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# Transcript of Board Meeting

**Date:** November 13, 2024

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

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, November 13, 2024

11:40 a.m. CST

Job No.: 557807

Pages 1 - 66

Reported by: Kristine Wesner, CVR

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CHICAGO TRANSIT AUTHORITY BOARD  
MEETING, held at:  
  
CHICAGO TRANSIT AUTHORITY  
567 West Lake Street  
Chicago, Illinois 60661  
312.681.3137

Pursuant to agreement, before Kristine  
Wesner, Certified Verbatim Reporter, and Notary  
Public in 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. BERNARD JAKES, Vice Chair

MICHELE A. LEE, Director

ROSA Y. ORTIZ, Director

NEEMA JHA, Director

ROBERTO REQUEJO, Director

ALSO PRESENT:

DORVAL R. CARTER, JR., CTA President

KENT RAY, General Counsel

GEORGETTE L. GREENLEE, Board Secretary

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

2 CHAIRMAN BARCLAY: Morning. We would  
3 like to call to order the meeting of Chicago  
4 Transit Board for November 13, 2024.

5 Georgette, please call the roll.

6 MS. GREENLEE: Director Jha.

7 DIRECTOR JHA: Here.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: Here.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Here.

12 MS. GREENLEE: Director Jakes.

13 VICE CHAIRMAN JAKES: Here.

14 CHAIRMAN BARCLAY: The chair recognizes  
15 Director Ortiz.

16 DIRECTOR ORTIZ: Thank you.

17 Chairman Barclay, I move that Director Roberto  
18 Roquejo be allowed to participate in the meeting  
19 remotely due to a work commitment that prevents  
20 him from participating in person.

21 DIRECTOR JHA: I second.

22 MS. GREENLEE: It's been moved by  
23 Director Ortiz, seconded by Director Jha that the  
24 Director Roberto Roquejo be permitted to

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1 participate in the meeting remotely. We'll take a  
2 roll call vote.

3 Director Jha.

4 DIRECTOR JHA: Yes.

5 MS. GREENLEE: Director Ortiz.

6 DIRECTOR ORTIZ: Yes.

7 MS. GREENLEE: Chairman Barclay.

8 CHAIRMAN BARCLAY: Yes.

9 MS. GREENLEE: Director Jakes.

10 VICE CHAIRMAN JAKES: Yes.

11 MS. GREENLEE: The motion passes.

12 CHAIRMAN BARCLAY: Director Roquejo,  
13 you are allowed to participate in this meeting  
14 virtually. Welcome.

15 DIRECTOR ROQUEJO: Thank you.

16 CHAIRMAN BARCLAY: The next order of  
17 business is the approval -- the approval of the  
18 minutes for the regular board meeting of  
19 October 9, 2024. May I have a motion to approve?

20 DIRECTOR ORTIZ: So moved.

21 DIRECTOR JHA: Second.

22 MS. GREENLEE: It's been moved by  
23 Director Ortiz, seconded by Director Jha that the  
24 regular board minutes from October 9, 2024, be

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1 approved. We'll take a roll call vote.

2 Director Jha.

3 DIRECTOR JHA: Yes.

4 MS. GREENLEE: Director Ortiz.

5 DIRECTOR ORTIZ: Yes.

6 MS. GREENLEE: Chairman Barclay.

7 CHAIRMAN BARCLAY: Yes.

8 MS. GREENLEE: Director Jakes.

9 VICE CHAIRMAN JAKES: Yes.

10 MS. GREENLEE: Director Roquejo.

11 DIRECTOR ROQUEJO: Yes.

12 MS. GREENLEE: The motion passes.

13 CHAIRMAN BARCLAY: Our next item of

14 business on the agenda will be the Citizens'

15 Advisory Board Report, which will be given by

16 Katanya Rabie, who is a chair of the CTA Citizens'

17 Advisory Report.

18 MS. GREENLEE: Actually,

19 Chairman Barclay, Katanya Rabie was unable to join

20 us, and we have with us today our vice chair from

21 the Citizens' Advisory Board, Mr. Rob Johnson.

22 CHAIRMAN BARCLAY: Welcome,

23 Mr. Johnson.

24 MR. JOHNSON: Hello. Hello. Thanks.

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1 Morning, Chairman Barclay,  
2 President Carter, members of the CTA Transit  
3 Board, and all of our attendants today. My name  
4 is Rob Johnson, and I'm the vice chairperson of  
5 the Citizens' Advisory Board. Happy to be here  
6 today to report the activities of the Citizens'  
7 Advisory Board for the second and third quarter.

8 During our September 6th meeting, we  
9 kicked the meeting off with a moment of silence in  
10 recognition of the tragic shootings of the four  
11 passengers on the Forest Line -- of Forest Park  
12 branch of the Blue Line. Afterwards, we heard a  
13 presentation by Bill Mooney, CTA's chief of  
14 infrastructure on the Red Line Extension project.

15 During the -- oh. Oh. I'm sorry. And  
16 then after that presentation, it was a very good  
17 presentation, very lively discussion. Very  
18 informative, and I think he answered every  
19 question presented and, in fact, shared a lot of  
20 interesting, new information to me as well, which  
21 I'm happy to expand upon should you guys be  
22 interested. After the presentation, we also  
23 finalized a survey of the board members regarding  
24 their interest and what subcommittees we would



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1 like to serve on for the balance of our term, and  
2 the three areas that resonated the most were  
3 safety, service planning, and delivery and  
4 innovation.

5 On our October 18th meeting, it was  
6 a -- the focus of that meeting was the 2025  
7 budget. We were presented a presentation by Chief  
8 Financial Officer Tom McKone, along with staff  
9 persons Lisa Smith, Jeff Overcatch. Very healthy  
10 discussion, very spirited discussion. He answered  
11 many of the technical details and technical  
12 questions we had.

13 I think a lot of the focus was on  
14 safety and security. And the -- the increase in  
15 the line items for those along with beyond just  
16 the line item impact, also exploring other  
17 programming choices we can make to bolster either  
18 the actual safety/security and the perception of  
19 safety/security. You know, we know that they both  
20 impact ridership on the system. But  
21 community-based -- using, you know,  
22 community-based tools, like violence interruptors,  
23 transit ambassadors, there was even a request to  
24 explore a dedicated transit police force to impact

1 the -- that on the budget versus the current -- I  
2 think it's an IGA arrangement with CPD or with the  
3 City.

4 I think it's also probably not a  
5 surprise that the other big item was the -- not  
6 2025, but the budget challenges facing 2026, and,  
7 you know, the role that the needed revenue will be  
8 gained by, whether it be by the transit board  
9 itself, the state legislature, perhaps even  
10 federal -- I think on since that meeting and  
11 today, we can probably imagine that concern is  
12 only heightened. And again, the focus of that  
13 presentation was on the 2025.

14 Thank you for your time. Happy to  
15 answer any question to the best of my ability.

16 MS. GREENLEE: Are there any questions  
17 for Mr. Johnson?

18 Director Jha.

19 DIRECTOR JHA: Did you have any  
20 specific asks coming out, like, do you have a list  
21 of -- what -- are there items that -- there's --  
22 that you're tracking in terms of asks or  
23 recommendation?

24 MR. JOHNSON: For the --

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1                   DIRECTOR JHA: For the team, for the  
2 CTA team?

3                   MR. JOHNSON: For the Red Line  
4 Extension or for the budget?

5                   DIRECTOR JHA: For the budget.

6                   MR. JOHNSON: I think the most concrete  
7 ask -- there was a lot of questions. I will give  
8 my -- tip my hat to Mr. McKone. I think he  
9 answered a lot of them quite well. I think the  
10 biggest ask were exploration of different  
11 programming options for safety and security.  
12 That's the one that's kind of out there. It is  
13 the understanding that what we're looking for is  
14 information, not necessarily an affirmative,  
15 right? But other than that, I think that's the  
16 concrete ask that's out there.

