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Transcript of Committee on Finance, Audit & Budget

Date: February 12, 2025

Case: Chicago Transit Authority Board Meeting, In Re:

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

COMMITTEE ON FINANCE, AUDIT AND BUDGET

Chicago, Illinois

Wednesday, February 12, 2025

9:43 a.m. CT

Job No.: 570719

Pages: 1 - 45

Reported By: Courtney Petros, RPR, CSR

Transcript of Committee on Finance, Audit & Budget
Conducted on February 12, 2025

1 Committee on Finance, Audit, and Budget

2 Meeting, held at:

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5 CHICAGO TRANSIT AUTHORITY

6 567 West Lake Street

7 Chicago, Illinois 60661

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13 Before Courtney Petros, a Certified Shorthand

14 Reporter and Registered Professional Reporter in

15 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

MICHELE A. LEE

ROBERTO REQUEJO

NEEMA JHA

ALSO PRESENT:

NORA LEERHSEN, 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 would
3 like to call to order the February 12th, 2025,
4 meeting of the Committee on Finance, Audit, and
5 Budget.

6 Georgette, would you please call the roll.

7 MS. GREENLEE: Director Jha.

8 DIRECTOR JHA: Here.

9 MS. GREENLEE: Director Requejo.

10 DIRECTOR REQUEJO: Present.

11 MS. GREENLEE: Director Ortiz.

12 DIRECTOR ORTIZ: Here.

13 MS. GREENLEE: Chairman Barclay.

14 CHAIRMAN BARCLAY: Here.

15 MS. GREENLEE: Director Eaddy.

16 DIRECTOR EADDY: Here.

17 MS. GREENLEE: Chairman Barclay, with five
18 members present, you have a quorum.

19 CHAIRMAN BARCLAY: I've been advised that
20 our chair of the Finance, Audit, and Budget
21 Committee, Bernard Jakes, is out of town on travel
22 for work and would like to attend the meeting
23 remotely.

24 May I have a motion to admit Director

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1 Jakes as well as Director Lee who is absent here
2 to attend the meeting remotely?

3 DIRECTOR JHA: I move that we admit
4 Director Jakes and Director Lee remotely due to
5 their work commitments.

6 DIRECTOR ORTIZ: I second the motion.

7 MS. GREENLEE: It's been moved by Director
8 Jha, seconded by Director Ortiz that Director
9 Bernard Jakes and Director Michele Lee be
10 permitted to attend the meeting remotely.

11 We'll take a roll call vote.

12 Director Jha.

13 DIRECTOR JHA: Yes.

14 MS. GREENLEE: Director Requejo.

15 DIRECTOR REQUEJO: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes.

18 MS. GREENLEE: Chairman Barclay.

19 CHAIRMAN BARCLAY: Yes.

20 MS. GREENLEE: Director Eaddy.

21 DIRECTOR EADDY: Yes.

22 MS. GREENLEE: The motion passes.

23 Director Lee and Director Jakes, can you
24 hear us?

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1 DIRECTOR JAKES: Yes.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: Okay. And, Chairman
4 Barclay, you may turn the meeting over to Director
5 Jakes.

6 CHAIRMAN BARCLAY: Director Jakes, it's
7 your meeting.

8 DIRECTOR JAKES: Good morning.

9 Our next order of business is the approval
10 of the Committee minutes of January 15th, 2025.

11 May I have a motion to approve?

12 DIRECTOR JHA: So moved.

13 DIRECTOR ORTIZ: Second.

14 MS. GREENLEE: It's been moved by Director
15 Jha, seconded by Director Ortiz that the minutes
16 from January 15th, 2025, be approved.

17 We'll take a roll call vote.

18 Director Jha.

19 DIRECTOR JHA: Yes.

20 MS. GREENLEE: Director Requejo.

21 DIRECTOR REQUEJO: Yes.

22 MS. GREENLEE: Director Ortiz.

23 DIRECTOR ORTIZ: Yes.

24 MS. GREENLEE: Chairman Barclay.

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1 CHAIRMAN BARCLAY: Yes.
2 MS. GREENLEE: Director Eaddy.
3 DIRECTOR EADDY: Yes.
4 MS. GREENLEE: Director Jakes.
5 DIRECTOR JAKES: Yes.
6 MS. GREENLEE: Director Lee.
7 DIRECTOR LEE: Yes.
8 MS. GREENLEE: The motion passes.
9 You may now proceed to agenda item number 3.
10 DIRECTOR JAKES: Thank you.
11 Our next order of business is the finance
12 report.
13 Tom McKone.
14 MR. MCKONE: Good morning, Mr. Chair. And
15 good morning, Directors. Tom McKone, chief
16 financial officer. Let me share my screen here.
17 Chairman Jakes, can you see that?
18 DIRECTOR JAKES: I can. Thank you.
19 MR. MCKONE: Okay. Great.
20 So let me start today -- this is going to
21 be the December report. So what you'll see is the
22 results for December along with the year-end
23 results. So December is the end of our fiscal
24 year, so you'll see the year-end results as well.

