification drives because there were  
23 businesses that were MBE, WBE certified but not  
24 DBE certified. So we brought them in, talked them

1 through the program, helped them out with their  
2 application to make sure that they were certified  
3 so that by the time that prime was releasing  
4 packages, they had their certification, they can  
5 compete for those packages.

6 So we continue to do that now even with  
7 all the work that we have going on. And looking  
8 forward to the Red Line Extension, continuing to  
9 expand the base of DBEs because we know that the  
10 more we have in the pool, the better the  
11 competition will be and the more opportunities  
12 there will be for DBE participation.

13 DIRECTOR EADDY: Right. And then I also  
14 saw about your outreach events. And we had  
15 chatted about being able to possibly convene for  
16 information being brought on the part of a number  
17 of faith-based, community-based coalitions. I see  
18 that you had a series of meetings. What timeline  
19 does it require to get a team out or what have  
20 you?

21 MR. PRIETO: So -- yeah. Most of these  
22 meetings that I presented on, we attended, others  
23 hosted, and we went there. But when you're ready  
24 for us to come out and talk about our different

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1 programs, we're happy to come out at your  
2 convenience.

3 DIRECTOR EADDY: Yeah. Because we have  
4 something coming up. And so that's why I wanted  
5 to know what was usually the window of time that  
6 you need for notification in terms of  
7 notification.

8 MR. PRIETO: You let us know when to be  
9 there and we'll be there.

10 DIRECTOR EADDY: Thank you.

11 CHAIRMAN BARCLAY: Any other comments?

12 (No response.)

13 CHAIRMAN BARCLAY: Thank you. Appreciate  
14 that.

15 Our final order of business is new  
16 business. Georgette, is there any new business?

17 MS. GREENLEE: Chairman Barclay, there is  
18 no new business.

19 CHAIRMAN BARCLAY: Thank you. Since there  
20 is no further business to come before the Board,  
21 may I have a motion to adjourn the Chicago Transit  
22 Board meeting of September 11th, 2024?

23 DIRECTOR REQUEJO: So moved.

24 DIRECTOR EADDY: Second.

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1 MS. GREENLEE: It's been moved by Director  
2 Requejo, seconded by Director Eaddy that the  
3 meeting be adjourned.

4 We'll take a roll call vote.

5 Director Requejo.

6 DIRECTOR REQUEJO: Yes.

7 MS. GREENLEE: Director Ortiz.

8 DIRECTOR ORTIZ: Yes.

9 MS. GREENLEE: Chairman Barclay.

10 CHAIRMAN BARCLAY: Yes.

11 MS. GREENLEE: Director Jakes.

12 VICE CHAIRMAN JAKES: Yes.

13 MS. GREENLEE: Director Eaddy.

14 DIRECTOR EADDY: Yes.

15 MS. GREENLEE: Chairman Barclay, the  
16 motion passes.

17 CHAIRMAN BARCLAY: The meeting is  
18 adjourned. Thank you.

19 (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 16th day of September, 2024.