17                  DIRECTOR JHA: Okay. Thank you.

18                  MS. GREENLEE: Director Ortiz.

19                  DIRECTOR ORTIZ: I think we're at a --  
20 alignment when you heard the conversation that  
21 just happened as well. And if you didn't, I  
22 invite you to listen to it. So I think there's a  
23 lot of alignment in what you share and the  
24 expressed opinions as well in that conversation.

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1 So thank you for your report. Thank you for your  
2 time.

3 MR. JOHNSON: Thank you.

4 MS. GREENLEE: Director Jakes.

5 VICE CHAIRMAN JAKES: Just thanks, man.

6 MS. GREENLEE: Director Lee.

7 DIRECTOR LEE: Thank you for your time  
8 and commitment to this. And we -- we share your  
9 love for the CTA as well as wanting to see it  
10 change and get back.

11 MS. GREENLEE: Director Roquejo.

12 DIRECTOR ROQUEJO: Yes. Thank you and  
13 no questions for me.

14 MS. GREENLEE: And I'd like to express  
15 a thank you to Mr. Johnson for taking time out.  
16 He actually has a hard 12 o'clock meeting that  
17 he's trying to make, so he gave a bit of an  
18 abbreviated report, and we are very grateful for  
19 it. But thank you very much.

20 MR. JOHNSON: Thank you all.

21 VICE CHAIRMAN JAKES: Thank you.

22 CHAIRMAN BARCLAY: Thank you.

23 Our next order of business is public  
24 comments -- Georgette.

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1 MS. GREENLEE: Mr. Chairman, we have, I  
2 believe, five public comments -- Patricia Fuentes;  
3 Diego Frausto; Michael Overstreet; Antoine  
4 Trimuel; Jeffrey Collord, vice president of  
5 operations of Haymarket Center; and Sam Guardino,  
6 director of the Homeless Outreach Program at  
7 Thresholds.

8 I would like to say thank you to those  
9 who are public commenters who are here today and  
10 to advise you that you have three minutes to make  
11 your comment. And I will call up first,  
12 Ms. Patricia Fuentes.

13 MS. FUENTES: Good morning. My name is  
14 Patricia Fuentes. Thank you for listening to me,  
15 and thank you for letting me be here.

16 I have a concern. I don't have  
17 complaints. I have concerns. My concern is  
18 that -- I have a picture right here that I will --  
19 last time that I came to the meeting said that  
20 people -- the attendants, your employees, are  
21 sitting on the things that turn around. This  
22 time, I had to take a picture because they keep on  
23 doing it. And, you know, just in your training,  
24 can you just please tell them that -- that's not a

1 chair. You know, then they break down, then you  
2 guys have to fix them, monies go there, and you  
3 guys -- I'll give this one; you can keep.

4 The other thing is -- oh. Thank you  
5 very much. I speak a lot -- I speak to a lot of  
6 people from the airports that come to visit  
7 Chicago. They're very happy with the  
8 transportation, with the CTA. They said that  
9 Chicago is improving a lot. They haven't been  
10 here for years, like 10, 15 years, and now that  
11 they're back, they're really content, and they're  
12 even thinking on coming back. That's -- I just  
13 wanted to let you know what they say.

14 The other thing is the attendings.  
15 They're just on their phones. They're employees.  
16 Are they allowed just to be on their phones? You  
17 have a question and when you go up to them and ask  
18 them a question, they get upset. They get  
19 bothered, and then they treat you bad. Oh my God,  
20 you're kidding me? Are they paying you to be on  
21 your phones?

22 The other thing is -- what was it --  
23 cell phones. I noticed -- thank you very much. I  
24 noticed that the cell phones, especially with the

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1 Hispanics when they were having it very loud; now,  
2 they're not. I don't know, maybe somebody spoke  
3 to their community and told them, you know, please  
4 don't have your cell phones -- your music very  
5 loud. I'm very protect -- because I'm a person  
6 that will go up to them and tell them, can you  
7 please lower your music? We're not in a party,  
8 and nobody likes the same music. But I'm really  
9 content that is really, you know, low.

10 Sorry, I just -- and the other thing  
11 is --

12 MS. GREENLEE: Five seconds.

13 MS. FUENTES: Okay. CTA's -- CTA's  
14 buses. They're driving too fast.

15 MS. GREENLEE: That's time.

16 MS. FUENTES: They're driving too fast.

17 MS. GREENLEE: Thank you very much.

18 MS. FUENTES: Okay.

19 MS. GREENLEE: Have a great day.

20 MS. FUENTES: Thank you.

21 MS. GREENLEE: Mr. Jeffrey Collord,  
22 vice president of operations of Haymarket Center.

23 MS. FUENTES: Thank you. Do you know  
24 what?

1 MS. GREENLEE: Okay. You can --  
2 thanks.

3 MR. COLLARD: Good morning, Mr. Chair,  
4 board members, President Carter. My name is  
5 Jeffrey Collord. I'm the vice president of  
6 operations for Haymarket Center, which is  
7 Chicago's largest center treating individuals for  
8 substance-use disorders, mental health, and  
9 primary health conditions. We serve 10,000 people  
10 per year, the majority of whom are experiencing or  
11 have a history of homelessness. Almost all of  
12 them have no resources or are on Medicaid.

13 The very first service at Haymarket,  
14 when we were founded 49 years ago, was outreach to  
15 individuals experiencing homelessness, and we have  
16 followed that mission ever since while expanding  
17 into a full continuum of treatments and support  
18 and follow-up. We've partnered with the Chicago  
19 Department of Family and Support Services, DFSS,  
20 for many years on projects to provide outreach to  
21 unhoused individuals at the O'Hare Airport as well  
22 as in community areas. In the past two years, we  
23 have worked on the outreach project on the CTA  
24 Blue Line. Haymarket teams work in two shifts,



1 seven days a week. The teams encounter  
2 individuals both on the trains themselves and  
3 at-and-around stations with particular attention  
4 to hotspots. The project's goals are to triage  
5 people experiencing homelessness out of the CTA  
6 and into appropriate services and, ultimately, to  
7 housing.

8 In February this year, we were honored  
9 to have Mayor Brandon Johnson join us for an  
10 evening ride all the way out to O'Hare to see at  
11 firsthand the good work of our outreach staff.  
12 From February of 2023 through September of 2024,  
13 Haymarket Blue Line outreach workers documented  
14 almost 13,000 encounters with individuals. The  
15 services they provide include food, hygiene,  
16 clothing, case management, access to substance use  
17 or mental health treatment, harm reduction, such  
18 as overdose, reversing Narcan, and fentanyl test  
19 strips, and many more activities. Our staff have  
20 even provided an overdose reversal on a CTA  
21 platform.

22 89 individuals were successfully placed  
23 into stable or permanent housing, and 340 were  
24 entered into the coordinated entry system, which

1 can help them gain access to housing. All  
2 activities are regularly reported to the CTA.  
3 Haymarket outreach workers have also participated  
4 in two Accelerating Moving Events, which you heard  
5 about in the previous Finance Committee meeting.

6 From Haymarket's point of view, the  
7 project has been a model public-private  
8 partnership with close, careful oversight by CTA  
9 and DFSS. Haymarket is committed to providing the  
10 best quality services and to meeting the needs of  
11 CTA ongoingly as those needs may evolve. Thank  
12 you for the opportunity to speak to you today.

13 MS. GREENLEE: Thank you.

14 Our next comment will come from Sam  
15 Guardino, director of the Homeless Outreach  
16 Program at Thresholds.

17 MR. GUARDINO: On behalf of Thresholds  
18 and on the behalf of many unsheltered CTA riders,  
19 I really appreciate the board and President Carter  
20 and his staff's enthusiastic support of this IGA,  
21 which, as Jeff said, has been a model partnership  
22 on all kinds of levels of cooperation. Special  
23 thanks to Tom McKone, who are the (indiscernible)  
24 in your operations people for making this truly

1 effective -- being very effective partners.

2           Thresholds is one of the homeless  
3 largest providers of mental health services and,  
4 like any market, we've been on the ground for  
5 many, many decades, providing these services to  
6 our most vulnerable folks. By the way, involving  
7 Thresholds and Haymarket, it was a terrific  
8 idea -- two agencies with a long-standing track  
9 record who knew how to do this work.