1 So spend a little bit more time talking about some
2 of the results that we saw for the year and you'll
3 see some adjustments in December associated with
4 that as well.

5 So starting with the revenue side. Okay.
6 December revenues coming in -- fare and passes
7 coming in at budget following the trend that we
8 have seen throughout the year. Fares finishing
9 slightly ahead of budget, farebox a little bit
10 below budget, so positive trend there in terms of
11 past adoption.

12 On the nonfarebox side of things, we see
13 1.6 million positive to budget. That's primarily
14 driven by investment income. So we have -- a
15 slightly higher balance along with higher interest
16 rates are delivering better investment income than
17 budgeted. So allowing total results for the year
18 -- for the month to come in 1.6 million ahead of
19 budget.

20 And then if we look at year-to-date,
21 again, the pattern for the year follows the
22 pattern for the month. So you can see fare and
23 passes 6 million better than budget. 22 million
24 better than where we were last year.

1 Total revenue for the year, 13.2 million
2 positive to budget, 28.6 million ahead of where we
3 were last year, coming in at 440.7 million total
4 system generated revenue for the year. This is
5 actually about \$50,000 off of what our forecast
6 was in the budget book. So remarkably close in
7 terms of that forecast and kind of right on target
8 with what we expected from a totals perspective.

9 Turning to the expenses side of things,
10 we'll look at the monthly expenses first and then
11 I'll go to the year-end -- the year-end results.

12 So labor coming in negative to budget. We
13 took a couple of adjustments to the labor line, a
14 couple of -- accounting for accrued sick and
15 holiday time this year. So that contributed to an
16 additional expense. We had some additional FICA
17 payments associated with some of the backpay and
18 the additional labor cost this year. So that all
19 was the source of some of those December
20 adjustments. You'll see the year-to-date number
21 comes in positive to budget.

22 Power and our injures and damages
23 provisions, those were also timing and year-end
24 adjustments.

1 Security services comes in negative to
2 budget. This is both on track with our forecast
3 and then there's also some additional expense
4 associated with the Chicago Police deployment. So
5 we had a few more Chicago Police expenses in the
6 month of December contributing to that negative
7 variance.

8 And then other expenses positive to
9 budget. This trend we expected because of a
10 reduced debt service expense and reduced
11 contractual services expense.

12 So on the year-to-date, you'll see the
13 impact of those December adjustments. So labor
14 coming in basically on budget, slightly positive
15 to budget. So that allowed us to make some of
16 those year-end adjustments to that labor line.

17 Material, fuel, power all coming in
18 positive to budget. For fuel, that was a
19 combination of slightly lower usage and then also
20 a lower price per gallon for power, similarly,
21 lower usage contributing to that one, even as we
22 had increased power rates.

23 Injuries and damages, you'll see we took
24 an additional \$10 million contribution to that

1 injuries and damages reserve. This actual expense
2 of about \$30 million is similar to what we've seen
3 in previous years. 2021, 2022, we had similar
4 levels of this.

5 We saw slightly higher payments out of the
6 reserve than we had anticipated when the budget
7 was put together. We saw payments of about 31
8 million this year. So we decided to go ahead, use
9 some of that positive variance, and then put that
10 back into the damages reserve to account for those
11 additional payments.

12 Security services finishes the year at \$91
13 million in expenses. You know, next year, that's
14 budgeted at 85 million. So the budget has been
15 increased on that particular line and we do expect
16 it to finish below this year's actual expenses.

17 And then other expenses, we've been
18 talking about the positive to budget trend on
19 there throughout the year. As I mentioned, lower
20 debt service, lower expenses for contractual all
21 contributing to that positive variance in other
22 expenses.

23 So year-to-date finished 57 million
24 positive to budget on the expenses side.

1 On public funding, the final results are
2 coming in there from the sales tax, which you can
3 see sales tax and the associated match on that
4 coming in positive to budget. That's a trend
5 we've been seeing through the second half of the
6 year. Real estate transfer tax negative for the
7 month of December, not terribly so, so that we can
8 see 8.2 million positive to budget for the month.

9 And then for the year-to-date so far on
10 public funding, 11.7 million positive to budget.
11 This is a trend that we saw starting last month
12 where our public funding turned positive to
13 budget. We do expect, when we get those final
14 sales tax results through December, that this will
15 continue and we'll see positive results on our
16 public funding.

17 And then on the Federal Relief side of
18 things, as you know, we withdrew our remaining
19 Federal Relief Funds from the Federal grants that
20 they were associated with, took them against
21 eligible expenses, and we created our designated
22 operating reserve to fund our gap in fiscal year
23 2025.

24 The beginning balance in December of that

1 was \$687 million. We withdrew 61 million for the
2 month, leaving us 626 million on balance, more
3 than sufficient to support the operations in
4 fiscal year 2025.

5 Then on the commodities side of things --
6 it's not coming up -- but I will just mention that
7 there has not been any movement there. We do have
8 an open RFP for our power purchase. That's the
9 one commodity that remains unpurchased for fiscal
10 year 2026, so we're hoping to get results soon on
11 that RFP.