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COURTNEY PETROS, RPR, CSR

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<p><b>worth</b> 50:13</p> <p><b>wouldn't</b> 41:8, 86:10</p> <p><b>wound</b> 19:9</p> <p><b>woven</b> 52:14</p> <p><b>wrapped</b> 86:7</p> <p><b>wrong</b> 8:16</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>yardmasters</b> 72:3, 72:9, 72:17</p> <p><b>yeah</b> 40:17, 65:3, 90:20, 96:1, 99:21, 101:21, 102:3</p> <p><b>year</b> 22:7, 27:11, 46:9, 49:2, 61:20, 62:11, 79:21</p> <p><b>years</b> 10:20, 10:22, 11:3, 11:4, 11:5, 15:16, 16:2, 27:6, 28:20, 83:3, 97:24</p> <p><b>yesterday</b> 14:14</p> <hr/> <p style="text-align: center;"><b>Z</b></p> <hr/> <p><b>zoning</b> 43:17</p> <hr/> <p style="text-align: center;"><b>\$</b></p> <hr/> <p><b>\$10,000</b> 36:16</p> <p><b>\$100</b> 62:12</p> <p><b>\$111</b> 89:4</p>	<p><b>\$13</b> 36:19</p> <p><b>\$175</b> 88:23</p> <p><b>\$2,800</b> 28:2</p> <p><b>\$279</b> 88:20</p> <p><b>\$3,625,000</b> 66:12, 66:17</p> <p><b>\$30</b> 36:14, 78:14</p> <p><b>\$35</b> 31:8</p> <hr/> <p style="text-align: center;">.</p> <hr/> <p><b>.3137</b> 2:7</p> <hr/> <p style="text-align: center;"><b>0</b></p> <hr/> <p><b>001357</b> 66:12</p> <p><b>03</b> 1:10</p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1,500</b> 20:18</p> <p><b>1,900</b> 20:18</p> <p><b>1.8</b> 89:4</p> <p><b>10</b> 1:10, 10:21, 35:23</p> <p><b>100</b> 27:11</p> <p><b>104</b> 1:23</p> <p><b>11</b> 1:9, 4:4, 5:12, 6:5, 63:1, 102:22</p> <p><b>119</b> 88:19, 99:23</p> <p><b>12</b> 32:10, 33:3, 35:23, 103:19</p>	<p><b>13</b> 32:11, 33:6, 37:4, 74:22</p> <p><b>13.5</b> 33:16</p> <p><b>134</b> 67:24, 68:6, 68:13, 69:8, 69:15, 69:23, 70:17, 70:24, 71:8, 72:2, 72:9, 72:17</p> <p><b>1357</b> 66:17</p> <p><b>14</b> 6:13, 6:19, 65:8, 65:11, 65:16, 75:9, 82:14</p> <p><b>145</b> 20:18</p> <p><b>15</b> 10:21, 10:23</p> <p><b>150</b> 26:18</p> <p><b>16</b> 104:16</p> <p><b>16,000</b> 20:19</p> <p><b>17</b> 15:12, 82:13</p> <p><b>17.32</b> 89:1</p> <p><b>1984</b> 82:22</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2 (c</b> 63:1</p> <p><b>2,333</b> 89:3</p> <p><b>2,700</b> 27:4</p> <p><b>2.5</b> 33:1, 35:21</p> <p><b>20</b> 10:24, 11:1, 31:19, 75:9</p>	<p><b>2014</b> 75:9</p> <p><b>2019</b> 26:13, 84:4</p> <p><b>2021</b> 66:12, 66:17</p> <p><b>2023</b> 74:22</p> <p><b>2024</b> 1:9, 4:4, 6:13, 6:19, 65:8, 65:11, 65:16, 84:5, 102:22, 104:16</p> <p><b>2026</b> 52:22</p> <p><b>21</b> 63:2</p> <p><b>22</b> 24:14</p> <p><b>224</b> 20:19</p> <p><b>24</b> 21:3, 58:19, 58:23</p> <p><b>25</b> 33:11</p> <p><b>26</b> 103:19</p> <p><b>29</b> 82:14</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>30</b> 83:6</p> <p><b>312.681</b> 2:7</p> <p><b>33,000</b> 21:13</p> <p><b>35</b> 10:17</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>4,000</b> 26:14</p> <p><b>40</b> 26:15</p> <p><b>423</b> 12:7</p>
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<p><b>43</b> 33:12, 97:22</p> <p><b>44</b> 87:17</p> <p><b>46</b> 87:17</p> <p><b>48</b> 87:18</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>53</b> 32:15, 34:2</p> <p><b>54</b> 88:22, 100:15</p> <p><b>55</b> 10:17</p> <p><b>551931</b> 1:22</p> <p><b>567</b> 2:5</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>60</b> 10:22, 60:18</p> <p><b>60661</b> 2:6</p> <p><b>61</b> 14:14</p> <p><b>63890</b> 14:13</p> <p><b>6a</b> 64:23, 64:24, 65:6</p> <p><b>6b</b> 66:6, 66:7</p> <p><b>6c</b> 67:13, 67:15</p> <p><b>6d</b> 67:20</p> <p><b>6e</b> 69:4</p> <p><b>6f</b> 70:13</p> <p><b>6g</b> 71:22</p> <p><b>6x</b> 37:5</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>70</b> 15:24</p>	<p><b>700,000</b> 34:3</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>9.4</b> 33:15</p> <p><b>90</b> 11:21, 60:18</p> <p><b>95</b> 14:14, 31:21</p> <p><b>97</b> 11:3</p>	
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