10           I just want to talk for -- about one  
11 person who wasn't, I don't think, is on your  
12 personal story list, and when we were sitting here  
13 last year, having this conversation, he was  
14 sleeping -- he was living at the North and  
15 Clybourn Red Line stop. And I'm going to mention  
16 that through this partnership, involving CTA ops  
17 people, involving Thresholds's outreach people,  
18 involving DFSS, involving extra resources we could  
19 provide around Martin Luther King weekend last  
20 year -- we happened to have a very bad cold snap,  
21 involving that -- and being able to get him off  
22 the streets and out of the station quickly when it  
23 was life-threatening for him.

24           And so, he, right now, despite a lot of

1 physical and mental health challenges, has not --  
2 he's on -- he's got eight months of permanent  
3 stable housing with services attached to it. I  
4 want to emphasize that. That's just one name, one  
5 person behind these numbers, which in the world of  
6 outreach and outreach to people who are -- who are  
7 unhoused, these numbers are large, and each number  
8 represents hours and hours of people effort, of  
9 measurable staff effort, to work -- work with  
10 this -- these folks to help them shelter, housing,  
11 and other things, and medical care, which has been  
12 crucial of medical care languages we have made. I  
13 think you can see it in one of the personal  
14 stories there. And couldn't do it without this  
15 idea -- without this agreement, without this  
16 partnership.

17           It's been two years of large impact.  
18 And we -- we expect to be able to make even larger  
19 impacts and working in a very tough environment,  
20 economically in terms of what resources are  
21 available and the kind of support people need.

22           MS. GREENLEE: Five seconds.

23           MR. GUARDINO: So I'm really  
24 thrilled -- glad that you guys are on board.

1 Thank you.

2 MS. GREENLEE: Thank you.

3 I believe our last commentator is Diego  
4 Frausto.

5 MR. FRAUSTO: Good morning, everybody.  
6 I appreciate the opportunity to present today. My  
7 intention is to present a snapshot of the CTA from  
8 a resident and taxpayer and somebody who truly  
9 loves Chicago. The last four years,  
10 unfortunately, I've seen a significant duration in  
11 service, especially when it comes to health and  
12 safety.

13 To be honest, security's a joke.  
14 Nearly 95 percent of the time, said security's on  
15 their phone, on TikTok, on Instagram. It's  
16 actually very infuriating to have to walk past  
17 that every single day. You know, they don't --  
18 sometimes they don't look up. It seems, like, you  
19 know, what's the point of having them? I've asked  
20 them what their job is, and I've complained about  
21 smokers and people smoking marijuana on the train,  
22 where there's, you know, pregnant women and  
23 children having to be subject to that. And  
24 they've told me that their job is not to enforce

1 that, and that they're there for -- in case my  
2 safety is at risk, they would call the cops. So  
3 they're telling me that they wouldn't even come to  
4 my help if I needed any help.

5 I don't understand what they're there.  
6 I don't understand the -- the dogs, the canines,  
7 are muzzled. What's the point of having a canine  
8 that's muzzled? That's not going to do anything  
9 to prevent somebody at risk.

10 There's nobody who enforces smoking.  
11 That's terribly disgusting, and I've gone out of  
12 my way to tell people to stop, and sometimes it  
13 works, surprisingly, and sometimes they just look  
14 at me, and obviously, I'm not going to get in an  
15 unsafe situation.

16 Bird poop is out of control at the  
17 Belmont Station. The stairs are always  
18 disgusting. I now go to Diversey instead since I  
19 have the ability to go to both.

20 The Blue Line, I haven't taken over in  
21 a year because the stench was just amazingly  
22 terrible. There continues to be a homeless  
23 problem.

24 And, Ms. Jha, to your point, I'm sure

1 that a lot of people don't report this, so if  
2 they're saying, oh, yeah. We're only getting one  
3 report a day. Well, it's just because people,  
4 perhaps, don't have the time to report.

5 And the good -- the bus service from  
6 Lakeview to downtown is mostly efficient and  
7 clean. I usually take the 146/151. I've noted  
8 how buses now can give exact change, which is  
9 great, and the drivers are mostly courteous and  
10 polite, so I do commend the CTA on that, and I'm  
11 looking forward to seeing more of these electric  
12 buses as they, hopefully, take over more of the  
13 city.

14 Thanks for listening. As a taxpayer,  
15 you know, I want to make sure that -- that we have  
16 a world-class CTA, and that we have the potential  
17 to be a world-class city going forward. Thanks,  
18 everybody.

19 MS. GREENLEE: Thank you.

20 Is Michael Overstreet here, from  
21 Amalgamated Transit Union 308?

22 MR. OVERSTREET: Good afternoon. My  
23 name is Michael Overstreet. I have served CTA  
24 since 2007, both as a rail supervisor and an

1 executive board member at the ATU Local 308.

2 Through these roles, I see daily the  
3 safety challenges that CTA workers and the public  
4 in concert. Our workers, in every classification,  
5 face dangerous situations regularly, and they need  
6 meaningful backup and support from security  
7 personnel, who are equipped and prepared to  
8 respond effectively when situations demand it.

9 The current safety measures are simply not enough  
10 to ensure our workers can perform their duties  
11 confidently and go home safely at the end of their  
12 shifts, and so the public feel safe riding our  
13 system. We need a robust, effective security  
14 enhancements.

15 Under the requirements of the  
16 bipartisan Infrastructure Law and Federal Transit  
17 Administration Public Transportation Agency Safety  
18 Plan, transit agencies in large urbanized area are  
19 required to form a safety committee that operates  
20 on a joint labor-management basis. This committee  
21 is responsible for approving and continuously  
22 evaluating the safety plans, recommending in risk  
23 mitigations, and ensuring that the necessary  
24 safety actions are not only identified, but



1 effectively implemented.

2           This is not a recommendation. It is a  
3 federal mandate tied directly to CTA's federal  
4 funding. Yet despite these requirements, labor's  
5 critical concerns, and recommendations continue to  
6 go unaddressed -- this includes our input, our  
7 newly awarded security contracts, and the ongoing  
8 need for stronger support and resources in the  
9 field -- it is imperative that labor and  
10 management work together to protect CTA's  
11 workforce and the communities that we serve, and  
12 this cannot happen if labor voice is not actively  
13 included in every stage of safety planning and  
14 implementation.

15           Our goal is simple: To see the signs  
16 of immediate action on those concerns and to  
17 ensure a safe environment for every worker and  
18 passenger. We ask for your support in addressing  
19 these needs and upholding the commitments and  
20 safety our CTA workers and riders deserve. Thank  
21 you for your commitment.

22           MS. GREENLEE: Thank you,  
23 Mr. Overstreet.

24           MR. OVERSTREET: Thank you.

1 MS. GREENLEE: I just want to make  
2 sure, Antoine Trimuel?

3 MR. TRIMUEL: Good afternoon. My name  
4 is Antoine Trimuel, and I've been employed at CTA  
5 for over 23 years. I'm currently a bus operator  
6 on the Chicago Avenue location. Also, as well,  
7 I'm a union rep and part of the safety bipartisan  
8 team as well.

9 I appear before you today just to  
10 address a pressing issue of concern for not me,  
11 but for my fellow bus operators employed by CTA  
12 and the riding public as well. The issue of  
13 safety on mass transit -- or lack thereof -- the  
14 issue go to the very heart of mass transit, which  
15 provides necessary service to our riders,  
16 communities in an efficient mass transit system.  
17 It is important, but without a safe transit system  
18 in play, people in community will hesitate to ride  
19 on the CTA system.

20 Service is mainly for a reliable of  
21 transit. We know that a majority of people live  
22 in the city are entirely dependent on a system for  
23 basic needs like going to work, school, shopping,  
24 medical needs, or even venture out. Fear should

1 not be an option included in the service.