12 That concludes my report.

13 Directors and Chairman, I'm available for
14 any questions.

15 DIRECTOR JAKES: Tom, thank you so much.

16 My monthly question is how are we looking
17 as it relates to the fiscal cliff? Now that
18 you've drawn down all of the Federal funding and
19 it's enough to last us through 2025, what
20 provisions are being set for 2026 and 2027?

21 MR. MCKONE: Yeah. So here's our
22 designated operating reserve. We anticipated
23 using -- in 2025 using 578 million of this
24 reserve, which, as you can see, would leave a

1 little bit remaining for fiscal year 2026, but,
2 obviously, we projected in the budget a gap of
3 \$539 million.

4 So we're actively making sure that folks
5 know kind of what the need is at the CTA in terms
6 of what that fiscal gap is and then making sure
7 that, you know, as solutions are put in place,
8 that folks understand the need that we have at CTA
9 for that funding to avoid the fiscal cliff at the
10 start of 2026.

11 DIRECTOR JAKES: Have you began looking at
12 -- you know, I hate to be doom and gloom, but
13 what's worst-case scenario?

14 MR. MCKONE: So the gap that we have for
15 '26 is \$600 million. That grows to \$642 million
16 in 2027. As you know, that is a significant
17 portion of our budget. And so, you know, our
18 budget primarily funds service, right? We do not
19 have high administrative expenses. And that's the
20 kind of thing where we would be looking at ways in
21 which we would have to adjust our service to
22 address a gap of that size.

23 PRESIDENT LEERHSEN: And, Director Jakes,
24 this is Nora Leerhsen. I would just add, you

1 know, as we've mentioned to you in our briefings,
2 those discussions around laying out for the public
3 and for legislators the details of what an impact
4 like that would look like to our service, that's
5 underway and that's something that we're going to
6 be bringing to you next month as information for
7 you to understand as people see what the impact
8 would be.

9 The Regional Transit Authority has been
10 discussing it as a 40 percent service impact, but
11 we're going to lay out in detail kind of what that
12 means to a rider and to communities to have that
13 be more real for people to understand the
14 realities of what that would be.

15 DIRECTOR JAKES: And, Madam President,
16 that is great information to share publicly. But
17 I fully believe the public needs to be aware and
18 assist us in participating in lobbying and
19 advocating for Springfield to do their part
20 because it is going to affect ridership and
21 service.

22 So, thank you. Thank you for that. And I
23 enjoyed saying Madam President.

24 PRESIDENT LEERHSEN: The one thing I would

1 add as well is, alternatively, we're also going to
2 be talking to you about what appropriate levels of
3 funding would provide. So not just what would
4 happen if that funding did not arrive, but the
5 enhancements and the opportunity that getting the
6 correct amount of funding would give to our
7 communities.

8 DIRECTOR JAKES: Good. Thank you. I have
9 no further questions, Georgette.

10 MS. GREENLEE: Thank you.

11 We'll take questions from other members of
12 the Board.

13 Director Jha.

14 DIRECTOR JHA: No questions. Thank you.

15 MS. GREENLEE: Director Requejo.

16 DIRECTOR REQUEJO: Yeah. Just quickly.
17 Thanks, Tom, for another excellent year of keeping
18 track of our finances.

19 Are there any implications so far in the
20 changes in policy at the Federal level of U.S.
21 DOT, FTA, and executive orders? Are they
22 impacting us yet or are we thinking about
23 implications coming up?

24 MR. MCKONE: So we're watching it very

1 closely. Obviously, there's a lot of activity
2 happening at the Federal level. Some of it, you
3 know, moves forward and then some of it rolls
4 back.

5 I will say that we have been monitoring
6 our grants. So just to back up a little bit, our
7 Federal funding is the primary support for our
8 capital program. We get \$400 million plus a year
9 for Federal funds for the capital program. And on
10 top of that, we have additional discretionary
11 grants. Those are funding Red/Purple
12 modernizations, so the Red Line north and they are
13 also funding the Red Line Extension.

14 Those all been secured. We continue to
15 draw against those awarded and obligated grants.
16 The money continues to come back for
17 reimbursement. So we have not seen a direct
18 impact yet on any of the funds that are secured
19 with U.S. DOT.

20 We're keeping an eye on everything, right,
21 because everything changes as time passes and
22 policies evolve, but we haven't seen an impact
23 yet, but we'll be sure to keep you posted as more
24 information becomes available.

1 DIRECTOR REQUEJO: Thank you. And just to
2 make it clear on the record, we are not worried
3 about implications for the Red Line Extension as
4 of today?