2 One thing I want to say about this  
3 collectively, I'm listening to you guys, and this  
4 is my first time actually appearing at a board  
5 meeting. As an operator, I hear the things, but  
6 we need more vocal input. Service security is  
7 terrible. We do not want another group of  
8 individuals, who, on a bus, with a yellow vest,  
9 looking and just saying, you're getting off.

10 You're taking up space. We would  
11 rather have our own police department, someone  
12 that's proficient in there. We need a response  
13 time. We need things that's actively and engaging  
14 us as operators. The riding public needs this as  
15 well.

16 We're in a situation where no one wants  
17 to take the service. Everyone is scared. I've  
18 been attacked, physically and verbally, and I'm no  
19 exception to the rule, but the response time is  
20 crazy. Could you imagine a person attacking you  
21 and saying, I'm not going to leave; I'll wait  
22 because I know police is not coming? That's the  
23 life that we live right now, and it's terrible.  
24 It's terrible.

1           No one should leave out their house in  
2           fear of working just to provide for their family.  
3           No one should fear out of their house, just going  
4           to the store and have to be worried about someone  
5           attacking you because you want to go to the next  
6           block, or you want to provide for your family. We  
7           need a drastic approach now.

8           Also you have an ambassador program and  
9           a transit program that you're getting. I just  
10          took the class, and it's terrible. You're doing  
11          more harm than good. The things that you're  
12          giving us a false façade of reality. The things  
13          that you did 30 years, you cannot do today.  
14          Change must be made, and it needs to be made  
15          efficiently and effective. That's all I have to  
16          say today.

17                 MS. GREENLEE: Thank you, Mr. Trimuel.

18                 Chairman Barclay, there are no further  
19          public commentators.

20                 CHAIRMAN BARCLAY: Thank you,  
21          Georgette.

22                 Our next item of business on the agenda  
23          is our president's report.

24                 President Carter.

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1 MR. CARTER: Well, thank you. Thank  
2 you, Mr. Chairman. Thank you, Mr. Chairman.

3 I want to take a moment to at least  
4 discuss, somewhat, the service improvements that  
5 we've made after coming to the end of the calendar  
6 year. At the beginning of this year, I made  
7 certain commitments about what we were going to do  
8 with regards to our service, both on bus and rail.  
9 And I am pleased to report that we have recently  
10 added over 20 percent of board service hours to  
11 our rail systems, which, with that addition, puts  
12 us in line with what I promised at the beginning  
13 of the year, would be a return to pre-pandemic  
14 levels of service by the end of 2024.

15 Not only are we providing more rail  
16 service, but the rail service is more reliable and  
17 has reached 96 percent of our scheduled service on  
18 a regular basis. Specifically, just last week,  
19 the first four weeks of is implementation of the  
20 new fall rail schedule, CTA provided 93.2 percent  
21 of the scheduled service, which is comparable to  
22 the 92.5 percent that we delivered in 2019 during  
23 pre-pandemic times.

24 However, during that same period of

1 time, we delivered 1,920 average daily trips,  
2 which is 41 more trips than the 1,879 average  
3 daily trips that we provided in 2019. So we're  
4 providing more service at the same level of  
5 reliability that we provided pre-pandemic. That  
6 commitment was important to me at the beginning of  
7 the year -- and to the comment that the Chairman  
8 made earlier, there were a lot of people who  
9 didn't think we were going to be able to do that.

10 On the bus side of the house, we've  
11 made that commitment and achieved those  
12 commitments earlier in the year. As the Chairman  
13 indicated, we hired over 1,000 bus operators.  
14 We've continued that hiring process, and we're now  
15 in a position where we're fully staffed with our  
16 bus service -- our bus operators. And on the rail  
17 side of the house, by the end of this year, we  
18 will get the goal of hiring 200, or training 200,  
19 more additional rail operators to operate on our  
20 service -- system, to provide the service and  
21 reliability that I just mentioned to you earlier.

22 I also want to point out that our  
23 budget is basically looking to continue this trend  
24 going into next year. Our future looks very

1 promising. We will continue to add additional  
2 rail service and bus service going into next year.  
3 We are going to be looking at ways in which we can  
4 modify that service to reflect the future  
5 ridership trends that we're seeing for our riding  
6 public, and, overall, that, along with the capital  
7 budget that we're going to be making, makes 2025 a  
8 really promising year for us going forward.

9 We're going to continue to do our rail  
10 overhauls, going to complete the first phase of  
11 Red/Purple modernization. We're going to  
12 basically begin construction of the Red Line  
13 Extension. We're going to construct the new  
14 Operations Control Learning Center. We're also  
15 going to be, obviously, expanding those  
16 contractual job opportunities that come from all  
17 the (indiscernible) conductors that we're going to  
18 be making.

19 The bottom line is it's a very exciting  
20 time to be at CTA. There's a lot of progress that  
21 we're making on a lot of important issues that  
22 matter to us. That is not to say that we don't  
23 have (indiscernible) that we need to deal with.  
24 But portion it out, we've spent a good deal of

1 time talking about today.

2 We also have a fiscal cliff that's  
3 looming that we need to address. But having said  
4 that, we're certainly weighing the foundation for  
5 the things that we want to accomplish going  
6 forward, and then into the future. We're  
7 certainly putting ourselves in a position to allow  
8 us to achieve the types of quality services that  
9 we want to provide to our customers, while if you  
10 continue to address the challenges that you meet  
11 to get to the world-class transit system, that as  
12 one of our commenters said, the city deserves in  
13 order to be a world-class city.

14 I kept my remarks fairly short because  
15 I know we've gone way over time here, but I'm  
16 happy to answer any questions that the board may  
17 have or my remarks that we discussed today. Thank  
18 you.

19 CHAIRMAN BARCLAY: Thank you,  
20 President Carter. First, I want to thank you and  
21 your team for the budget process. I know that can  
22 be a challenging process. Thank you for also  
23 being receptive and responsive to some of the  
24 concerns that were raised here this morning.



1           As you know, the most critical issue  
2 facing CTA -- as far as the board is concerned,  
3 the highest priority right now is security and  
4 safety. We want our passengers to feel safe. We  
5 want our riders -- everyone is concerned about  
6 security at this point. And so, it's not just  
7 safety for our passengers, but safety for our  
8 employees as well. This is an important area, and  
9 I was glad that Mr. McKone and your staff adjusted  
10 the budget to reflect some pilot projects that  
11 we're going to engage to basically make sure that  
12 we bring that into fruition.

13           I want to also, as I indicated earlier,  
14 thank you for the other things that -- in terms of  
15 the Red Line Extension, those things sort of did  
16 not get covered this morning when we were talking  
17 the Budget Capital Improvement program, which has  
18 been strong and CTA continues to focus on quality  
19 of service, accessibility, and those kinds of  
20 things, how we really focused on this morning.

21           But I just want to emphasize that, you  
22 know, we're pleased that ridership is increasing  
23 and things seem to be moving in the right  
24 direction. But we're not pleased with the

1 security, as we've indicated, and we went to see  
2 improvement in that area. We want to see  
3 innovative things and things that are just  
4 practical that can help get us there. We know  
5 some of the challenges that you're facing, but we  
6 want to let you know that we support any effort  
7 that's going to increase security and make it  
8 better for the citizens of Chicago. Thank you.

9 Anyone else with comments?

10 DIRECTOR ORTIZ: Yes. I want to  
11 commend all the great milestones that you shared.  
12 They're not simple, and they're not small. So  
13 thank you to you, President Carter, and to the  
14 entire team that has been working the milestones  
15 that were just noted. So thank you everyone.  
16 Thank you, President Carter.

17 MS. GREENLEE: Director Jakes.

18 VICE CHAIRMAN JAKES: Because I don't  
19 know the answer, the concerns that the -- our  
20 employees bring forth, who -- who do they talk to,  
21 and where do these ideas go so that it doesn't  
22 seem as if it's falling on deaf ears?