5 MR. MCKONE: Correct.

6 DIRECTOR ORTIZ: Same questions.
7 Thank you.

8 MS. GREENLEE: Chairman Barclay.

9 CHAIRMAN BARCLAY: No questions.
10 Thank you.

11 MS. GREENLEE: Director Eaddy.

12 DIRECTOR EADDY: Yeah. Returning back to
13 Chairman Jakes's question concerning the fiscal
14 cliff, could you just apprise me of what steps
15 have all been taken in terms of getting the
16 support of legislators, withstanding the
17 challenges, give me some feedback on that.

18 MR. MCKONE: Yeah. I think we've done a
19 couple of things. It's a lot about kind of
20 educating, you know, others on sort of how the
21 funding works regionally and how it's allocated to
22 the CTA and kind of how the gap has developed.

23 So I'll start out by saying, you know, we
24 have outlined -- and we did this in our budget and

1 in our budget presentations, but we've been using
2 the information in terms of our overhead rate,
3 right? We have the lowest overhead rate amongst
4 our peer agencies, right? We run a highly
5 efficient organization, right? So there's not any
6 sort of fluff or excess within that in which you
7 can sort of get enough to address the cliff,
8 right?

9 We've looked at the subsidy per rider.
10 The CTA has the lowest public subsidy per rider
11 amongst our peer agencies, right? Highlighting
12 the fact that there is a gap in public funding
13 that we experience here.

14 And then, also, noting, too, that the way
15 that the formula has evolved over time, right, in
16 terms of how the public funding is delivered,
17 right? And one was put in place in 1983, one was
18 put in place in 2008. And you had evolutions off
19 of that.

20 Well, as it's all evolved over time, our
21 share of funding has continued to diminish. We
22 get about 46 percent of the total regional funding
23 and we're providing 84 percent of the rides or
24 supporting 84 percent of the rides.

1 So I think that's all been helpful
2 information in terms of laying the groundwork for
3 those discussions around, you know, what does, you
4 know, additional revenues look like and what does
5 that future allocation look like so that it's fair
6 across all of the region.

7 DIRECTOR EADDY: And I guess I'm just
8 trying to see where is the greatest pushback in
9 terms of that?

10 MR. MCKONE: I don't know that we have
11 seen a lot of pushback. I think it's a lot of,
12 oh, I didn't realize that, right? I didn't
13 realize that was how it works or how things have
14 shaken out over time. I think it's been more of
15 an education process than it has been a --
16 necessarily a pushback on that.

17 PRESIDENT LEERHSEN: Director Eaddy, I'll
18 just add, I think -- not necessarily a pushback,
19 but what's also in the conversation other than
20 funding is a dominant narrative about reforms and
21 how the region may continue to improve itself
22 function better on a regional level. We're
23 engaged in those conversations as well. We don't
24 think you have to just talk about one or the

1 other.

2 But much of the reform discussion is also
3 closely related to the funding discussion. The
4 changes and improvements that are sought to be
5 seen very much also require appropriate funding to
6 achieve.

7 DIRECTOR EADDY: Thank you.

8 MS. GREENLEE: Director Jakes, there are
9 no further questions. You may now proceed to
10 agenda item number 4.

11 DIRECTOR JAKES: Agenda item 4 is the
12 review of an ordinance authorizing a pilot program
13 agreement with STV, Incorporated for a safety
14 pilot under the Chicago Transit Authority's
15 Innovation Studio program.

16 Molly Poppe and Kira Bader -- or is it
17 Cara? I apologize if I'm pronouncing your first
18 name incorrectly. How do you pronounce your first
19 name? Is it Kira or Cara?

20 MS. BADER: It's Cara, Director. Thank
21 you.

22 DIRECTOR JAKES: Cara. Okay. Thank you,
23 Cara.

24 MS. POPPE: Good morning, Chairman. Good

1 morning, Directors. I'm Molly Poppe, chief
2 planning and innovation officer. I'm joined by
3 Cara Bader, the vice president of strategy and
4 innovation.

5 We are here to seek approval on the next
6 pilot project on the Innovation Studio program.
7 As a reminder, Innovation Studio was launched last
8 year and enables the Agency to test innovative
9 solutions in cutting edge technology to help solve
10 some of our biggest challenges.

11 In the inaugural year of Innovation
12 Studio, CTA identified three problem statements.
13 One of the problem statements was targeted towards
14 addressing safety and service reliability. The
15 problem statement sought solutions for
16 automatically detecting people or large objects on
17 the tracks to enable swift intervention.

18 Right of way intrusions are a safety
19 concern for our riders and our employees but they
20 also cause service reliability challenges because
21 the Agency is forced to delay trains until the
22 tracks are clear. In fact, in 2024, there were
23 over 2,000 reported incidents of right of way
24 incursions, many causing significant delays in

1 service. And this year, right of way incursion
2 incidents are up 32 percent compared to the same
3 time period in '24.

4 Today, we are seeking approval for a
5 \$60,000 stipend for a one-year pilot to be
6 provided by STV, Inc. STV was selected from the
7 14 submitted proposals to pilot strategically
8 placed cameras and an artificial intelligent
9 detection solution that will automatically detect
10 people or large objects on the rail right of way
11 and alert appropriate personnel of the incident to
12 enable swift intervention by CTA.

13 STV's proposed solution leverages cameras
14 at the stations. An onsite edge device will be
15 installed for real-time video processing and
16 analysis. By monitoring trajectories and
17 predicting intents for all pedestrians via camera
18 data, STV's solution provides a real-time insight
19 to identify and prevent right of way intrusions.
20 In the case of a person of objection, entering an
21 identified area or a stopped object on the tracks,
22 a real-time alert can be triggered to notify the
23 appropriate CTA staff to take action.

24 To successfully conduct a pilot at two

1 rail stations with up to four cameras each, we are
2 recommending approval of a one-year pilot program
3 agreement and awarding a \$60,000 stipend to STV.
4 This cost covers all hardware involved in the
5 pilot and a license for real-time alert monitoring
6 software. Project management, installation
7 support, model training, and testing hours will be
8 provided at no cost to CTA as part of the pilot.
9 Hardware will remain in CTA's possession following
10 the pilot.

11 Thank you. And I'm happy to take any
12 questions.

13 DIRECTOR JAKES: So, Molly, thank you.
14 The pilot and -- it's going to notify in real time
15 the rail operator or someone. Do we have a time
16 that it would do it? When they say in real time,
17 are we talking five minutes? And let me give the
18 reason I'm asking this.

19 Because the -- whatever was being used --
20 and, I'm sorry, I can't think of the name of it
21 now -- as it relates to someone being on the
22 platform to see if they have a gun, the question
23 that we kept raising was with this -- whatever the
24 name is -- not ShotSpotter, but whatever it is,

1 is, okay, if someone has a gun, who does it
2 notify? And then who does it notify after that?
3 And the result was that it was going to take --
4 the person could probably be five miles away by
5 the time it gets to the appropriate person to see
6 if that person has a weapon.

7 So what is the time between notification
8 and getting it to the proper person to respond to
9 whoever is on the track or doing whatever they're
10 doing?

11 MS. BADER: Thanks, Director. I'll answer
12 that one.

13 Part of the purpose of the pilot will be
14 to determine what is the fastest response time we
15 can reliably provide based on the accuracy of
16 detection as well as the relay of information to
17 appropriate parties.

18 I think the benefit of looking at this on
19 a pilot basis is exactly the challenges that you
20 lay out. In this case, we are the intervening
21 actor if there is a right of way intrusion, and so
22 we can coordinate directly with our staff at the
23 control center as well as rail operations who will
24 be a part of the project team to understand how

1 the model is working, how fast it can detect one
2 of these incidents with high accuracy, and then
3 where the alert should be appropriately sent.
4 That's why we'll have licenses for up to 25 users
5 to be in the system at any given time.

6 But we recognize that there are tradeoffs
7 of high quality information versus the speed of
8 information. And I think that this is only one of
9 a set of tools that the Agency is pursuing to
10 manage right of way intrusion incidents. And so
11 we'll be looking at its effectiveness in line with
12 other tools and tactics that we apply and figure
13 out if this is up to snuff and should be scaled or
14 if we should be investing in some of these
15 alternate initiatives that are happening at the
16 Agency.

17 So it's a very long, in some ways,
18 nonanswer, but a validation that that's the right
19 question and the purpose of the pilot will be to
20 put real data to that to run through some use
21 cases in the real world and get a sense of how
22 long is it taking now when we have to rely on
23 rider reports, operator reports, other call-ins
24 versus how quickly could we shorten that

1 interaction not only to prevent delays, but, also,
2 to prevent serious injury or loss of life.

3 DIRECTOR JAKES: Will it be able to spot a
4 weapon witness?

5 MS. POPPE: No. It is primarily targeted
6 towards large objects, so think bikes, suitcases,
7 things like that that may end up on the tracks,
8 and then people. It is not meant for gun
9 detection.

10 DIRECTOR JAKES: Okay. Thank you.

11 MS. GREENLEE: We'll take questions --

12 DIRECTOR JAKES: No further questions,
13 Georgette.

14 MS. GREENLEE: We'll take questions from
15 other members of the Board. Thank you, Director
16 Jakes.

17 Director Jha.

18 DIRECTOR JHA: No questions. Thanks.

19 MS. GREENLEE: Director Requejo.

20 DIRECTOR REQUEJO: No questions.

21 I just want to highlight that in the
22 briefing for this, I found out there's 2,000
23 intrusion incidents per year, 2,000 in our system.
24 And I think that's important for people to know,

1 of which 19 were collisions between a train and a
2 person. So this is very, very important to
3 address technologically and beyond that.

4 Thanks for your work.

5 MS. GREENLEE: Director Ortiz.

6 DIRECTOR ORTIZ: No questions. Thank you.

7 MS. GREENLEE: Chairman Barclay.

8 CHAIRMAN BARCLAY: Just a comment. I want
9 to tell you that I'm very supportive of this pilot
10 program. I think that it's -- what Director
11 Requejo said, you know, people lost their lives
12 being in the right of way, right of wrong, but
13 there were casualties and the family suffered a
14 serious loss. And so if we can save one life by
15 slowing our trains down or turning off the
16 electricity or whatever, it might be -- you know,
17 it's very valuable to us.