23 MR. CARTER: First of all, I just want  
24 to clarify, CTA has established a Joint Labor

1 Committee and the individuals --

2 VICE CHAIRMAN JAKES: I'm sorry.

3 MR. CARTER: The Joint Labor Committee  
4 that was mentioned by one of the individual  
5 commenters. That committee has been established  
6 and has been meeting regularly, and these are  
7 topics that get discussed in those meetings for  
8 which we worked to identify solutions that would  
9 be beneficial to both our employees as well as the  
10 broader concerns that have been raised with our  
11 customers.

12 I think it's also, as was indicated,  
13 the creation of this committee was -- was mandated  
14 by federal requirement. The reason it was  
15 mandated was because the problem that we're seeing  
16 occurring in Chicago is occurring throughout the  
17 entire industry. It wasn't just CTA that got told  
18 to create these committees. Every transit agency  
19 got told to create them.

20 The purpose of those committees is to  
21 basically engage a dialogue with the -- with our  
22 employees on ways in which we can effectively  
23 address the safety and security concerns of our  
24 employees, and that dialogue is continuing. So

1 to -- the short answer to your question, that  
2 that's what -- that is a form in which those  
3 concerns get heard. There are also the town  
4 halls, rap sessions, and other things that occur  
5 out at our facilities for our employees to talk  
6 about these concerns, which are security team or  
7 the police department tend to give feedback, and  
8 in many cases, strategies that are implemented  
9 come out of those discussions with our employees.

10 The challenge -- I don't know what the  
11 square miles are in the City of Chicago, but the  
12 challenge is we have a geographic, you know,  
13 spread of operations and the randomness of crime  
14 that makes whatever we do always, as we discussed  
15 earlier today, an ongoing challenge, so -- which  
16 we have to continue to work on finding some new  
17 and additional strategies to address it. But  
18 there are forums and there are ways in which those  
19 conversations are had, and which -- in which our  
20 employees could get to talk to us about that, and  
21 we'll continue to look at ways to further expand  
22 and explore those conversations as we move  
23 forward.

24 CHAIRMAN BARCLAY: So you may not know

1 this, President Carter, and we don't have spend a  
2 lot of time on it. With the Joint Labor  
3 Committee, is that information trickling down?  
4 Do --

5 MR. CARTER: The reason that -- the  
6 reason that it involves both the employee, union  
7 representative, and APTA so it can trickle down.  
8 And to be clear, the employees who work on this  
9 are not, like, union officers at the top level of  
10 the hierarchy. They're front-line employees, and  
11 the idea is to get their input into these issues  
12 and have these conversation. I guess you'd have  
13 to talk to the employees about how much they talk  
14 about what happens there.

15 Certainly, there are things that have  
16 come out of that that have obviously been  
17 beneficial to our employees, but the work of this  
18 committee, just to be clear, is just starting.  
19 These -- this -- these committees were just  
20 created this year. They're not -- they haven't  
21 been ongoing for -- for a long period of time, and  
22 their meetings can be challenging to pull  
23 together. But we're going -- we're continuing --  
24 we're going to continue to do that. There are

1 plans that we have to put together that have to be  
2 approved by this committee that impact our  
3 funding. We see the federal dollars, so it is  
4 taken seriously by my team and the work that we  
5 need to do. And out of those plans are going to  
6 come actual items that obviously can be addressed  
7 as we move forward.

8 CHAIRMAN BARCLAY: Thank you.

9 MS. GREENLEE: Director Lee.

10 DIRECTOR LEE: I'm not going to rehash  
11 everything that was said, but I want to echo the  
12 sentiment that I, too, am hopeful for a 2025,  
13 hoping that we can really make a lot of headway in  
14 the things we've discussed today. And I know we  
15 can do it together because CTA is strong,  
16 resilient. And Chicago is a strong and resilient  
17 place so I -- I have faith in the Authority.

18 MS. GREENLEE: Director Roquejo.

19 DIRECTOR ROQUEJO: Thank you,  
20 President Carter, for your report. I refer back  
21 to our prior agenda item, where we shared some of  
22 the things that we like about the budget and some  
23 of the concerns we have, and I will just take this  
24 opportunity just to reiterate how important it is,

1 as we look at budget resources, 2025, to look at  
2 our human infrastructure, our in-house capacity to  
3 engage the public. I know we have equity and  
4 engagement, officer and team. I think we need to  
5 double down on those resources to -- to make sure  
6 we reach out to all the partners who are banging  
7 at the door and saying, we want to help you. We  
8 want to be part of your strategy.

9 And also -- just also building on the  
10 public commenters and the general conversation  
11 today, I don't want to talk about just security.  
12 I would like to have the security conversation  
13 within the larger umbrella of customer experience,  
14 right? What does a customer experience when they  
15 enter a train station, when they enter a bus stop?

16 And I'll say from my perspective as a  
17 rider, I experienced very different types of  
18 experiences, depending on who is in charge of that  
19 station or that bus. And it's the full-spectrum,  
20 right? From incredibly helpful, proactive, and  
21 dedicated folks, to folks who, as one of the  
22 public commenters mentioned, make it look like you  
23 are bothering them by asking a question, right?  
24 So I think having a bit more capacity on those

1 verticals of the org chart, customer experience  
2 vertical, the community engagement -- a team would  
3 help us a lot especially moving into 2025.

4           And then, a question to you because I  
5 know this is an issue I've mentioned several  
6 times, and I'm really excited about it, is: What  
7 would it look like for CTA to have a proactive and  
8 inspiring, equitable transit oriented development  
9 strategy? Which I know last time we talked about  
10 this, you say it is a ticket-and-exit situation,  
11 right? We don't have the capacity in-house right  
12 now to develop such plan, but we need the plan to  
13 inspire Springfield to give you the powers that  
14 you need to -- to codevelop or to be a joint  
15 developer, and more.

16           Like -- so, as we think about 2025,  
17 we're going to have to persuade a lot of  
18 legislators, a lot of advocates, a lot of folks  
19 that we should double down and triple down on  
20 funding and supporting CTA. Again, what would it  
21 look like to have that, a strategy in place that  
22 we could wow the world and say, Hey, CTA is not  
23 only going to be a transportation agency of choice  
24 in a global reference on that, but also we are



1 going to move more strongly into the world of  
2 developing, or codeveloping with others, the  
3 properties that we own and also the adjacent lots  
4 and building to our growing -- our growing bus  
5 routes and train stops.

6 MR. CARTER: I'm happy -- I'm happy to  
7 follow up with the board on that issue. I think  
8 you're correct that our eTOD strategy, in many  
9 cases, have been very project-focused around  
10 certain activities at CTA as opposed to a broader  
11 sort of case -- like, we could do if given certain  
12 tools and authorities, then that certainly needs  
13 to be a part of our broader advocacy strategy as  
14 we continue to go down to Springfield to get the  
15 tools that we need to ultimately ensure the  
16 financial stability of the agency in the future.

17 CHAIRMAN BARCLAY: Thank you.

18 Next item on the agenda is No. 6,  
19 Executive Session. Again, it's my understanding  
20 that we're going to defer the executive session  
21 today.

22 MS. GREENLEE: Quite certainly.

23 CHAIRMAN BARCLAY: Does that require a  
24 vote?

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1 MS. GREENLEE: No.

2 CHAIRMAN BARCLAY: Thank you.

3 Now moving on to board -- onto  
4 Item No. 7, Board Matters.

5 Georgette, do we have any board matters  
6 today?

7 MS. GREENLEE: Mr. Chairman, there are  
8 no board matters on the agenda for today.

9 CHAIRMAN BARCLAY: Our next order of  
10 business is a report from the Committee of  
11 Finance, Audit, and Budget.

12 Director Jakes.

13 VICE CHAIRMAN JAKES: Mr. Chairman, the  
14 committee met earlier this morning and approved  
15 the October 9th, 2024, committee minutes and  
16 reviewed the finance report. Committee reviewed  
17 seven ordinances.

18 One is the review of an ordinance  
19 adopting a budget for calendar year 2025, and  
20 financial plan for calendar years 2026 and 2027.