18 So I think this is a move in the right
19 direction. I'm anxious to see the results a year
20 from now when you come back and bring back the
21 data so we can fully analyze it. But I think this
22 is a move in the right direction.

23 The last thing I want to say is I want to
24 see more of these kinds of innovation projects. I

1 know we just started a year ago, but it seems to
2 me that when you build a better mousetrap, you
3 know, it's going to enhance the safety for the
4 public, that's always a good thing. So I think
5 that we just want to see more of these kinds of
6 opportunities.

7 MS. POPPE: Yeah. We'll happily bring you
8 more.

9 DIRECTOR EADDY: Help me to understand how
10 the AI system or technology feeds into all of
11 this.

12 MS. POPPE: Yeah. So the -- it's
13 camera-based technology. And there's going to be
14 an edge device actually at the platform. So what
15 will happen is the AI-based technology on the
16 camera will be able to detect the person directly at
17 the station and it will notify that there is
18 someone on the platform.

19 So the benefit of having all of this on
20 the edge and doing it directly at the platform is
21 you're able to be quicker. So you're not having
22 to send all the video feed up to, you know, a
23 server that then analyzes it and then does the
24 alert.

1 What happens is the analytics is happening
2 directly at the station with the AI machine
3 learning tool that is developed by STV and then
4 you're able to just send the alert up. And alerts
5 travel much faster than camera or images. And so
6 that does allow for quicker access. So that's why
7 we're structuring it this way, with an on-the-edge
8 or at-the-station tool.

9 DIRECTOR EADDY: Thank you.

10 DIRECTOR JHA: Can I just -- sorry. I
11 know -- I think -- so 19 weeks to get all the
12 setup and the pilot actually started, right?

13 MS. BADER: So we'll be doing five weeks
14 of prep. That's determining stations, installing
15 hardware, getting all the technology ready for go
16 live. Then there will be five weeks of model
17 training and valuation.

18 And so that will be looking at identifying
19 pedestrian intents, more or less, which is a way
20 of saying that this person looks like they might
21 go off the platform, and testing that with STV's
22 model to detect those intents; so calibrating,
23 understanding is this a false positive, is this a
24 risky enough level that we should get an alert.

1 And then there will be at least six weeks of the
2 model running live in the field to potentially
3 detect incidents at those two pilot stations.

4 Our vendors indicated some flexibility on
5 extending that a couple weeks if we don't
6 necessarily detect incidents or if we need to, you
7 know, train an incident to see how it's working,
8 but then we'll have access to that full dashboard
9 to look at the full history of data, compare the
10 observation period to the test period, and
11 determine where to go from there.

12 DIRECTOR JHA: So the pilot will continue
13 to run after that -- and I'm loosely using 20
14 weeks. It sounds like somewhere close to 15 to 20
15 weeks. What happens after 20 weeks period?

16 MS. BADER: So as a part of the project
17 team, we'll obviously be working with control
18 center, rail operations, infrastructure, and
19 others.

20 And that's where we can look at this data
21 and make a determination should we move forward
22 and scale, try to purchase more equipment, think
23 about a pilot phase two, should we be looking to
24 procure this at scale and sort of accelerating

1 that. We don't need to wait for a year if we've
2 found something that works really well.

3 But it gives us a good decision point to
4 figure out do we need to rescope a little bit, do
5 we need to go back to the drawing board. And I
6 think that compared to some of the other
7 initiatives and pilots that we've discussed with
8 this Board, it gives us a really good checkpoint
9 early on where this is a fast-structured
10 initiative.

11 DIRECTOR JHA: And within the 20 weeks
12 where the pilot is running, if there's an incident
13 that is not a false positive, if there's an
14 incident that it is able to detect, are you also
15 then running the next steps as part of the pilot?

16 I mean, is there a scenario where we could
17 be able to prevent something as part of this pilot
18 and that would be data that you would be looking
19 at or is that out of scope?

20 MS. BADER: Yeah, potentially. In the
21 first five weeks, we'll have stakeholders at, for
22 example, control thinking through, you know, if
23 I'm going to get a valid incident or at least what
24 is structured as a valid incident, how am I going

1 to respond to that? I think, you know, this will
2 include not only while the pilot's running, you're
3 getting an alert, but we're hopeful that we should
4 be doing something about that alert.

5 I won't sit here and say innovation is the
6 one that should be deciding what operations does.
7 I think this is going to be a collaborative
8 process that determines how can we put this tool
9 to work in the right way. But the idea is that in
10 the observation period, if we get an actionable
11 alert, we're taking action.

12 DIRECTOR JHA: Okay. So I think that's --
13 part of the question is if there is an actual
14 alert, as part of the pilot, I think it's
15 important to set up the rules of the engagement
16 from the operations team to say if you do get it,
17 here is an expected way of responding so that way
18 it's holistic kind of and it's not, you know, we
19 as an innovation team is just doing that and, you
20 know, we're going to let them decide how they want
21 to respond.

22 So I think if you guys can kind of get
23 together on that before you start the pilot to
24 have that end-to-end solution just in terms of

1 what they could do, maybe a high level, if that
2 happens, we should do that and not wait for -- and
3 then the second part of that is if something were
4 to be prevented within the pilot, I think I would
5 love to see some action and say we need to -- you
6 may not have the ability to scale everywhere, but
7 let's not wait for a year to do analysis paralysis
8 and let's just quickly activate if you can expand
9 it this year rather than waiting for the whole
10 year to kind of come up and make a decision would
11 be my two things.

12 MS. POPPE: Yeah. Absolutely. I think
13 that would be the goal is if we are able to notice
14 quick success, let's build on that quick success,
15 let's not wait.

16 DIRECTOR JHA: I would love to hear how it
17 goes at the end of it too, a high level, hey, we
18 saw some good wins or, no, it was a -- we tried
19 it, not moving forward, just so we know and we're
20 not waiting to the end of the year to get an
21 update on it.

22 MS. POPPE: Absolutely.

23 DIRECTOR JHA: Thank you.

24 MS. GREENLEE: Director Jakes, there are

1 no further questions.

2 DIRECTOR LEE: Actually, I have one.

3 DIRECTOR JAKES: Director Lee, do you have
4 a question?

5 MS. GREENLEE: I'm sorry.

6 DIRECTOR LEE: Sure. Yeah. Just one
7 comment, but, also, on question.

8 So very supportive. Thank you for the
9 work in bringing this together. Excited to see
10 the pilot and where it goes. I guess I would
11 encourage us to think more broadly in terms of
12 let's not have ten different AI tools for ten
13 different things. If there's, you know, a
14 opportunity to find one solution or -- you know,
15 more solutions that kind of do more things instead
16 of always having to always add more installation
17 or more hardware, etc., that just seems like
18 overhead. So just something to consider.

19 Thank you.

20 MS. POPPE: Thank you, Director Lee.
21 Absolutely.

22 MS. GREENLEE: Director Jakes, there are
23 no further questions.

24 DIRECTOR JAKES: May I now have leave to

1 place this item on the omnibus for Board approval.

2 DIRECTOR JHA: So moved.

3 DIRECTOR ORTIZ: Second.

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

5 Jha, seconded by Director Ortiz that this be

6 placed on the omnibus for Board approval.

7 We'll take a roll call vote.

8 Director Jha.

9 DIRECTOR JHA: Yes.

10 MS. GREENLEE: 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 Eaddy.

17 DIRECTOR EADDY: Yes.

18 MS. GREENLEE: Director Lee.

19 DIRECTOR LEE: Yes.

20 MS. GREENLEE: Director Jakes.

21 DIRECTOR JAKES: Yes.

22 MS. GREENLEE: The motion passes.

23 Director Jakes, we may now proceed to

24 agenda item number 5, our purchase and sales award

1 recommendations.

2 DIRECTOR JAKES: Our next order of
3 business today is the review of contract number
4 A-1 through A-3, which are contract awards for
5 transit operations.

6 I have no questions.

7 MS. GREENLEE: We'll take questions from
8 other members of the Board.

9 Director Jha.

10 DIRECTOR JHA: I don't have any questions.
11 Thanks.

12 MS. GREENLEE: Director Requejo.

13 DIRECTOR REQUEJO: No questions.

14 MS. GREENLEE: Director Ortiz.

15 DIRECTOR ORTIZ: No questions.

16 MS. GREENLEE: Chairman Barclay.

17 CHAIRMAN BARCLAY: No questions.

18 MS. GREENLEE: Director Eaddy.

19 DIRECTOR EADDY: No questions.

20 MS. GREENLEE: Director Lee.

21 DIRECTOR LEE: None. Thank you.

22 MS. GREENLEE: Director Jakes, there are
23 no further questions. You may now proceed to
24 contract numbers B-1 through B-3.

1 DIRECTOR JAKES: Our next order of
2 business today is the review of contract number
3 B-1 through B-3, which are contract awards for
4 infrastructure.

5 No questions, Georgette.

6 MS. GREENLEE: We'll take questions from
7 other members of the Board.

8 Director Jha.

9 DIRECTOR JHA: No questions.

10 MS. GREENLEE: Director Requejo.

11 DIRECTOR REQUEJO: No questions.

12 MS. GREENLEE: Director Ortiz.

13 DIRECTOR ORTIZ: None.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: None.

16 MS. GREENLEE: Director Eaddy.

17 DIRECTOR EADDY: No.

18 MS. GREENLEE: Director Lee.

19 DIRECTOR LEE: None. Thank you.

20 MS. GREENLEE: Director Jakes, there are
21 no further questions.

22 DIRECTOR JAKES: Our next order of
23 business today is the review of contract number
24 C-1, which is a contract award for finance.

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1 No questions.