21 Review of an ordinance amending  
22 Ordinance 023-131, approving the fiscal years 2024  
23 through 2028; Capital Improvement program, review  
24 of an ordinance approving the fiscal years 2025

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1 through 2029; Capital Improvement program and  
2 authorizing the filing and execution of grant,  
3 cooperative agreements, and amendments and related  
4 materials; review of an ordinance, authorizing the  
5 execution and delivery of one or more supplemental  
6 indentures under which the CTA may issue one or  
7 more series of corporate-purpose debt obligations  
8 payable from the Sales Tax Receipt Fund, and  
9 authorizing the issuance of Sales Tax Receipts  
10 Revenue Refunding Bond, Series 2024; review of an  
11 ordinance, authorizing a fourth amendment to an  
12 Antenna Site License Agreement with G-R-E, dash,  
13 G-O-C-O, GRE-GOCO, Orrington Owner, LLC, for the  
14 operation of the Authority's communication  
15 equipment located at 1603 Orrington Avenue,  
16 Evanston, Illinois; review of an ordinance  
17 authorizing a development agreement with JRTC  
18 Holdings, LLC, a partial release, additional  
19 grant, and amendment to an easement with JRTC  
20 Holdings, LLC, and an amendment to an agreement  
21 for construction, operation, and maintenance of a  
22 fixed facility with JRTC Holdings, LLC, in the  
23 City of Chicago for the renovation, operation, and  
24 maintenance of the CTA Clark/Lake station -- Lake

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1 station at the former Thompson Center, State of  
2 Illinois Center Building, Chicago; review of an  
3 ordinance authorizing an intergovernmental  
4 agreement with the City of Chicago through its  
5 Department of Family and Support Services for  
6 outreach to individuals in need of shelter.

7 The committee also reviewed seven  
8 contracts. The committee placed the seven  
9 ordinances and seven contracts on the omnibus.  
10 The committee approved and recommended for board  
11 approval seven ordinances and seven contracts.  
12 Those are the report of the Finance, Audit, and  
13 Budget Committee.

14 CHAIRMAN BARCLAY: Thank you,  
15 Director Jakes.

16 I will now entertain a motion to  
17 approve the omnibus.

18 DIRECTOR ORTIZ: So moved.

19 DIRECTOR JHA: Second.

20 MS. GREENLEE: It's been moved by  
21 Director Ortiz, seconded by Director Jha that the  
22 omnibus be approved. We'll take a roll call vote.

23 Director Jha.

24 DIRECTOR JHA: Yes.

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1 MS. GREENLEE: Director Ortiz.

2 DIRECTOR ORTIZ: Yes.

3 MS. GREENLEE: Chairman Barclay.

4 CHAIRMAN BARCLAY: Yes.

5 MS. GREENLEE: Director Jakes.

6 VICE CHAIRMAN JAKES: Yes.

7 MS. GREENLEE: Director Lee.

8 DIRECTOR LEE: Yes.

9 MS. GREENLEE: Director Roquejo.

10 DIRECTOR ROQUEJO: Yes.

11 MS. GREENLEE: Motion passes.

12 CHAIRMAN BARCLAY: Our next order of  
13 business is the construction report from Bill  
14 Mooney, our chief infrastructure officer, with  
15 JuanPablo Prieto, the Director of Diversity  
16 Programs.

17 MR. MOONEY: Good morning. Bill  
18 Mooney, your chief infrastructure officer, and I'm  
19 joined by --

20 MR. PRIETO: JuanPablo Prieto, Director  
21 of Diversity Programs.

22 MR. MOONEY: We're here with your  
23 monthly construction program update. Move forward  
24 to our first project we've been beginning the last

1 few months. This is our Canal Tie House and  
2 Barry/Damen substations, project proceeds forward  
3 on schedule and on budget. We're looking to bring  
4 Damen online, which we would be first of the new  
5 facilities to come online towards the tail portion  
6 of this year.

7 So here's a first set of photos. So we  
8 actually brought it in all the new tracked power  
9 equipment in the facility. We've had the  
10 opportunity now to start wiring it up, so we are  
11 looking to kind of bringing that commissioning  
12 forward in the next upcoming months. This  
13 facility comes online shortly thereafter. So this  
14 one comes online towards the end of the year.

15 At Damen -- I mean, at Barry, we are  
16 working towards making the facility watertight for  
17 the winter, so at this point, they -- they're  
18 working on their enclosures. Here, you can see  
19 the glass enclosure that is really kind of the  
20 trademark architectural feature of this new  
21 substation on the exterior of this glass wall, get  
22 to add a series of terra cotta panes that makes it  
23 look like a lantern as it glows at night. It's a  
24 really, really neat feature. But the real goal

1 here is to get the facility completely buttoned up  
2 so that we can get that equipment starting to get  
3 loaded in this fall, and start its commissioning  
4 process and bring this one on in the spring.

5           And, here, you can see some of the  
6 recent work we've talked about underground on  
7 Belmont -- on Barry and Kimball here. We were  
8 bringing in the major traction ComEd lines into  
9 the facility. We were bringing in the sewer.  
10 We're bringing the water, so we've done the  
11 repaving before that season ends. Here, we're  
12 restoring the street in the neighborhood, and then  
13 kind of on that picture on the right side of the  
14 screen -- so this is actually a multistory  
15 substation. It goes up two and it goes down two,  
16 and so all the drainage for the facility gets  
17 collected in the sub-subbasement and gets a bit  
18 major ejector pump and shot out to the sewer level  
19 above, so, here, you can see them building in that  
20 ejector pump.

21           And in the subway at the Canal Tie  
22 House, they're finishing up kind of all the -- the  
23 final wiring and connections here. They been  
24 working on the connections up to the Green Line

1 and the completion kind of over the last punchless  
2 items over at Haymarket, which is really the tie  
3 feed for this facility, and they're working on the  
4 commissioning. In near term, we should hopefully  
5 see this one brought online towards the end of the  
6 year as well.

7           Look forward to Western on the Brown  
8 Line, we've closed out kind of our last of major  
9 platform closures here. This was -- the goal was  
10 to do the other restoration. A couple of months  
11 ago, I showed you the inbound. On the outbound  
12 platform work that was going with -- with the  
13 rebuilt platform edge, all the touch point, the  
14 concrete work there, as well as the painting.  
15 Here is the before picture of the canopy, before  
16 the painting that's occurred. Here's some of the  
17 after-work here. So you can see them painting the  
18 exterior -- the interior roof there, as well as  
19 major beams for that canopy and all the columns  
20 and railings and everything else.

21           Here you can see kind of the rebuild.  
22 This is, again, on the concrete edge here. So  
23 this is a place we see a ton of deterioration just  
24 because it's a candle-levered ledge over this --



1 over the edge. It gets a lot of water residue  
2 there, and so it deteriorates. It becomes a  
3 structural concern. For this, it was completely  
4 removed and reformed and reforged. You can see  
5 that work going on. This is kind of the top  
6 finishing, so once this top surface is finished,  
7 they install back that blue tactile warning strip.

8           Moving on to our Harlem Bus Bridge  
9 improvements, so this has been really exciting.  
10 So we -- we have a ton of structure on our system,  
11 but we don't often do true bridge projects. It's  
12 much more common for someone like IDOT, and so  
13 it's been a really interesting project for us to  
14 take on. So here you can see the fully removed --  
15 all the span work in that area. This is kind of  
16 looking north towards the station, so this would  
17 be the one connection point that kind of lands  
18 into the middle, where the station is, and then  
19 there's another connection that brings kind of the  
20 bus turnaround around.

21           This is the center beam point, so in  
22 preparation for the new steel to come in, we  
23 actually had to restore all the existing columns  
24 that are part of the station elements that will

1 hold that beam. So you can see that preparation  
2 work there. This is actually over the live  
3 platform, so there's much shielding around this  
4 work that's occurring to protect our customers as  
5 we still are providing service.