2 MS. GREENLEE: Director Jha.

3 DIRECTOR JHA: No questions.

4 MS. GREENLEE: Director Requejo.

5 DIRECTOR REQUEJO: No questions.

6 MS. GREENLEE: Director Ortiz.

7 DIRECTOR ORTIZ: None.

8 MS. GREENLEE: Chairman Barclay.

9 CHAIRMAN BARCLAY: No questions.

10 MS. GREENLEE: Director Eaddy.

11 DIRECTOR EADDY: No questions.

12 MS. GREENLEE: Director Lee.

13 DIRECTOR LEE: None. Thank you.

14 MS. GREENLEE: Director Jakes, there are
15 no further questions on those contracts.

16 DIRECTOR JAKES: Our next order of
17 business is the review of contract number G-1,
18 which is a contract award for technology.

19 No questions.

20 MS. GREENLEE: Director Jha.

21 DIRECTOR JHA: No questions.

22 MS. GREENLEE: Director Requejo.

23 DIRECTOR REQUEJO: No questions.

24 MS. GREENLEE: Director Ortiz.

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1 DIRECTOR ORTIZ: No questions.
2 MS. GREENLEE: Chairman Barclay.
3 CHAIRMAN BARCLAY: No questions.
4 MS. GREENLEE: Director Eaddy.
5 DIRECTOR EADDY: No questions.
6 MS. GREENLEE: Director Lee.
7 DIRECTOR LEE: None. Thank you.
8 MS. GREENLEE: Director Jakes, you may now
9 proceed to contract I-1.
10 DIRECTOR JAKES: Our next order of
11 business today is the review of contract number
12 I-1, which is a contract award for law.
13 No questions.
14 MS. GREENLEE: Director Jha.
15 DIRECTOR JHA: No questions.
16 MS. GREENLEE: Director Requejo.
17 DIRECTOR REQUEJO: No questions.
18 MS. GREENLEE: Director Ortiz.
19 DIRECTOR ORTIZ: No questions.
20 MS. GREENLEE: Chairman Barclay.
21 CHAIRMAN BARCLAY: No questions.
22 MS. GREENLEE: Director Eaddy.
23 DIRECTOR EADDY: No questions.
24 MS. GREENLEE: Director Lee.

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1 DIRECTOR LEE: None. Thank you.

2 MS. GREENLEE: Director Jakes, there are
3 no questions and there are no further questions on
4 -- and there are no further contracts review.

5 DIRECTOR JAKES: Since there are no
6 further questions on the contracts, may I have
7 leave to place the nine contracts on the omnibus?

8 DIRECTOR JHA: So moved.

9 DIRECTOR ORTIZ: Second.

10 MS. GREENLEE: It's been moved by Director
11 Jha, seconded by Director Ortiz that the nine
12 contracts be placed on the omnibus for Board
13 approval.

14 We'll take a roll call vote.

15 Director Jha.

16 DIRECTOR JHA: Yes.

17 MS. GREENLEE: Director Requejo.

18 DIRECTOR REQUEJO: Yes.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Eaddy.

24 DIRECTOR EADDY: Yes.

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1 MS. GREENLEE: Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: The motion passes.

4 DIRECTOR JAKES: Yes.

5 Number 5B. Since there is no further
6 business to come before the Committee, may I have
7 a motion to approve the omnibus and recommend the
8 omnibus for Board approval?

9 DIRECTOR JHA: So moved.

10 DIRECTOR ORTIZ: Second.

11 MS. GREENLEE: It's been moved by Director
12 Jha, seconded by Director Ortiz that the omnibus
13 be recommended for Board approval.

14 We'll take a roll call vote.

15 Director Jha.

16 DIRECTOR JHA: Yes.

17 MS. GREENLEE: Director Requejo.

18 DIRECTOR REQUEJO: Yes.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Eaddy.

24 DIRECTOR EADDY: Yes.

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1 MS. GREENLEE: Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: Director Jakes.

4 DIRECTOR JAKES: Yes.

5 MS. GREENLEE: The motion passes.

6 DIRECTOR JAKES: And, finally, may I have
7 a motion to adjourn?

8 DIRECTOR JHA: So moved.

9 DIRECTOR ORTIZ: Second.

10 MS. GREENLEE: It's been moved by Director
11 Jha, seconded by Director Ortiz that this meeting
12 of the Finance, Audit, and Budget Committee be
13 adjourned.

14 We'll take a roll call vote.

15 Director Jha.

16 DIRECTOR JHA: Yes.

17 MS. GREENLEE: Director Requejo.

18 DIRECTOR REQUEJO: Yes.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Eaddy.

24 DIRECTOR EADDY: Yes.

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1 MS. GREENLEE: Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: Director Jakes.

4 DIRECTOR JAKES: Yes.

5 MS. GREENLEE: Director Jakes, the motion
6 passes.

7 DIRECTOR JAKES: This meeting is
8 adjourned. Thank you.

9 (Off the record at 10:20 a.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 17th day of February, 2025.



COURTNEY PETROS, RPR, CSR

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