6 And then on the two edges on those  
7 abutments, so we are -- we actually are pulling  
8 back off the highway with a -- creating a little  
9 longer span to get us out of the footprint of the  
10 highway a little more. That means that we had to  
11 beef up the abutment pretty significantly, and I'm  
12 showing you a lot of that -- the excavation and  
13 preparation work here. So there, here they are  
14 performing that abutment. So this ultimately  
15 becomes one end of the bridge, it lands in the  
16 center beam that I was showing you, and then picks  
17 up the other span of that bridge.

18 Moving onto our Racine station and  
19 Morgan substation improvement project, project's  
20 moving along very aggressively at this point. So,  
21 here, you are looking at the Racine station house  
22 from kind of across the highway. It is fully  
23 enclosed at this point with exterior walls being  
24 built up. It's being sealed up, and then it will

1 start to get prefabricated cladding that really is  
2 a signature piece of it, so it's a kind of broad  
3 white cladding that goes with it.

4 Here, you can see our -- one of the key  
5 architectural features that I've talked about a  
6 couple times that it's the waterfall stairwell.  
7 So it's this full glass enclosure that comes from  
8 this multistory facility, rolls on down, so you  
9 can see that on the right, as well as the windows  
10 that open up as you kind of come through that main  
11 mezzanine for the station.

12 Here is the platform extension. So  
13 this platform extension was what was added on to  
14 be able to facilitate the elevator. This facility  
15 does get a brand new elevator. It's part of our  
16 ASAP program improvements. So it gets a new  
17 elevator that provides access to that platform,  
18 and then the connection point with that stairwell  
19 as well.

20 And on the other portion -- major  
21 portions of this project, Morgan substation. It  
22 continues to grow up out of the ground. It is  
23 unique and our only elevated substation that we've  
24 ever built like this above the highway here, and

1 so you can see actually the walls, the ceiling,  
2 both floors of the substation, and the roof  
3 enclosure. They built most of the exterior wall  
4 at this point. They removed a lot of the shoring  
5 around it -- around the substation and a recent  
6 closure in prep -- and they are starting to get  
7 prep for all the interior work that goes with  
8 getting this ready to be able to start taking  
9 equipment.

10 As we come to kind of the end of the  
11 season, we continue to charge for our refresher  
12 anew as we're on target to make our 29 of 29  
13 stations with 24 complete and 12 of the 14 bus  
14 route turnarounds. We expect to have them all  
15 completed as promised by the end of the year.

16 Some of the highlights from the  
17 program, we did a floor rehab like this at  
18 Conservatory on the Green Line two years ago in  
19 the program. It came out really well. They took  
20 it on at Kedzie here on the Pink Line. I think it  
21 looks phenomenal. I think it's one of the -- a  
22 better kind of impacts we've done on these save  
23 stations. When these older historical stations  
24 were required to reuse the wood as part of the --

1 part of the agreements around them, so they wear  
2 very differently, especially in the Chicago  
3 weather and all the foot traffic. And so you can  
4 see, on the before, how beat up that floor is and  
5 what the -- what the refreshed version on the  
6 after is, so it's pretty impressive.

7 Here is the exterior. Our kind of  
8 prototypical lighting upgrades that make a big  
9 impact, not only on the station itself and that  
10 sense of feeling a security in the station, but on  
11 that walk up to the station and the area around  
12 it.

13 Here is Ridgeland on the Green Line.  
14 So this is scheduled in our ASAP program for an  
15 upgrade in the upcoming couple years -- part of  
16 our -- our capital investment there. And so what  
17 you're seeing in that short-term commitment, just  
18 to refresh, that we continue -- to continue do on  
19 all these stations as we work on other projects.  
20 And here is before/after kind of in the exterior  
21 again. You see what the impact of that LED  
22 lighting does on the overall footprint of the  
23 station.

24 Sedgewick on the Brown Line, you can

1 see the before on the one platform, the after on  
2 the other with the upgrade there. And here's  
3 our -- one of our more -- more recent bus  
4 turnaround projects, so this is Division/Austin.  
5 You can see kind of the touch up on the curb line,  
6 refreshed painting on all the type of safety  
7 features there.

8 This is 47th, customer waiting shelter  
9 there, so pretty big significant improvement in  
10 that area as well, and then kind of the employee  
11 facing facility side at Austin and Jackson. So  
12 we've done -- you've seen a lot of these as we  
13 touched on these -- these comfort facilities for  
14 our employees, being able to -- I don't know --  
15 hit them with the same level of attention we are  
16 giving our customer, employee-facing stop.

17 Purple modernization keeps chugging  
18 along. It's been a really exciting couple months  
19 as we see the stations continue to evolve. So on  
20 the southern portion of the project, this is a  
21 prep for Purple bypass. You can see the noise  
22 wall installation here. This is on the new  
23 tracks, 3 and 4. We're getting ready to put them  
24 in service in the early part of next year, and

1 we've been a couple phased outages that helps  
2 facilitate the crossover work we've been showing  
3 you some work on out there, but here they are  
4 prepping the noise walls.

5 This is actually below that area where  
6 we have our substation, so this is the -- building  
7 a new third wall. This'll be an ornamental wall  
8 that wraps around the substation that faces the  
9 public.

10 At Hollywood, this is the farthest  
11 advance portion of the station project, so like  
12 most of the north end of the Lawrence/Bryn Mawr  
13 stretch, we work north to south, Hollywood being  
14 the farthest north entrance. So it is the most  
15 advanced and it's already getting elevators. So  
16 where I showed you kind of the tower work and the  
17 steel work going on, so I hear they are putting in  
18 the cladding and starting to put in the equipment  
19 for that elevator. And it's also got a granite  
20 floor already installed, so it's really -- the  
21 stations are really evolving fast. And as you  
22 work further south, you see different portions of  
23 it.

24 Here at Berwyn, you see them starting

1 to set the canopy infrastructure there. So this  
2 would be a new translucent canopy to shelter our  
3 customers as they wait for trains. Here are  
4 Argyle, you can see the exterior of those wall are  
5 fully formed in for that station. And now they've  
6 started to fully enclose it.

7 And as you move to Lawrence, you can  
8 kind of see, again, that phasing as you go further  
9 south as to prep for the floor for the port here.  
10 So Lawrence is, by far, the furthest behind, but  
11 it's planned in the schedule at this point, again,  
12 to -- kind of sequentially, and unlike a lot of  
13 the structural elements, which we did in Phase A  
14 already, so we built all that structure. We built  
15 the track ones before we've commissioned the  
16 signal system -- the stations are new this time.  
17 So this is actually a new portion in this phase.  
18 So they're learning a lot of lessons on Bryn Mawr,  
19 which is for this newer station, as they do  
20 things, and they are getting applied. So  
21 they're -- they are able to gain ground in some of  
22 these latter stations with those best practices  
23 that they're learning as they're building them on  
24 the north side. So it's really interesting to



1 watch.

2 We are quickly are coming to the end of  
3 the segment of the box construction, so we're very  
4 excited to kind of see this historic moment come  
5 to the end. It's a huge milestone that kind of  
6 end with the big bridge building here, so here's  
7 the kind of last span of segments in preparation  
8 for installation just south of Lawrence.

9 Our ongoing outreach continues with the  
10 44th Ward, 46th Ward, 48th Ward. We've been doing  
11 a lot of outreach with the local community  
12 organizations, the Chambers, touching base kind of  
13 on our open-for-business campaigns, doing updates  
14 in the project tour, talking about kind of the  
15 near-term future of this project as coming into  
16 the home stretch in the year ahead. It's been a  
17 very interesting experience to be part of. It's  
18 an amazing team that's been able to deliver  
19 something really interesting. And so it's an  
20 ongoing celebration kind of with the community as  
21 they are seeing these minor milestones, to see  
22 some pavement coming up to completion, as they're  
23 seeing those stations come up and being able to  
24 share that with them. It's always exciting.

1                   Now, I'll turn it over to JuanPablo.

2                   MR. PRIETO: Bill. So the design and  
3 construction packages, 119 unique DBE firms have  
4 been awarded over \$286 million. 54 of those firms  
5 are new to CTA, and the contractor is on track to  
6 meet their DBE goal.

7                   The next slide, you'll see that over  
8 2,400 unique workers have logged over 2 million  
9 labor hours and earned over \$120 million. The  
10 contractor is making aggressive strides in  
11 collaboration with CTA's workforce partners to  
12 meet their workforce goals. Slide.

13                   The few events that I wanted to cover  
14 with you all that we've done in the months of  
15 September and October. In September, we held our  
16 Quarter Three workforce outreach event at the  
17 Columbus Park Refectory, where 56 attendees  
18 networked with 22 different exhibitors that range  
19 from labor unions to workforce assist agencies, to  
20 contractors to try and find their career in  
21 construction.

22                   Our Quarter Three DBE outreach event  
23 was held at Gately Park on September 19th, where  
24 45 small businesses networked with 21 different

1 prime and potential prime contractors. They also  
2 heard presentations from our CTA Infrastructure  
3 and Red Line Extension teams about upcoming  
4 opportunities through their programs.

5 We held the first of many Red Line  
6 Extension events at Olive Harvey on September 25th  
7 where our contract -- our prime contractor,  
8 Walsh-VINCI, presented their plan for their DBE  
9 participation. Over 100 DBEs came to hear the  
10 presentation and network with both the design and  
11 the construction teams to start building those  
12 relationships, and we had our assist agencies host  
13 tables as well for those DBEs that needed any  
14 assistance through them.

15 If you flip to the next slide, in  
16 October, we started and graduated six firms  
17 through our small business educational series,  
18 which was some professional services firms. This  
19 is for firms like security, landscaping,  
20 janitorials, so they can learn how to do business  
21 with CTA and pursue that work.

22 We also held a second citywide career  
23 fair in partnership with the City Clerks Office,  
24 Civilian Office of Police Accountability, and City

1 College of Chicago at Olive Harvey on  
2 October 10th. We had 644 attendees come to  
3 network with 55 different employers. It was a  
4 great success, had a lot of individuals come and  
5 say that this was the best career fair that they  
6 had been to because we were connecting them  
7 directly with jobs that we know of. We know there  
8 were three on-site hires made, and we're following  
9 up with the employers to see if they've made other  
10 offers or had other interviews. We plan to  
11 continue doing these twice a year to bring the  
12 employers -- and these are nonconstruction  
13 employers. We're focused on other opportunities  
14 outside of construction because we've heard  
15 feedback from the community that they don't just  
16 want construction jobs, which is what we typically  
17 bring with our outreach events, so we partnered  
18 with others to bring nonconstruction jobs for the  
19 community.

20 And then, finally, we started our road  
21 shows for the Red Line Extension, where we go back  
22 to the membership meetings of our assist agencies.  
23 We went earlier last year, where we announced the  
24 short-listed firms to tell them the Red Line

1 Extension was coming. Now we're coming back  
2 once -- since we awarded the contract with the  
3 contractor so that they can present their plan.  
4 So we've done two so far with the Federation of  
5 Women Contractors and Black Contractors Owners and  
6 Executives.

7 That concludes our report. Can I  
8 answer any questions?

9 CHAIRMAN BARCLAY: Thank you.

10 MR. CARTER: Mr. Chairman, you  
11 didn't -- didn't ask me about this, but I thought  
12 it was important for me to inform the board that,  
13 obviously, with the results from the election last  
14 week, we are very focused on making sure that we  
15 get the grant agreement completed for the Red Line  
16 Extension before the end of this administration.

17 We are in the final phases of that  
18 process. We're working very closely with FTA to  
19 complete their portion of the review process so  
20 that we can stay on track to execute a grant  
21 agreement between now and early next year before  
22 this administration leaves.

23 CHAIRMAN BARCLAY: And that -- that is  
24 important. Thank you for sharing. Let us know if

1 there are any -- anything that we could do.

2 MR. CARTER: I will.

3 VICE CHAIRMAN JAKES: You will be  
4 commended for that, so thank you.

5 MR. CARTER: Thank you.

6 DIRECTOR ORTIZ: On that same vein, I'm  
7 wondering if we should be proactive at  
8 understanding and be -- and other DBE changes that  
9 may come as a result of that, so happy to take any  
10 thoughts on that.

11 MR. CARTER: You have reason to be  
12 concerned, not just because of the administration,  
13 but also because of some recent Supreme Court  
14 rulings that have occurred that have not been very  
15 favorable for the existing DBE program and have  
16 even challenged the Department of Transportation's  
17 DBE program, which is still working its way  
18 through the courts.

19 One of the reasons why I -- one of  
20 co-chairs of Equity Infrastructure Project is that  
21 it's -- it's being viewed as an alternative  
22 approach to how we might be able to still maintain  
23 the type of expectations that we have around  
24 inclusivity on our contracts, even if the federal

1 programs, as we understand it, were to fail.

2 We have other options at -- at CTA,  
3 particularly given the position that the state of  
4 Illinois takes and some of the other legal options  
5 that we have, pursue that, but, I think it's safe  
6 to say that race-based and race-conscious  
7 diversity programs, right now, are under severe  
8 attack, and what the future holds for the  
9 existence of those programs or how they're going  
10 to look could change dramatically in the upcoming  
11 years, quite honestly, regardless of which  
12 administration's in place. I will add, though,  
13 the administration that's in place does have an  
14 impact on those issues or policies and other  
15 standpoint, and certainly could have an impact on  
16 our overall strategies as we go forward.

17 For now, we continue to aggressively  
18 enforce our goals. We tend to be very aggressive  
19 in our approach to identifying the appropriate  
20 race-conscious and race-neutral options that we  
21 have on all of our contracts, in full compliance  
22 with all the regulatory legal requirements that  
23 are in place until those requirements change. And  
24 I know JuanPablo and his staff are very committed

1 to that and, certainly, the message that we're  
2 sending out to the contracting community, that we  
3 still have the same expectations around their  
4 commitments to these programs, both on the  
5 contracting side, but also on the workforce  
6 development side that we've -- we've spent, as you  
7 know, many years putting in place and are very  
8 proud of having one of the more preeminent  
9 programs in the country supporting those types of  
10 activities.

11 DIRECTOR ORTIZ: Thank you.

12 CHAIRMAN BARCLAY: And I want to  
13 commend you on -- I know what was out south at  
14 House of Hope, I think in September, so people  
15 were willing to sign the pledge that their  
16 committed -- private sector companies -- that  
17 they're committed to basically doing the right  
18 thing, as well as public agencies as well, under  
19 the law. I mean, I get it. But that -- that was  
20 really tremendous to see some of the heads of  
21 Fortune 500 companies come to the table and say,  
22 regardless of what happens, they still have a  
23 commitment to maintain diversity.

24 Thank you. Anyone else? Okay. All



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1 right. Thank you.

2 Our final order of business is new  
3 business.

4 Georgette, is there any new business?

5 MS. GREENLEE: Mr. Chairman, there's no  
6 new business.

7 CHAIRMAN BARCLAY: Since there is no  
8 further business to come before the board, I have  
9 a motion to adjourn granted for Chicago Transit  
10 Board meeting, November 13th, 2024.

11 DIRECTOR ORTIZ: So moved.

12 DIRECTOR JHA: Second.

13 MS. GREENLEE: It's been moved by  
14 Director Ortiz, seconded by Director Jha that the  
15 meeting be adjourned. We'll take a roll call  
16 vote.

17 Director Jha.

18 DIRECTOR JHA: Yes.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Jakes.

24 VICE CHAIRMAN JAKES: Yes.

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1 MS. GREENLEE: Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: And Director Roquejo.

4 DIRECTOR ROQUEJO: Yes.

5 MS. GREENLEE: Chairman Barclay, the  
6 motion passes.

7 CHAIRMAN BARCLAY: Thank you. Have a  
8 great day.

9 (Off the record at 12:46 p.m.)

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CERTIFICATE OF REPORTER - NOTARY PUBLIC

I, Kristine Wesner, CVR, 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 proceeding and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 18th day of November, 2024.

*Kt w*



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My Commission Expires: July 02, 2025

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